



Staff Report to the Zoning Administrator

Application Number: 07-0406

Applicant: Steve Elmore
Owner: Bei-Scott Company, LLC
APN: 030-061-02

Agenda Date: February 4, 2011
Agenda Item #: 4
Time: After 10:00 a.m.

Project Description: Proposal to demolish one retail building, two residences, eight accessory structures and one commercial storage structure and to construct four new commercial structures of the following sizes: 2,692 square feet (Bldg A); 2,440 square feet (Bldg B); 5,349 square feet (Bldg C); and 4,185 square feet (Bldg D). Proposal includes approximately 6,000 cubic yards of excavation and stripping, 6,000 cubic yards of fill and recompaction, and approximately 3,000 cubic yards of material to be exported off site.

Location: Property located on the north side of Soquel Drive at the intersection with 41st Avenue, at 4101 Soquel Drive

Supervisory District: 1st District (District Supervisor: John Leopold)

Permits Required: Commercial Development Permit, Riparian Exception

Technical Reviews: Preliminary Grading Approval; Design Review; Geotechnical Report Review

Staff Recommendation:

- Certification that the proposal is exempt from further Environmental Review under the California Environmental Quality Act.
- Approval of Application 07-0406, based on the attached findings and conditions.

Exhibits

- | | |
|---|--------------------------------------|
| A. Project plans | E. Assessor's, Location, Zoning and |
| B. Findings | General Plan Maps |
| C. Conditions | F. Comments & Correspondence |
| D. Mitigated Negative Declaration
(CEQA determination) | G. Results from Neighborhood Meeting |

Parcel Information

Parcel Size: 2.3 acres (combined five acres under common ownership)
Existing Land Use - Parcel: Mixed commercial and residential
Existing Land Use - Surrounding: Residential (north), Commercial (south and west) Vacant Public Facilities land (east)
Project Access: Soquel Drive
Planning Area: Soquel
Land Use Designation: C-C (Community Commercial)
Zone District: C-2 (Community Commercial)
Coastal Zone: ☐ Inside ☒ Outside
Appealable to Calif. Coastal Comm. ☐ Yes ☒ No

Environmental Information

Geologic Hazards: Not mapped/no physical evidence on site
Soils: Preliminary Soils Report completed
Fire Hazard: Not a mapped constraint
Slopes: Mostly level; greater than 30% in the vicinity of the riparian corridor
Env. Sen. Habitat: Riparian Corridor - ephemeral arroyo
Grading: Approximately 6,000 cubic yards proposed
Tree Removal: 25-30 eucalyptus and oak trees to be removed
Scenic: Not a mapped resource
Drainage: Engineered drainage plans
Archeology: Portion mapped; area historically disturbed

Services Information

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

History

The project site is composed of five separate parcels under common ownership. The parcels will be combined into a single lot as a part of this proposal. Existing structures on the five parcels date from the late 1940s to the early 1960s and include a duplex, two commercial buildings and a non-conforming single-family dwelling. Past commercial uses on the site include an ice cream shop, Christmas tree lot, furniture refinishing and sales shop and a dress shop. Current commercial uses include a storage structure and vacuum cleaner repair and sales business. All existing structures on the subject site will be demolished to accommodate the proposed commercial development.

Planned Urban Roadway Improvements specified in the Santa Cruz County General Plan include a future two-lane collector street, extending 41st Avenue through the subject site. The extension was envisioned to serve the O'Neill Ranch redevelopment project to the north of the subject site; however that project was withdrawn in 1989. The General Plan Policy remains in place; therefore any development approved on the subject site must be designed in a way that does not preclude or interfere with the potential extension of 41st Avenue.

In April 2000, an application was made to construct a Home Depot on 14 parcels, including three of the subject parcels (APNs 030-061-02, 030-061-03 and 030-061-04). The application was subsequently abandoned in October of 2001. In 2005 a Design Review Group (DRG) was held to discuss a commercial proposal on the subject site and comments were gathered from various reviewing agencies and incorporated into the current application.

The subject application was made in August of 2007.

Project Setting

The subject site is located in the Soquel Planning Area and fronts onto Soquel Drive, an arterial street. The site also includes a private right-of-way (Greenbrae Lane), which provides primary access to 14 residences and two commercial properties to the north and west of the site. The southern three-fourths of the site is generally level, with the rear (northern) part of the lot sloping sharply (30-50%) toward the arroyo associated with an unnamed ephemeral drainage. The arroyo crosses through APNs 030-061-04 and 030-061-14. A Riparian Pre-site for this location was completed in 2005 to evaluate the extent of the arroyo and appropriate development setbacks. A dense grove of eucalyptus and oak trees is located in and around the arroyo. The portion of the site adjacent to the arroyo is also characterized by a large amount of unconsolidated fill that shows signs of significant erosion.

The site is bounded by single-family residences to the north, a vacant, County-owned parcel to the east, and commercial buildings to the south (paint store and Redwood shopping center) and west (automotive repair and sign shop). The subject parcels are currently developed with a legal, non-conforming residence and duplex, a vacuum repair and sales shop, a commercial storage structure and several accessory structures. With the exception of the eucalyptus and oak grove to the north, the parcels contain little woody vegetation.

The applicant proposes to demolish all existing structures on the five parcels and to construct four new commercial structures; one of 2,692 square feet (Bldg A); one of 2,440 square feet (Bldg B); one of 5,349 square feet (Bldg C); and one of 4,185 square feet (Bldg D). The square footage for each building includes mezzanine office space and basement storage space. Tenants have not yet been identified for the commercial space; however the project includes a Master Occupancy Program, which will allow all commercial uses permitted for the C-2 (community Commercial) zone district as allowed per Section 13.10.332 of the County Code, with the exception of any use or combination of uses that would exceed the 64 proposed parking spaces.

The proposal includes construction of a driveway located at the intersection of Soquel Drive and 41st Avenue, which is currently a signalized T-intersection. The project driveway will create a new northbound leg of the intersection, with new signal standards, signage and pedestrian

improvements proposed at the site entrance. Two new driveways would connect the interior of the shopping center to Greenbrae Lane, the private right-of-way to the west. Travel along the western driveways would be restricted to incoming traffic from Greenbrae. Traffic would not be allowed to flow from the shopping center to Greenbrae. Additionally, a 10-foot dedication along the Soquel Drive frontage has been offered to the County. The easement will accommodate a 6-foot separated sidewalk and planting area.

Because of the extent of non-engineered fill on the property, the proposed improvements require approximately 6,000 cubic yards of excavation and stripping, approximately 6,000 cubic yards of fill and recompaction, and approximately 3,000 cubic yards of material proposed to be exported off site. Grading is required to re-contour and stabilize unconsolidated fill adjacent to the arroyo at the north end of the site. A retaining wall is proposed along the top of the slope, at a maximum height of 5'-6". The applicant also proposes to remove approximately 25-30 eucalyptus and oak trees from the rear slope to accommodate the re-contouring and slope stabilization. The tree removal and restoration is addressed in the section of this report titled "Riparian Resources," in the findings for the Riparian Exception, and in the Conditions of Approval.

ANALYSIS AND DISCUSSION

Zoning & General Plan Consistency

The subject property is approximately 2.3 acres in area and is located in the C-2 (Community Commercial) zone district, a designation which allows commercial uses. The proposed commercial development is a principal permitted use within the zone district and the zoning is consistent with the site's (C-C) Community Commercial General Plan designation. Construction of this project will eliminate the existing non-conforming residential uses.

Riparian Resources

As discussed previously, the project is located in the vicinity of an unnamed ephemeral stream, which constitutes an urban arroyo. The fill slopes adjacent to the arroyo shows signs of moderate to severe erosion and are proposed to be re-graded to provide a stable 2:1 slope. These grading activities are proposed within the required 10 riparian buffer specified in the Riparian Pre-Site performed in 2005. In accordance with Section 16.20.080(o) of the County Grading Regulations, the proposed grading activities are restricted to the dry season (April 15th through October 15th). The County Erosion Control Ordinance also requires an erosion control plan indicating proposed methods for the control of runoff, erosion, and sediment movement to be submitted and approved prior to the issuance of building permits. Additional mitigation measures require a pre-grading/pre-construction meeting to be held onsite with County Engineering and Environmental Planning Staff and the project team, prior to any land disturbance.

No commercial or industrial activities are proposed that would generate significant amounts of contaminants. The parking and driveway associated with the project would incrementally contribute urban pollutants to the environment; however, the contribution would be minimal given the size of the driveway and parking areas. Silt and grease traps at the two drains adjacent to the riparian corridor are included in the proposal and development of a plan for maintenance of the traps is a condition of project approval.

To mitigate impacts of nighttime lighting on the adjacent riparian habitat, prior to issuance of a building permit, the applicant must submit a lighting plan to the Planning Department for review and approval. The plan shall verify that permanent outdoor lighting shall be minimized and shielded by fixture design.

Design Review

The development of these lots will be an improvement to the area. The existing visual setting is an underutilized commercial property. The proposed design of the commercial shopping center will be integrated with the Soquel commercial corridor. The buildings are oriented to keep massing from the street frontage and the site design provides a commercial business space and outdoor area that offer a pleasing commercial frontage. In addition to the improved pedestrian access and frontage dedication for future improvements, the project provides landscaping on a site previously lacking this visual amenity.

The proposed shopping center complies with the requirements of the County Design Review Ordinance. Specifically, the proposed project will incorporate site and architectural design features such as articulated front facades and landscaping between the buildings and adjacent properties to reduce the visual impact of the proposed development on surrounding land uses. The project incorporates a 29-foot tall tower adjacent to the front entrance in order to provide a visual focal point. The tower is designed to be compatible with the modified California Mission style utilized on the four commercial buildings. The four commercial buildings are just less than 21 feet in height and well under the maximum 30 foot height allowed in the Community Commercial zone district.

Signage

The proposed signage for the shopping center is as follows:

- One 10.7 square foot shopping center sign (“Soquel Tower Place”) to be located on a 29 foot tall tower at the entrance to the center.
- One 42 square foot monument Directory Sign
- Nine individual tenant signs totaling 108.5 square feet, located on each of the four proposed commercial buildings.

Section 13.10.581(k) limits the total square footage of the shopping center sign and directory sign to a maximum of 50 square feet. Therefore a Condition of Approval requires the final approved signage to be reduced in order to conform to County Code requirements.

Drainage

The parking and driveway areas would consist of both asphalt and pervious pavement, with pervious pavement areas set back from the rear slope at the north of the property. Drainage from the site is designed to discharge to the ephemeral drainage at the north of the site, with a plastic membrane placed along edges of the pervious pavement to prevent collected water from flowing out from under the pavement. Roof runoff would discharge onto the pervious pavement to allow

for some percolation on site. Additional drainage improvements at the site include the placement of 9 new area drains. The two northern area drains would be fitted with silt and grease traps and discharge into two outlets placed within an existing drainage swale at the northern portion of the site. The outlets connect to two 12-inch culverts emptying via a 12-inch tee into energy dissipaters made of rubble riprap.

Grading

The geotechnical investigation for the project documented five to thirteen feet of fill placed on the north side of the site to create a level area. The surface of the fill slope is eroded and several small areas of slippage are evident. The fill slope is susceptible to erosion and landsliding when saturated. To prevent such erosion and slope failure and to protect the adjacent waterway from sedimentation, the proposal includes re-grading this area to provide a stable 2:1 slope. Additionally, a retaining wall is proposed along the top of the re-contoured slope to ensure additional long-term stability and to prevent impacts to the riparian system.

The unsuitable fill and native materials, the extent of excavation and recompaction required at this site, and the size of the buildings and paving will generate approximately 6,000 cubic yards of grading over approximately 2.3 acres. This volume is not considered excessive in light of the acreage involved, the unfavorable soils conditions and the type and scope of commercial development.

Conditions of project approval require a plan review letter to be submitted from the consulting geotechnical engineer to ensure compliance with all recommendations made in the geotechnical report prepared for this site. Grading and/or land clearing within the riparian corridor and buffer must start after April 15 and no later than August 1 to ensure completion prior to the onset of the rainy season. For earthwork located outside of the riparian setbacks, the continuation of grading into the winter rain season (October 15 through April 15) will require a separate winter grading permit. Approval of a winter grading permit will depend on the timing, site conditions and quality of the winter erosion plan.

Traffic and Circulation

The proposed commercial development and access road will alter the existing circulation system in the vicinity of the project site. Several traffic studies have been completed and submitted to the County for review (Exhibit D). The reports indicate that the proposal would result in 38 additional peak am and peak pm trips and that the project would not cause any nearby intersection to drop below Level of Service D. The Road Engineering Section of the Department of Public Works has accepted the results of the traffic studies and intersection analysis.

The project site also includes Greenbrae Lane, an easement that provides primary access to residential and commercial parcels to the west and north of the site. No changes are proposed to this easement; however the road does not meet current County Design Standards. To ensure that future commercial traffic does not significantly impact existing users of Greenbrae Lane, a condition of project approval requires signage to be erected to prevent commercial traffic from exiting the commercial site onto Greenbrae. Existing residents would be able to enter and exit to and from the Soquel 41st Avenue intersection via the proposed driveways, which provide

superior egress for eastbound and southbound traffic relative to the current circulation pattern. A bus stop exists just to the west of the Greenbrae/Soquel intersection and has presented additional conflicts for vehicular traffic entering and existing via Greenbrae Lane. On January 13, 2009 the Board of Supervisors directed the Redevelopment Agency (RDA) to relocate the bus stop from its current location to the frontage of the RDA-owned property to the east of the subject property. RDA, in conjunction with the Road engineering Section of the Department of Public Works, has been in the process of preparing preliminary plans. RDA has also received preliminary approval from the Metro Transit District for the new proposed bus stop location and the RDA Board of Directors has approved funding for this work. The relocation is anticipated to be completed in the spring of 2011.

Proposed improvement to the Soquel/41st Avenue intersection include providing a signalized pedestrian crossing at the project driveway and providing ramps at the new driveway that align with the existing crosswalk at Soquel Drive.

The improvements proposed by the applicant would improve the functionality of the Soquel/41st Avenue intersection and would ensure that the impact of the proposed commercial development does not significantly impact the circulation in the vicinity of the site. Further, the relocation of the bus stop and provision of an alternative ingress and egress path through a signalized intersection will improve the circulation for users of Greenbrae Lane and reduce traffic conflicts that have historically existed in this area.

The proposal would provide 64 parking spaces to accommodate the proposed commercial use. The number of spaces exceeds the County commercial parking requirements. The County General Plan includes a provision for extending 41st Avenue northward through the project site. Although there are no plans to implement this policy, the project has been designed so that future implementation remains feasible. The portion of the site impacted by the future arterial extension is currently proposed to be used as a parking aisle with perpendicular parking spaces on both sides. Should 41st Avenue be extended, one alternative would be to replace the parking spaces with diagonal parking along Greenbrae Lane. The project traffic engineer, Hatch Mott MacDonald prepared a Parking Layout Evaluation (Attachment 7 of Exhibit D) which illustrates this option. This alternative would include a new access road for the Greenbrae Lane residents.

Alternatively, in that the RDA will be required to purchase any future right-of-way to extend 41st Avenue through the project site, RDA may elect to relocate the displaced parking on the County-owned parcel immediately adjacent and to the east of the subject site.

Finally, in the event that neither of the two options of accommodating displaced parking prove feasible, the property owner will be required to modify the permitted commercial uses on the site to the extent that the resulting diminished parking spaces are sufficient pursuant to Section 13.10.552 (Schedule of off-street parking space requirements) of the county code. Further, Section 13.10.553 of the Code provides variations to requirements that allow the commercial parking standards to be satisfied by alternative means, such as through the use of employee van pools, ridesharing or other methods.

Easements and Dedications

In conjunction with the General Plan Policy that calls for the possible future extension of 41st Avenue through the site, the proposal includes an offer of dedication of a 28-foot right-of-way and a 5-foot sidewalk easement coincident to the area of possible future roadway expansion. The county is not currently in a position to accept the dedication; therefore the offer will be held until future consideration of the extension. The project also includes frontage right-of-way dedications along Soquel Drive and the abandonment of an existing 20-foot right-of-way at the eastern portion of the site.

Environmental Review

Environmental review has been required for the proposed project per the requirements of the California Environmental Quality Act (CEQA). The project was reviewed by the County's Environmental Coordinator on December 20, 2010. A preliminary determination to issue a Negative Declaration with Mitigations (Exhibit D) was made on December 23, 2010. The mandatory public comment period expired on January 22, 2011, with no comments received.

The environmental review process focused on the potential impacts of the project in the areas of transportation and traffic, grading, and the riparian corridor. The environmental review process generated mitigation measures that will reduce potential impacts from the proposed development and adequately address these issues. All mitigations have been incorporated into and are implemented by the Conditions of Approval (Exhibit C).

Conclusion

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

Staff Recommendation

- Certification that the proposal is exempt from further Environmental Review under the California Environmental Quality Act.
- **APPROVAL** of Application Number **07-0406**, based on the attached findings and conditions.

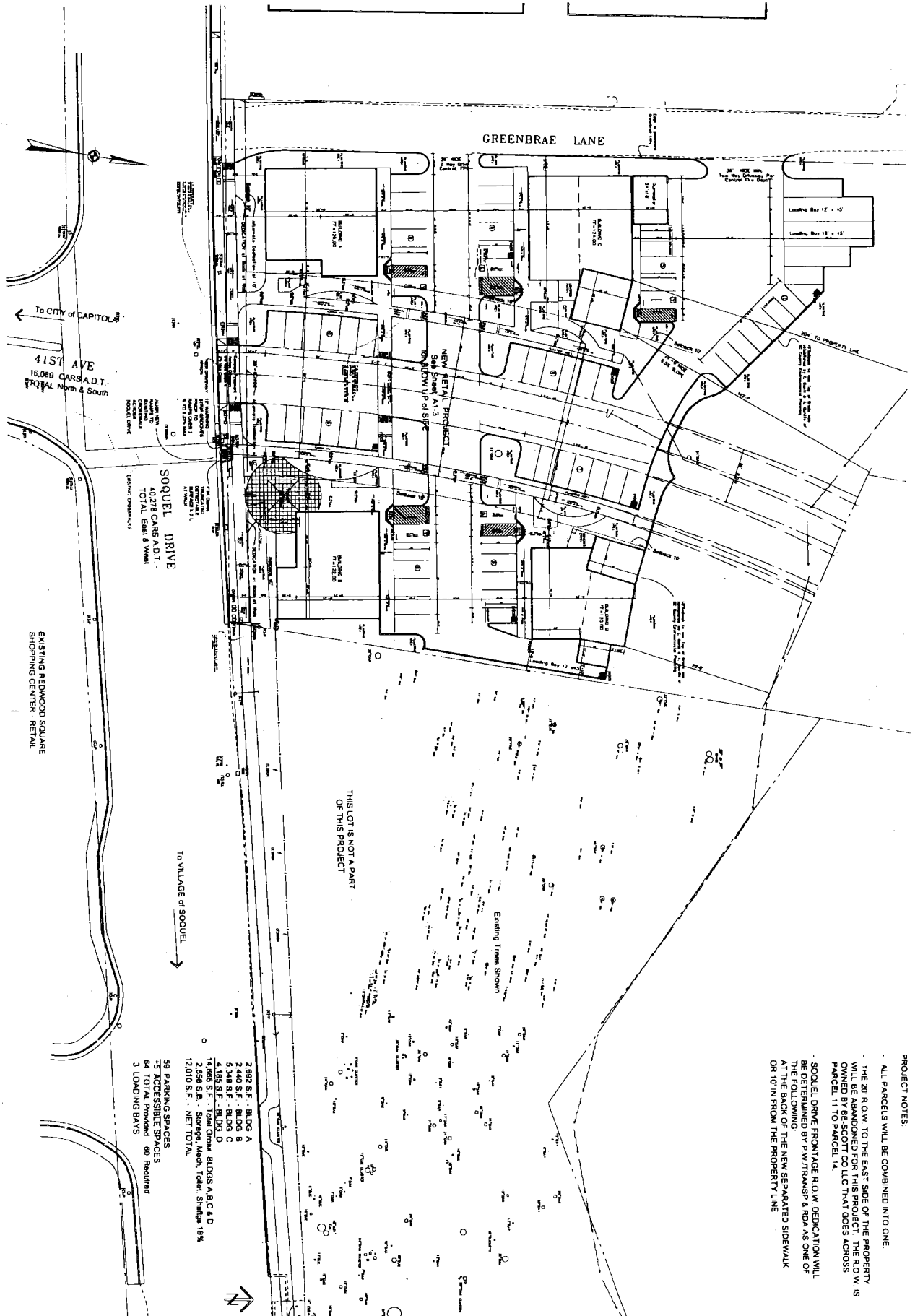
Supplementary reports and information referred to in this report are on file and available for viewing at the Santa Cruz County Planning Department, and are hereby made a part of the administrative record for the proposed project.

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

Application #: 07-0406
APN: 030-061-02
Owner: Bei-Scott Company, LLC

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E-mail: robin.bolster@co.santa-cruz.ca.us



PROJECT NOTES:

- ALL PARCELS WILL BE COMBINED INTO ONE.
- THE 20' R.O.W. TO THE EAST SIDE OF THE PROPERTY WILL BE ABANDONED FOR THIS PROJECT. THE R.O.W. IS OWNED BY SAN JUAN COUNTY COLLECTOR DOES ACROSS PARCEL 11 TO PARCEL 14.
- SOQUEL DRIVE FRONTAGE R.O.W. DEDICATION WILL BE DETERMINED BY P.W./TRANSP & RDA AS ONE OF THE FOLLOWING:
AT THE BACK OF THE NEW SEPARATED SIDEWALK OR 10' IN FROM THE PROPERTY LINE

COMMERCIAL - 11 - 4ENT FOR
BEI-S LC
4101 SOQUEL DR SOQUEL
APN 030-061-02, 03, 04 & 11 & 14

Steven A.
Elmore - Architect
1557 Taylor Lane Santa Cruz, CA 95062
831-462-1102

1" = 20' A1-

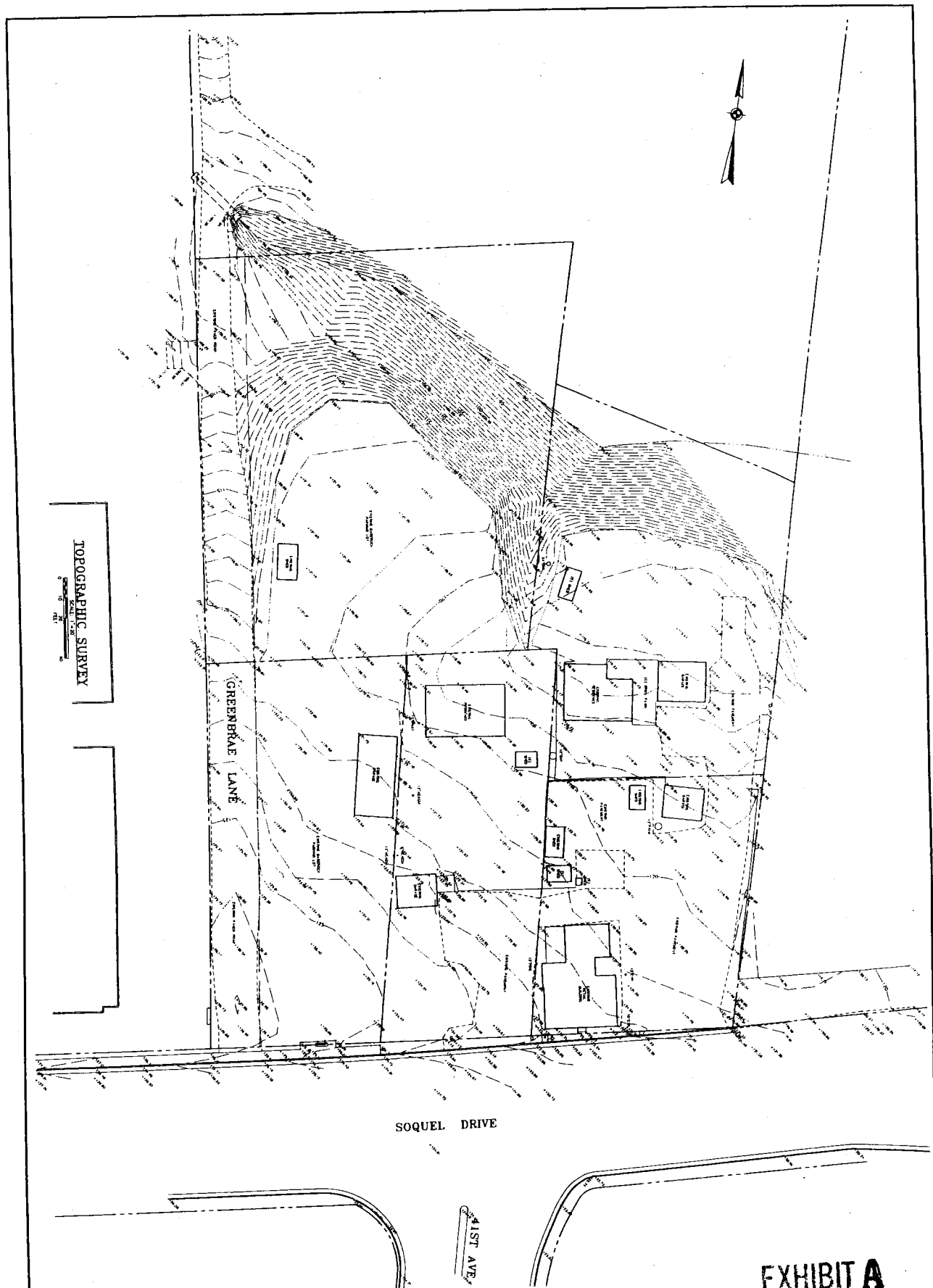


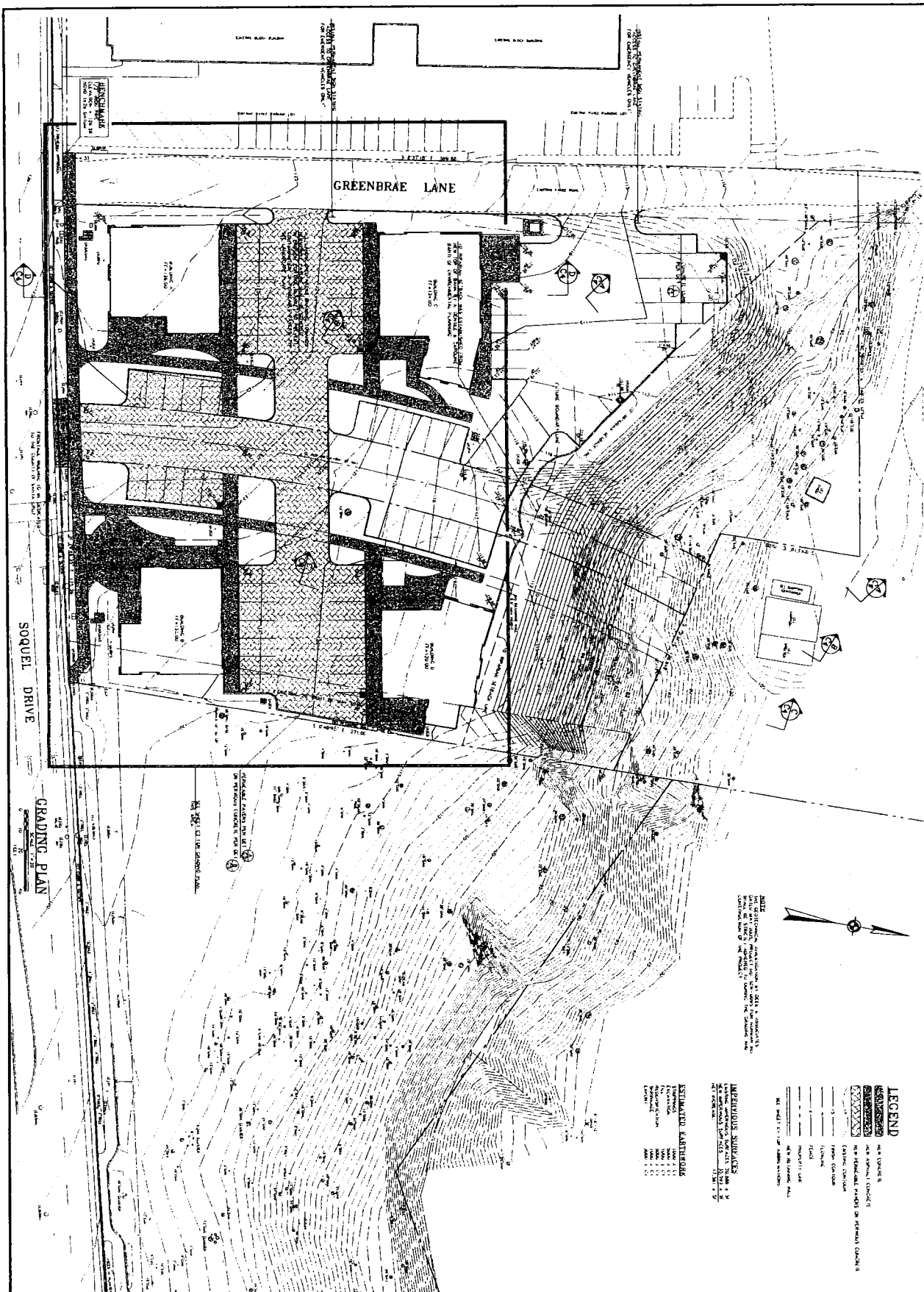
EXHIBIT A

T-1
 COMMERCIAL DEVELO - 13 - OR
 BEI-SCOTT
 4109 SOQUEL DR SOQUEL APN 030-061-02, 03, 04 & 11



ROPER ENGINEERING
 CIVIL ENGINEERING & LAND SURVEYING
 444 AIRPORT BLVD, SUITE 208 WATSONVILLE, CA 95076





LEGEND

EXISTING CONDITIONS
 PROPOSED STRUCTURES
 PROPOSED GRADING SURFACES
 PROPOSED EARTHWORK

1.0' = 10.0'

ESTIMATED EARTHWORK

ITEM	UNIT	QUANTITY
1.0' = 10.0'	1.0'	1.0'
2.0' = 20.0'	2.0'	2.0'
3.0' = 30.0'	3.0'	3.0'
4.0' = 40.0'	4.0'	4.0'
5.0' = 50.0'	5.0'	5.0'
6.0' = 60.0'	6.0'	6.0'
7.0' = 70.0'	7.0'	7.0'
8.0' = 80.0'	8.0'	8.0'
9.0' = 90.0'	9.0'	9.0'
10.0' = 100.0'	10.0'	10.0'

COMMERCIAL DEVELOPMENT FOR
 BEI-SCOTT LLC
 4101 SOQUEL DR SOQUEL APN 030-061-02, 03, 04, 11 & 14

PER ENGINEERING
 CIVIL ENGINEERING & LAND SURVEYING
 14 DEAN LANE SUITE 200 WATERBURY, CT 06706



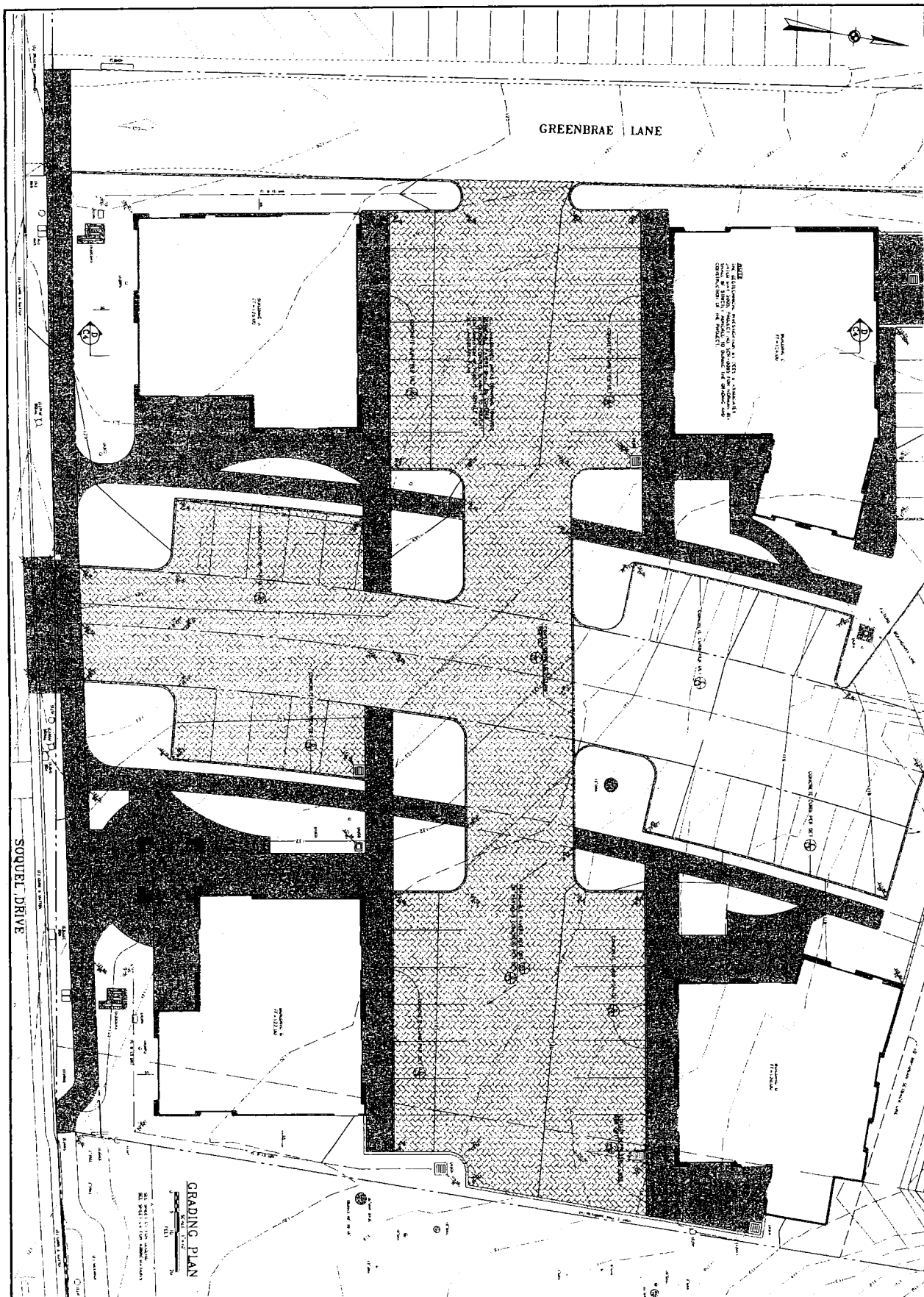
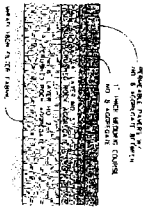
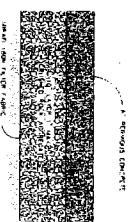


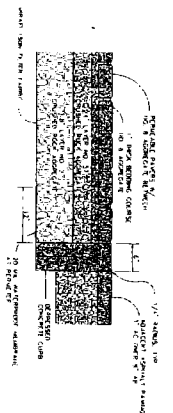
EXHIBIT A



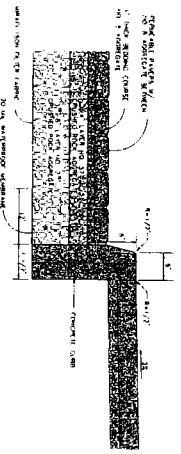
PERMEABLE PAVEMENT DETAIL A
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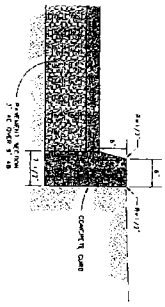
PERVIOUS CONCRETE DETAIL B
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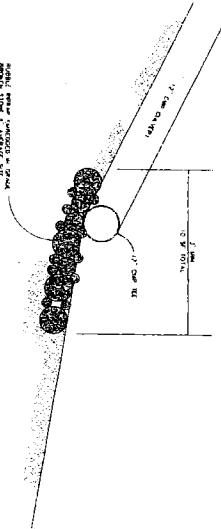
DEPRESSED CURB DETAIL C
SCALE: 1" = 1'-0"



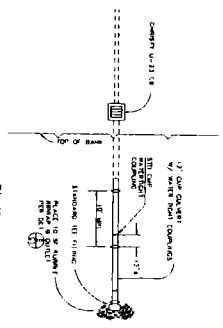
CONCRETE CURB DETAIL D
SCALE: 1" = 1'-0"



CONCRETE CURB DETAIL E
SCALE: 1" = 1'-0"

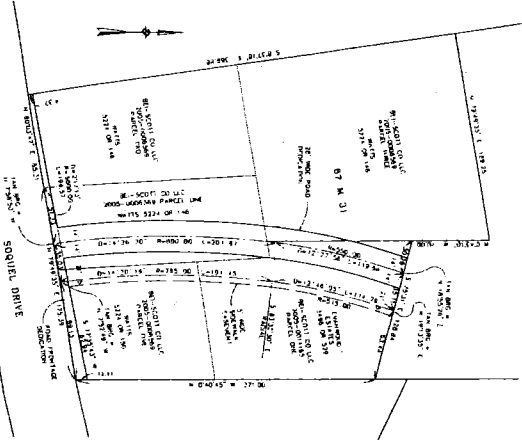


STORM DRAIN OUTLET DETAIL F
SCALE: 1" = 1'-0"

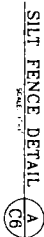


DOWN DRAIN DETAIL G
SCALE: 1" = 1'-0"

SECTION



ROAD DEDICATION & SIDEWALK EASEMENT H
SCALE: 1" = 1'-0"

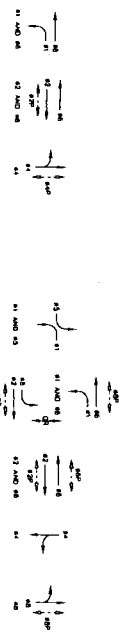


INTERIOR EROSION CONTROL NOTES

[illegible]

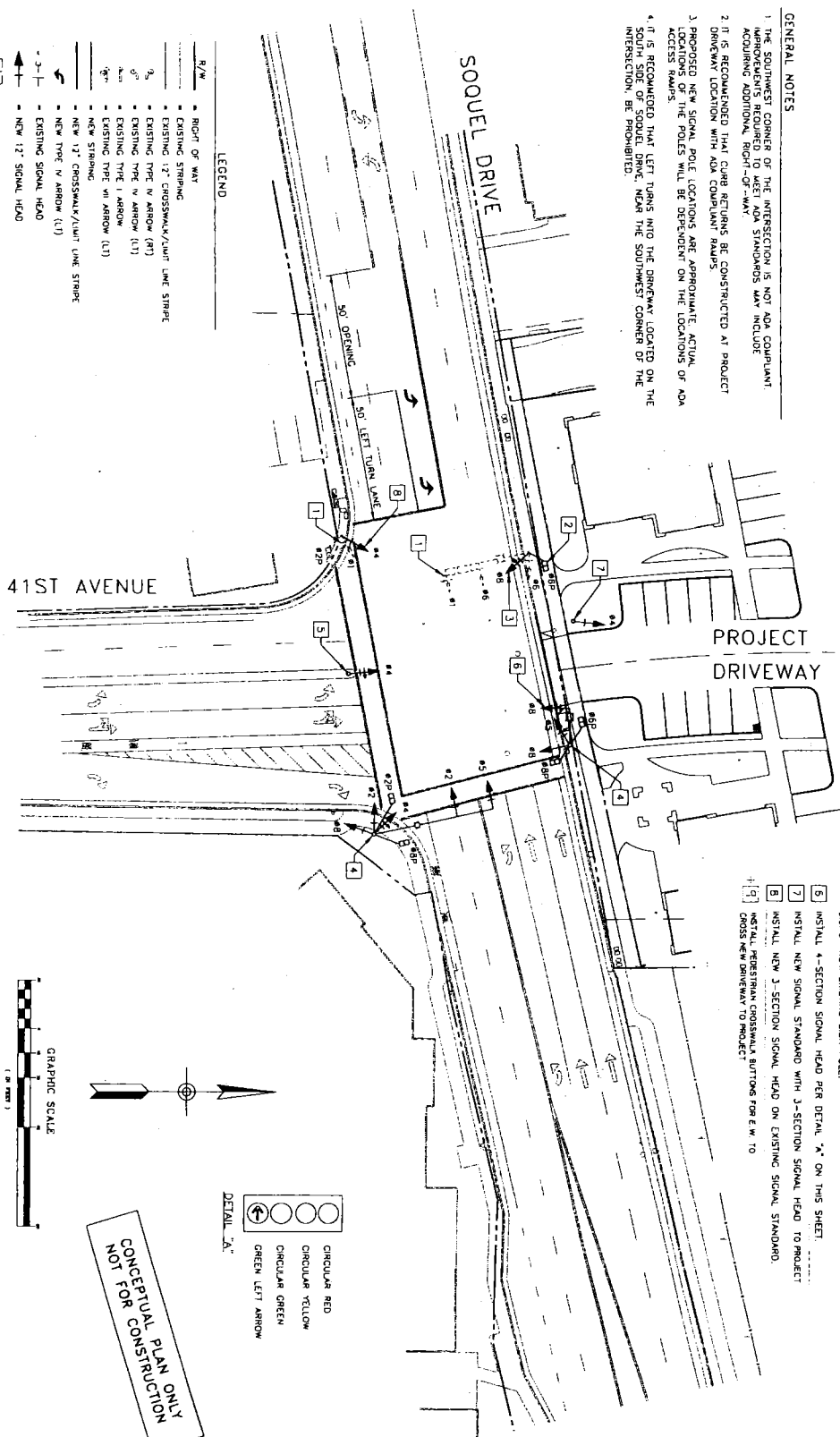
EXISTING PHASE DIAGRAM

PROPOSED PHASE DIAGRAM

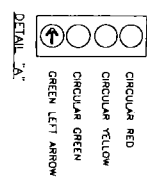


- GENERAL NOTES**
1. THE SOUTHWEST CORNER OF THE INTERSECTION IS NOT ADA COMPLIANT. IMPROVEMENTS REQUIRED TO MEET ADA STANDARDS MAY INCLUDE ACQUIRING ADDITIONAL RIGHT-OF-WAY.
 2. IT IS RECOMMENDED THAT CURB RETURN BE CONSTRUCTED AT PROJECT DRIVEWAY LOCATION WITH ADA COMPLIANT RAMP.
 3. PROPOSED NEW SIGNAL POLE LOCATIONS ARE APPROXIMATE. ACTUAL LOCATIONS OF THE POLES WILL BE DEPENDENT ON THE LOCATIONS OF ADA ACCESS RAMP.
 4. IT IS RECOMMENDED THAT LEFT TURNS INTO THE DRIVEWAY LOCATED ON THE SOUTH SIDE OF SOQUEL DRIVE NEAR THE SOUTHWEST CORNER OF THE INTERSECTION, BE PROHIBITED.

- LEGEND**
- R/W
- RIGHT OF WAY
 - EXISTING STRIPING
 - EXISTING 12" CROSSWALK/LINE STRIPE
 - EXISTING TYPE IV ARROW (RT)
 - EXISTING TYPE IV ARROW (LT)
 - EXISTING TYPE I ARROW
 - EXISTING TYPE VI ARROW (LT)
 - NEW STRIPING
 - NEW 12" CROSSWALK/LINE STRIPE
 - NEW TYPE IV ARROW (LT)
 - EXISTING SIGNAL HEAD
 - NEW 12" SIGNAL HEAD
 - EXISTING PEDESTRIAN SIGNAL HEAD
 - NEW PEDESTRIAN SIGNAL HEAD



- PROJECT NOTES**
1. INSTALL BACKPLATE TO EXISTING SIGNAL HEAD
 2. INSTALL NEW PEDESTRIAN SIGNAL HEAD TO EXISTING SIGNAL POLE
 3. REMOVE EXISTING 3-SECTION SIGNAL HEAD AND REPLACE WITH NEW 3-SECTION LEFT TURN SIGNAL HEAD
 4. REMOVE AND SALVAGE EXISTING SIGNAL STANDARD AND EQUIPMENT. INSTALL NEW SIGNAL STANDARD AND EQUIPMENT AS SHOWN
 5. REMOVE AND SALVAGE EXISTING SIGN POLE. INSTALL NEW SIGNAL STANDARD WITH 4-SECTION SIGNAL HEAD DETAIL 'A' ON THIS SHEET AND SALVAGED SIGNS FROM EXISTING SIGN POLE
 6. INSTALL 4-SECTION SIGNAL HEAD PER DETAIL 'A' ON THIS SHEET
 7. INSTALL NEW 3-SECTION SIGNAL HEAD ON EXISTING SIGNAL STANDARD
 8. INSTALL PEDESTRIAN CROSSWALK BUTTONS FOR E.W. TO CROSS NEW DRIVEWAY TO PROJECT



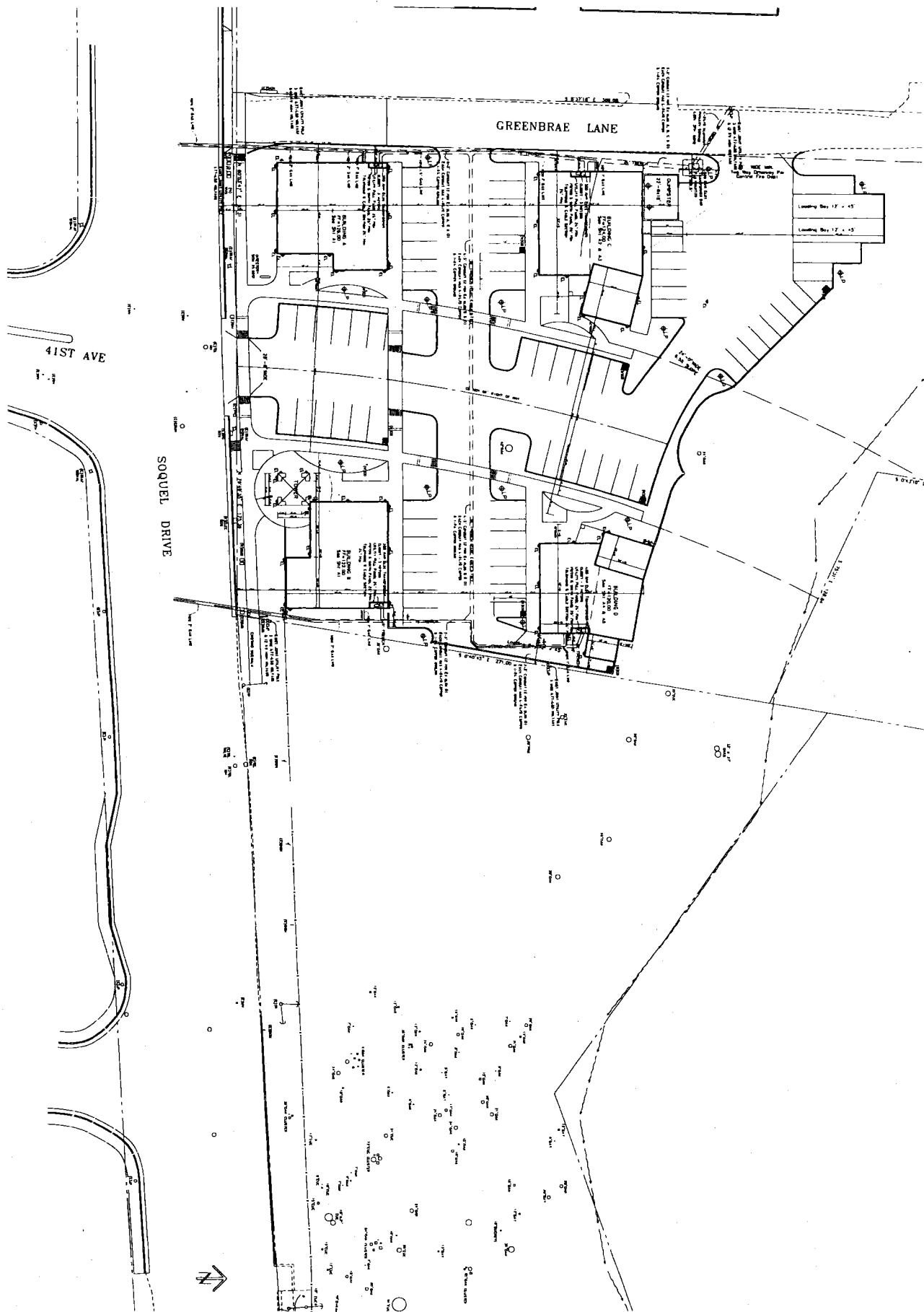
CONCEPTUAL PLAN ONLY
NOT FOR CONSTRUCTION

Hatch Mott MacDonald

1300-8 FIRST STREET
CLARK, CA 95020
408-848-3127
WWW.HATCHMOTT.COM

COUNTY OF SANTA CRUZ - DEPARTMENT OF PUBLIC WORKS		PROJECT TITLE		NO.		DATE		REVISION		BY	
ATTACHMENT 2		4101 SOQUEL DRIVE									
41ST AVE / SOQUEL DR INTERSECTION IMPROVEMENTS		COMMERCIAL DEVELOPMENT									
CONCEPTUAL SIGNAL LAYOUT PLAN		BEI-SCOTT, LLC									
DRAWN: CL		DATE: 8-27-09		DESIGNED: CL		SCALE: 1"=20'		SHEET		1 OF 1	

Drawing: J:\2009\285800 - 41st - Soquel\285800 CL.dwg
Aug 27, 2009 8:56am



ES-1

REPRODUCTION OF
ORIGINAL PLAN

COMMERCIAL DEVELOPMENT FOR
BEI-S-21-LC
4101 SOQUET - UEL
APN 030-06-02, 03, 04 & 11

Steven A.
Elmore - Architect
1557 Taylor Lane Santa Cruz, CA 95062
831-462-1102

FWIINDIT A

EVH:DT

С.И.Ильин

PHIP/UGD

ALL PAGES IN ENCLOSED
FULL AREA MARKED
BY LINE PLUMBING
WERE REQUALIFIED TO BE
REMOVED

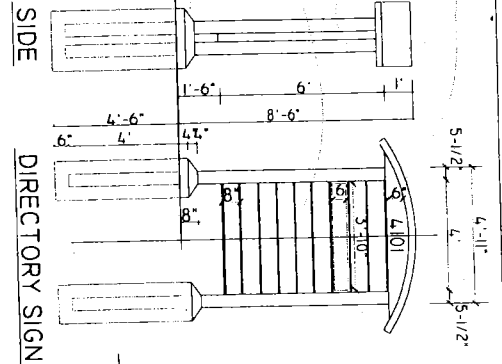
[illegible]

NEW COMMERCIAL PLAZA:
4101 SOQUEL DRIVE
SOQUEL, CA - 23 -
A.P.N. 030 - 061 - 02, 03, 04, 11 & 14

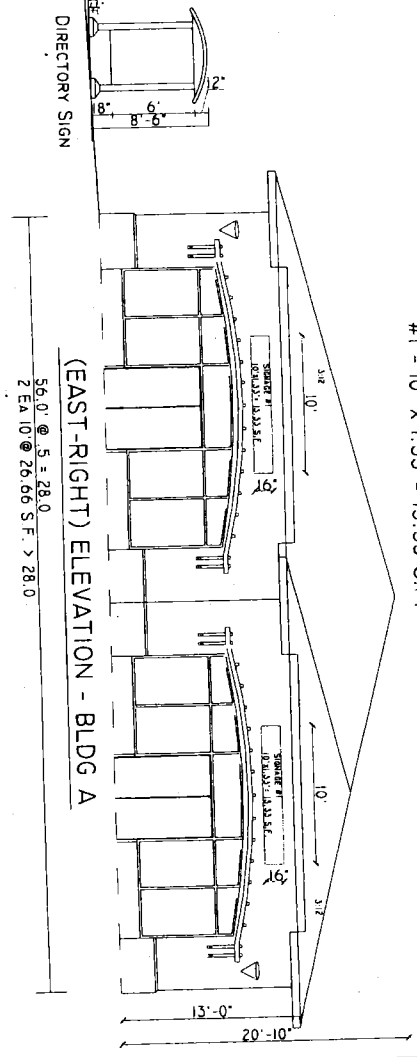
Ellen Cooper
Landscape Architect
Ca. Lic #2937
(831) 426-6845

SHEET METAL ROOF BRONZE COLOR
ON 3/8" MARINE PLYWOOD CURVE ON
2 X 3 PT CUT CURVE FRAMES

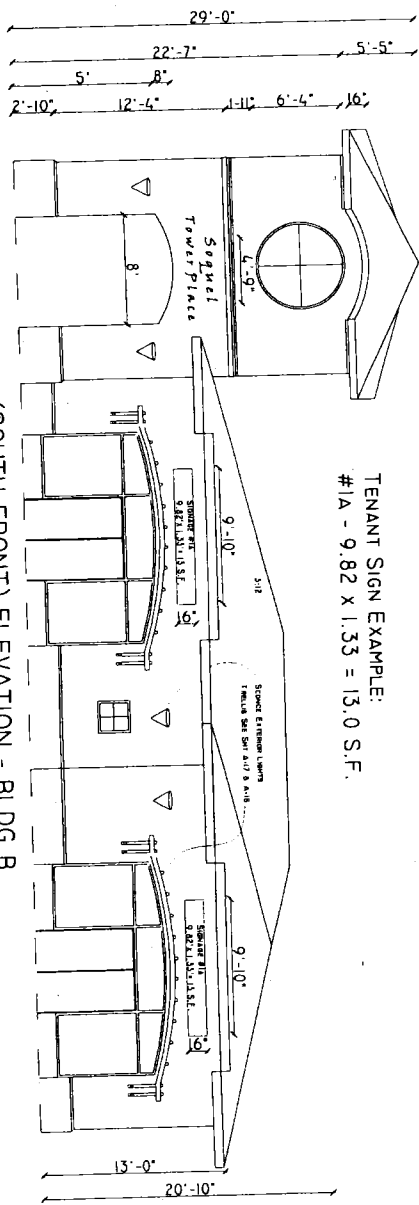
6x6 PT POSTS 12' HIGH
BLUE TO MATCH EAVE COLOR
W/ 7.5" X 4.8" SIGN BASE 2-1/2"
DURAPLY LT TAN (BUILDING COLOR) W/
7.5" X 4.8" X 1/2" DURAPLY
SIGN BASE (LT TAN) W/ DARK BROWN
6" HIGH LETTERS PAINTED
CONC ABOVE GRADE 8" MIN
CONC FOOTINGS 4'-6" DEEP
1-5" X 2'-2"



TENANT SIGN EXAMPLE:
#1 - 10' X 1.33 = 13.33 S.F.



TENANT SIGN EXAMPLE:
#1A - 9.82 X 1.33 = 13.0 S.F.



CENTER SIGN ON TOWER
116 XL 75" - "SOQUEL" = 5.51 S.F.
0.82 X 8.00" - "TOWER PLACE" = 6.56 S.F. TOTALING
12.07 S.F. X2 = 24.14 S.F. > 50 S.F. ALLOWANCE
LEAVING - 25.86 S.F. FOR DIRECTORY SIGN

TOWER SIGN

Soquel
Tower Place

STEVEN A. ELMORE - ARCHITECT
1557 TAYLOR LANE
SANTA CRUZ, CA 95062
831 - 462 - 1102

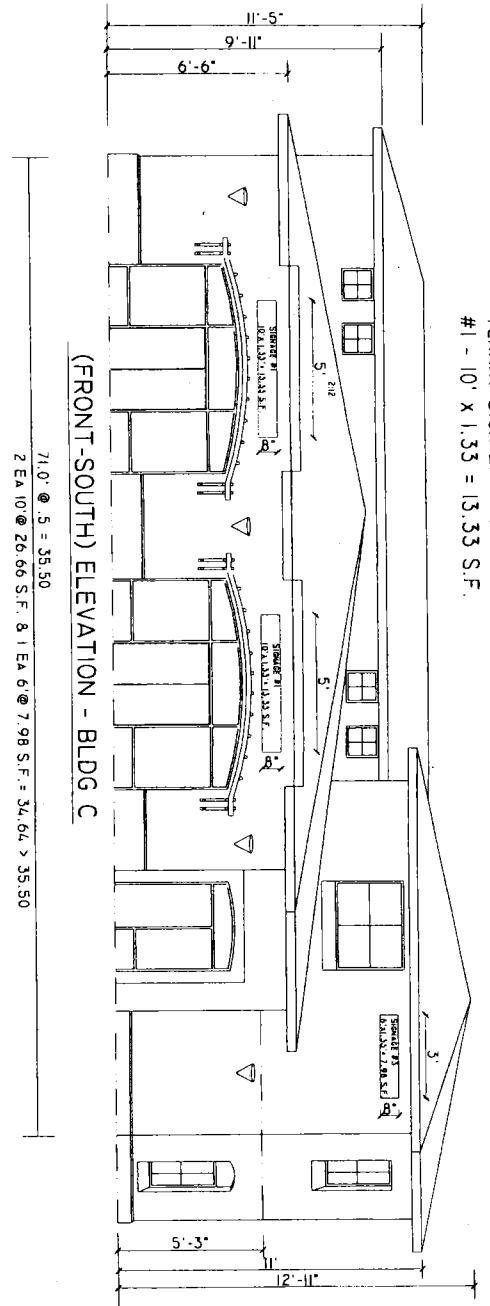
NEW COMMERCIAL PLAZA
4101 SOQUEL DRIVE
SOQL - 25 - 95073
A.P.N. 2. 03. 04. 11 B 14

25 JAN 2000
17 JUN 2000

DIRECTORY SIGN / CENTER SIGN / TENANT SIGNS

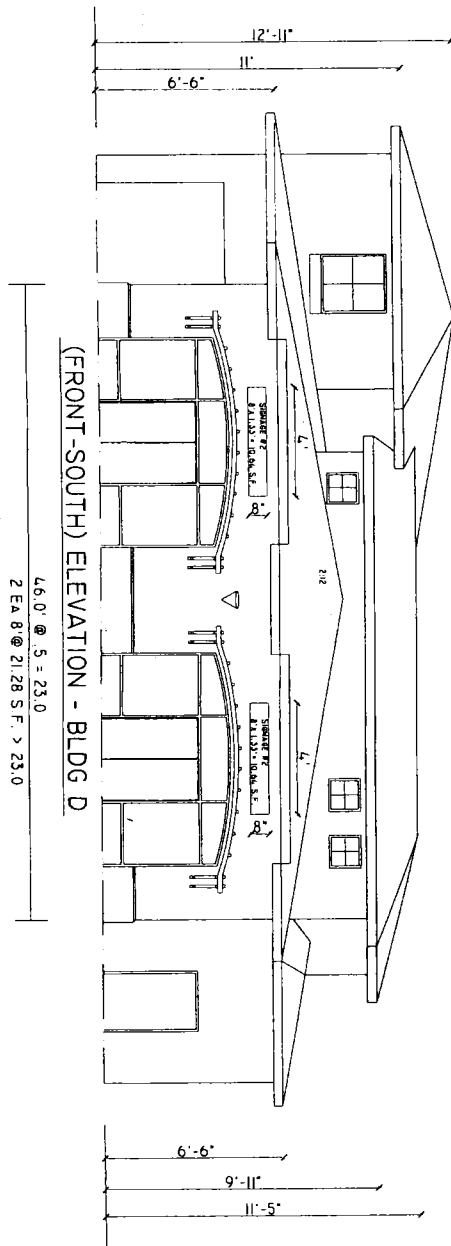
FYHIRT A

TENANT SIGN EXAMPLE:
 #1 - 10' x 1.33 = 13.33 S.F.



(FRONT-SOUTH) ELEVATION - BLDG C

TENANT SIGN EXAMPLE:
 #2 - 8' x 1.33 = 10.64 S.F.



(FRONT-SOUTH) ELEVATION - BLDG D

100' 0" 2" TENANT SIGN 1/2" SCALE DWG

100' 0" 2" TENANT SIGN 1/2" SCALE DWG

TENANT SIGNAGE

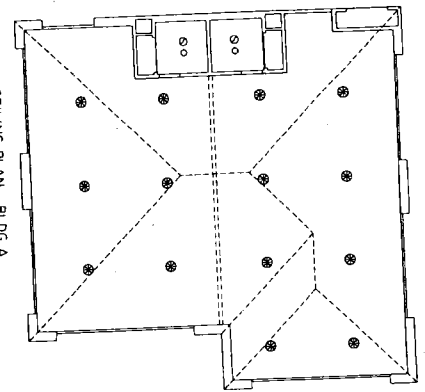
75 JAN 2008

NEW COMMERCIAL PLAZA
 4101 SOQUEL DRIVE
 SOQUEL CA 95073
 A.P.N. 03C - 26 - 13, 04, 11 & 14

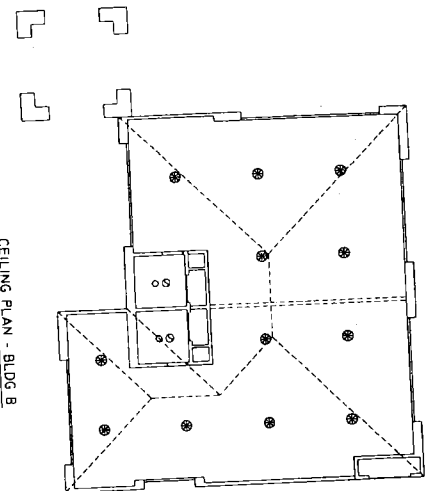
STEVEN A. ELMORE - ARCHITECT
 1557 TAYLOR LANE
 SANTA CRUZ, CA 95062
 831 - 462 - 1102

TENANT SIGNAGE

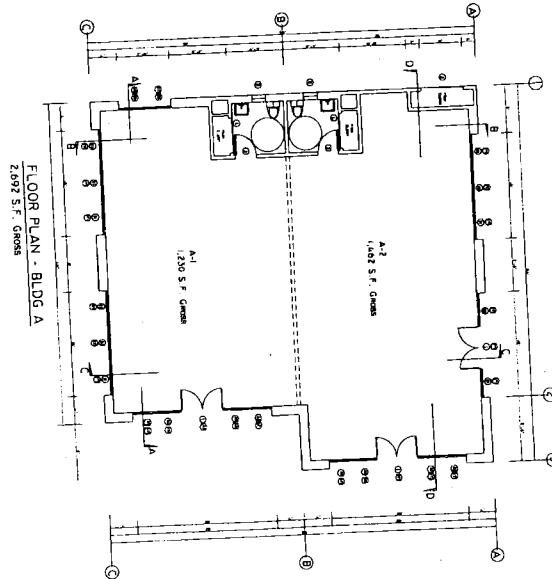
FIGURE A



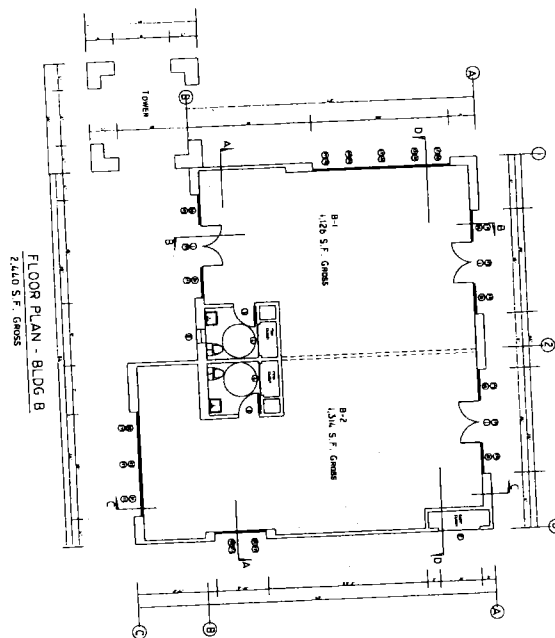
CEILING PLAN - BLDG A



CEILING PLAN - BLDG B



FLOOR PLAN - BLDG A
2,687 S.F. Gross



FLOOR PLAN - BLDG B
2,440 S.F. Gross

1.00' Scale for Bldg A & B A-1 Floor Plan/CEILING Plan



A-1

BLDG A & B Floor Plan /

Ceiling Plan

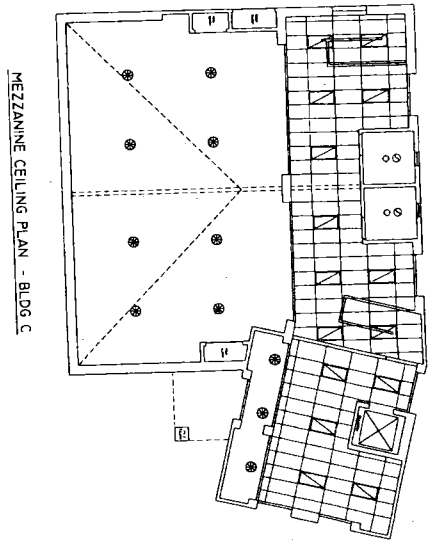
DATE: 03/04/04
BY: [Signature]
CHECKED: [Signature]
DATE: 03/04/04

NEW COMMERCIAL PLAZA
4101 SOQUEL DRIVE
SOQUEL, CA 95073
A.P.N. - 27-02, 03, 04, 11 & 14

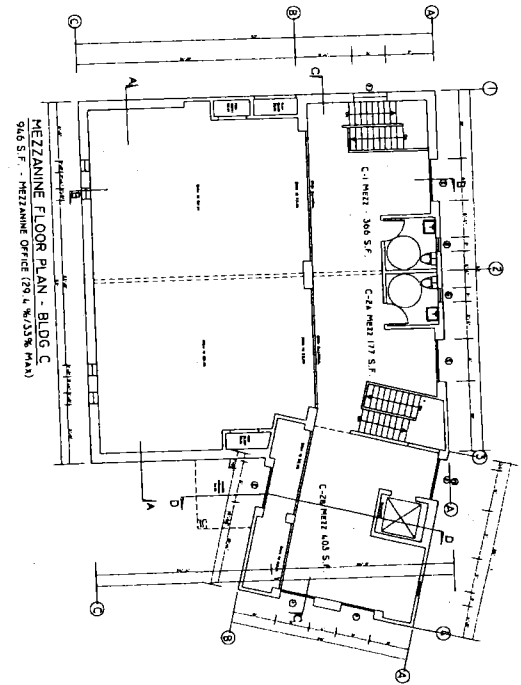
STEVEN A. ELMORE - ARCHITECT
780 VOLZ LANE
SANTA CRUZ, CA 95062
831 - 462 - 1102

BLDG A & B FLOOR PLAN / CEILING PLAN

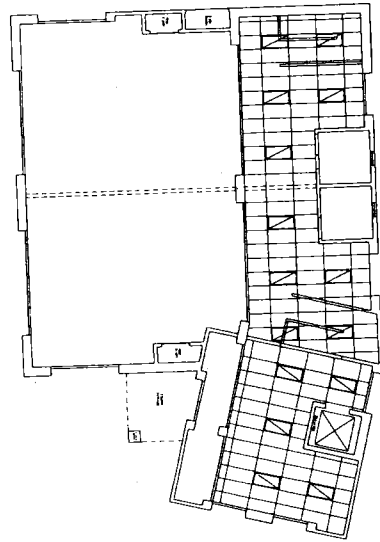
EXHIBIT A



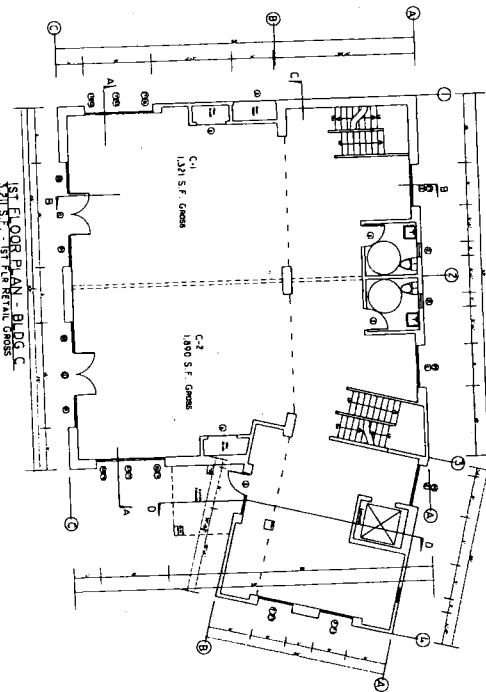
MEZZANINE CEILING PLAN - BLDG C



MEZZANINE FLOOR PLAN - BLDG C
946 S.F. - MEZZANINE OFFICE (70 L. W. 135' MAX)



1ST FLOOR CEILING PLAN - BLDG C



1ST FLOOR PLAN - BLDG C
321 S.F. - MEZZANINE (29 L. W. 135' MAX)
1,157 S.F. - 1ST FLOOR (29 L. W. 135' MAX)
1,192 S.F. - BASEMENT (STORAGE ONLY) GROSS
5,349 S.F. - TOTAL GROSS

4101 SOQUEL DR BLDG C - 1ST FLOOR / MEZZ / CEILING PLAN



BLDG C - 1ST FLOOR / MEZZ / CEILING PLAN

DATE: 02.03.04
BY: JAE
CHK: JAE
REV: 2008

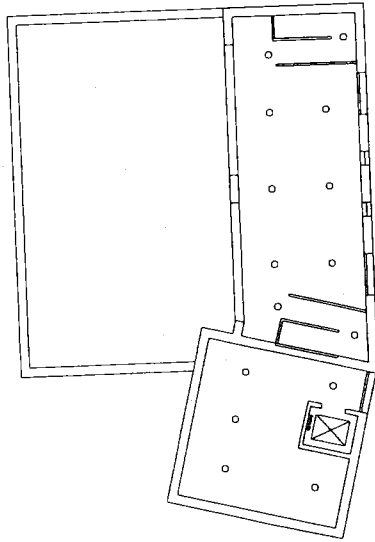
NEW COMMERCIAL PLAZA
4101 SOQUEL DRIVE
SOQUEL, CA 95073
A.P.N. - 28 - 02, 03, 04, 11 & 12

STEVEN A. ELMORE - ARCHITECT
780 VOLZ LANE
SANTA CRUZ, CA 95062
831 - 462 - 1102

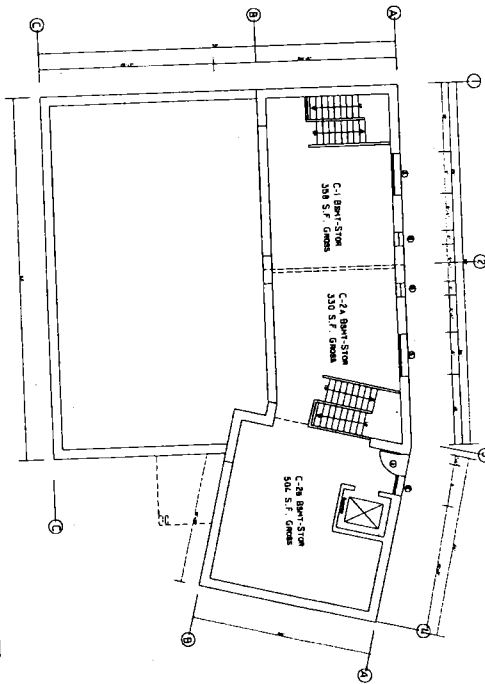
BLDG C - 1ST FLOOR / MEZZANINE / CEILING PLAN

EVLUIDIT A

BASEMENT STORAGE CEILING PLAN - BLDG C



BASEMENT STORAGE PLAN - BLDG C
1792 S.F. - BASEMENT STORAGE ONLY



1701 SQ. FOR BLDG C - A-3 BENT STORAGE CEILING PLAN ONLY

1/8" = 1'-0"

BLDG C - BASEMENT STORAGE
CEILING PLAN

NO. 100
NO. 101
NO. 102
NO. 103
NO. 104
NO. 105
NO. 106
NO. 107
NO. 108
NO. 109
NO. 110
NO. 111
NO. 112
NO. 113
NO. 114
NO. 115
NO. 116
NO. 117
NO. 118
NO. 119
NO. 120
NO. 121
NO. 122
NO. 123
NO. 124
NO. 125
NO. 126
NO. 127
NO. 128
NO. 129
NO. 130
NO. 131
NO. 132
NO. 133
NO. 134
NO. 135
NO. 136
NO. 137
NO. 138
NO. 139
NO. 140
NO. 141
NO. 142
NO. 143
NO. 144
NO. 145
NO. 146
NO. 147
NO. 148
NO. 149
NO. 150
NO. 151
NO. 152
NO. 153
NO. 154
NO. 155
NO. 156
NO. 157
NO. 158
NO. 159
NO. 160
NO. 161
NO. 162
NO. 163
NO. 164
NO. 165
NO. 166
NO. 167
NO. 168
NO. 169
NO. 170
NO. 171
NO. 172
NO. 173
NO. 174
NO. 175
NO. 176
NO. 177
NO. 178
NO. 179
NO. 180
NO. 181
NO. 182
NO. 183
NO. 184
NO. 185
NO. 186
NO. 187
NO. 188
NO. 189
NO. 190
NO. 191
NO. 192
NO. 193
NO. 194
NO. 195
NO. 196
NO. 197
NO. 198
NO. 199
NO. 200

NEW COMMERCIAL PLAZA
4101 SOQUEL DRIVE
SOQUEL, CA 95073

A.P. - 02, 03, 04, 11 & 14

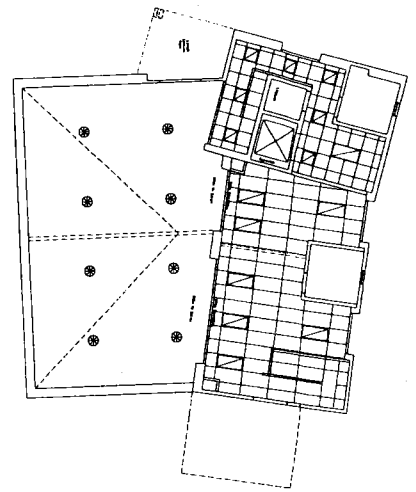
- 29 -

STEVEN A. ELMORE - ARCHITECT

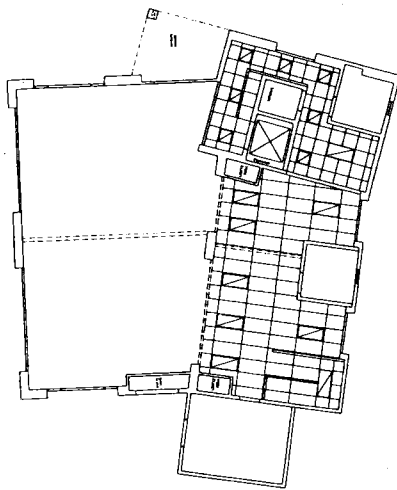
780 VOLZ LANE
SANTA CRUZ, CA 95062
831 - 462 - 1102

BLDG C - BASEMENT STORAGE CEILING PLAN

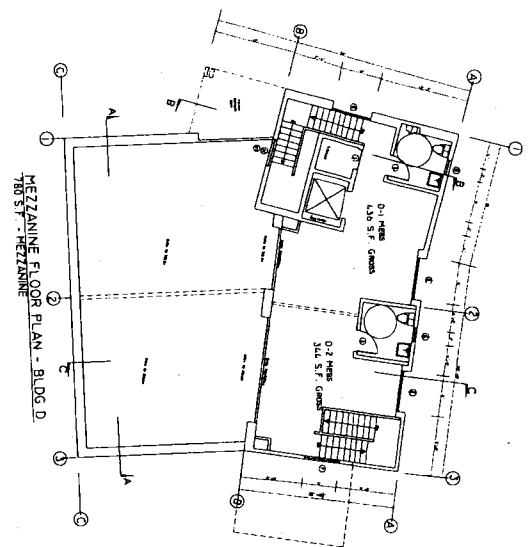
EXHIBIT A



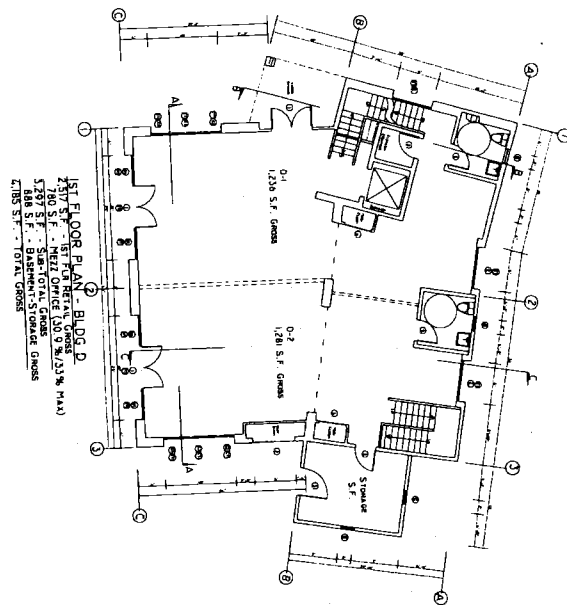
MEZZANINE CEILING PLAN - BLDG D



1ST FLR CEILING PLAN - BLDG D



MEZZANINE FLOOR PLAN - BLDG D
780 S.F. - MEZZANINE



1ST FLOOR PLAN - BLDG D
2,180 S.F. - 1ST FLOOR
5,289 S.F. - MEZZANINE
7,469 S.F. - TOTAL GROSS
7,469 S.F. - TOTAL GROSS

4101 SOO DR BLDG D 2-1-1ST FLOOR / MEZZ / CEILING PLAN



4101 SOO DR BLDG D 2-1-1ST FLOOR / MEZZ / CEILING PLAN

4101 SOO DR BLDG D 2-1-1ST FLOOR / MEZZ / CEILING PLAN

4101 SOO DR BLDG D 2-1-1ST FLOOR / MEZZ / CEILING PLAN

NEW COMMERCIAL PLAZA
4101 SOO DR BLDG D 2-1-1ST FLOOR / MEZZ / CEILING PLAN

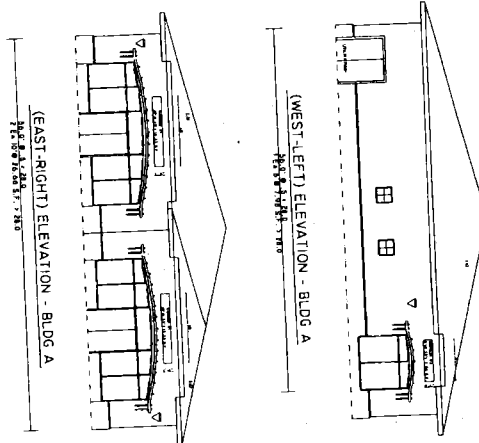
A.P.N. 035 - 061 - 02, 03, 04, 11 & 12

- 30 -

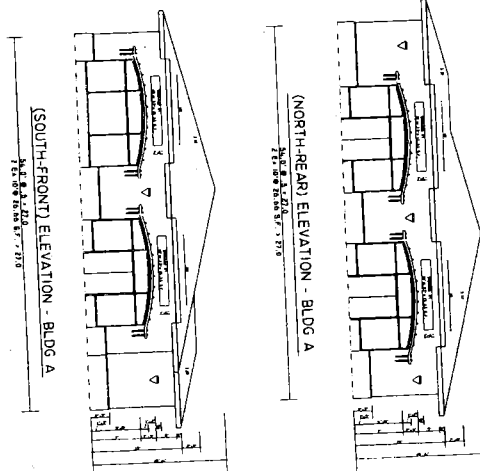
BLDG D - 1ST FLOOR / MEZZANINE / CEILING PLAN

STEVEN A. ELMORE - ARCHITECT
780 VOLZ LANE
SANTA CRUZ, CA 95062
831 - 462 - 1102

EXHIBIT A



NO.	DESCRIPTION	QTY	UNIT	PRICE	TOTAL
1	CEILING	11.1	SQ. FT.	1.00	11.10
2	FLOOR	11.1	SQ. FT.	1.00	11.10
3	WALL	11.1	SQ. FT.	1.00	11.10
4	DOOR	1	EA.	10.00	10.00
5	WINDOW	2	EA.	5.00	10.00
6	STAIR	1	EA.	10.00	10.00
7	ROOF	1	EA.	10.00	10.00
8	FOUNDATION	1	EA.	10.00	10.00
9	MECHANICAL	1	EA.	10.00	10.00
10	ELECTRICAL	1	EA.	10.00	10.00
11	PLUMBING	1	EA.	10.00	10.00
12	PAINT	1	EA.	10.00	10.00
13	LANDSCAPE	1	EA.	10.00	10.00
14	TOTAL				111.10



SIGNAGE MAXIMUM PER ZONING CODE SECT 13.10.581:
 1/2 S.F. OF SIGN PER 1 L.F. OF BUILDING WIDTH

SIGNAGE SQUARE FOOTAGE INDEX:

#1 - 10' X 1.33' = 13.33 S.F.
 #1A - 9.82' X 1.33' = 13.0 S.F.
 #2 - 8' X 1.33' = 10.64 S.F.
 #3 - 6' X 1.33' = 7.98 S.F.

4/01 SOO ON BLDG A - A-9 ELEVATIONS SCALE: 1/8"=1'-0"

DATE: 1/1/13
 A-9

BLDG A - ELEVATIONS
 W/SIGNAGE

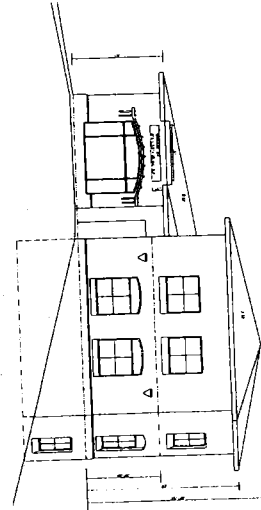
DATE: 1/1/13
 13 JAN 2013

NEW COMMERCIAL PLAZA
 4101 SOQUEL DRIVE
 SOQUEL, CA 95073
 A.P.N. - 31-02, 03, 04, 11 & 14

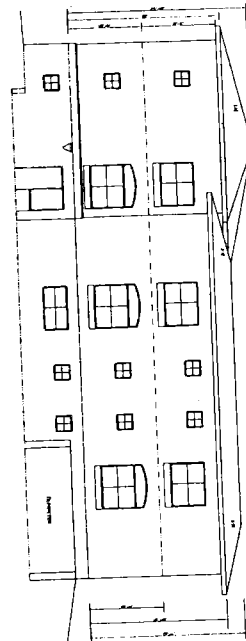
STEVEN A. ELMORE - ARCHITECT
 1557 TAYLOR LANE
 SANTA CRUZ, CA 95062
 831 - 462 - 1102

BLDG A - ELEVATIONS

EXHIBIT A

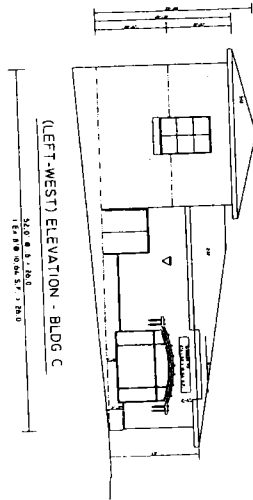


(RIGHT-EAST) ELEVATION - BLDG C

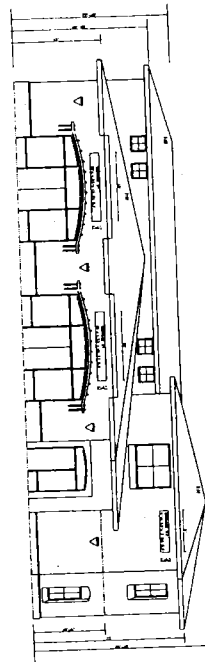


(NEAR-NORTH) ELEVATION - BLDG C

ITEM	DESCRIPTION	QUANTITY	UNIT
1	CONCRETE	1.1	CU YD
2	STEEL	1.1	TON
3	BRICK	1.1	1000
4	GLASS	1.1	SQ FT
5	PAINT	1.1	GAL
6	LANDSCAPE	1.1	SQ FT
7	SEWER	1.1	LINE
8	WATER	1.1	LINE
9	ELECTRICAL	1.1	WIRE
10	MECHANICAL	1.1	WIRE
11	PLUMBING	1.1	WIRE
12	FINISH	1.1	SQ FT
13	FOUNDATION	1.1	SQ FT
14	ROOFING	1.1	SQ FT
15	CLADDING	1.1	SQ FT
16	INTERIOR	1.1	SQ FT
17	EXTERIOR	1.1	SQ FT
18	LANDSCAPE	1.1	SQ FT
19	SEWER	1.1	LINE
20	WATER	1.1	LINE
21	ELECTRICAL	1.1	WIRE
22	MECHANICAL	1.1	WIRE
23	PLUMBING	1.1	WIRE
24	FINISH	1.1	SQ FT
25	FOUNDATION	1.1	SQ FT
26	ROOFING	1.1	SQ FT
27	CLADDING	1.1	SQ FT
28	INTERIOR	1.1	SQ FT
29	EXTERIOR	1.1	SQ FT
30	LANDSCAPE	1.1	SQ FT



(LEFT-WEST) ELEVATION - BLDG C



(FRONT-SOUTH) ELEVATION - BLDG C

SIGNAGE MAXIMUM PER ZONING CODE SECT 13.10.561:
1/2 S.F. OF SIGN PER 1 L.F. OF BUILDING WIDTH

SIGNAGE SQUARE FOOTAGE INDEX

#1 - 10' X 1.33' = 13.33 S.F.
#1A - 9.82' X 1.33' = 13.0 S.F.
#2 - 8' X 1.33' = 10.64 S.F.
#3 - 6' X 1.33' = 7.98 S.F.

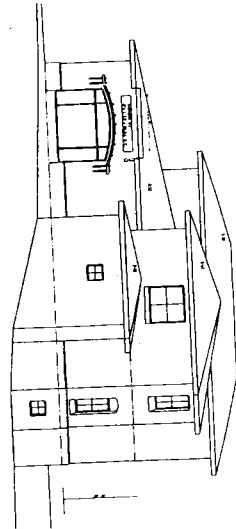
4.00' SOD ON BLDG C - A-11 ELEVATION SCALE DWG

NEW COMMERCIAL PLAZA:
4101 SOQUEL DRIVE
SOQUEL, CA 95073
A.P.N. - 32-03, 04, 11 & 12

STEVEN A. ELMORE - ARCHITECT
1557 TAYLOR LANE
SANTA CRUZ, CA 95062
831 - 462 - 1102

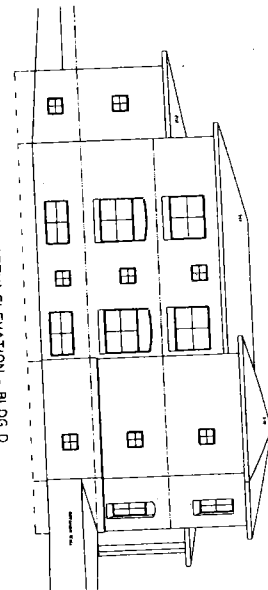
BLDG C - ELEVATIONS

EXHIBIT A

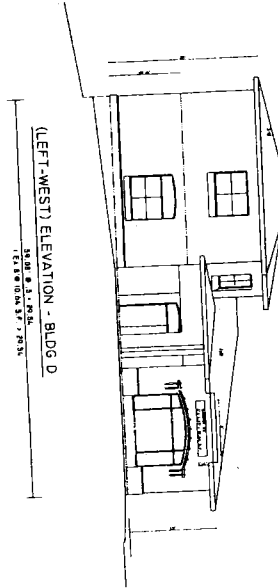


(RIGHT-EAST) ELEVATION - BLDG D

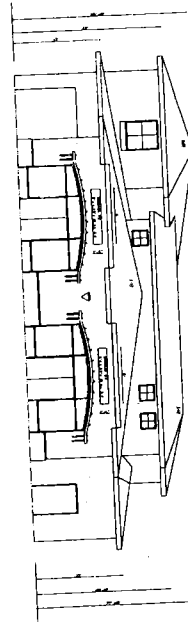
ITEM	DESCRIPTION	QTY	UNIT	PRICE	TOTAL
1	CONCRETE	1.00	CU YD	120.00	120.00
2	STEEL	1.00	TON	100.00	100.00
3	BRICK	1.00	SQ YD	150.00	150.00
4	PAINT	1.00	SQ YD	20.00	20.00
5	LABOR	1.00	HOUR	10.00	10.00
6	PERMIT	1.00	FEES	50.00	50.00
7	INSURANCE	1.00	MONTH	10.00	10.00
8	TRAVEL	1.00	MILE	5.00	5.00
9	MEALS	1.00	MEAL	5.00	5.00
10	TOOL	1.00	ITEM	10.00	10.00
11	WATER	1.00	CU YD	10.00	10.00
12	SEWER	1.00	CU YD	10.00	10.00
13	LANDSCAPE	1.00	SQ YD	10.00	10.00
14	DEMOLITION	1.00	SQ YD	10.00	10.00
15	FOUNDATION	1.00	SQ YD	10.00	10.00
16	ROOFING	1.00	SQ YD	10.00	10.00
17	CLADDING	1.00	SQ YD	10.00	10.00
18	MECHANICAL	1.00	UNIT	10.00	10.00
19	ELECTRICAL	1.00	UNIT	10.00	10.00
20	PLUMBING	1.00	UNIT	10.00	10.00
21	PAINTING	1.00	SQ YD	10.00	10.00
22	LANDSCAPING	1.00	SQ YD	10.00	10.00
23	DEMOLITION	1.00	SQ YD	10.00	10.00
24	FOUNDATION	1.00	SQ YD	10.00	10.00
25	ROOFING	1.00	SQ YD	10.00	10.00
26	CLADDING	1.00	SQ YD	10.00	10.00
27	MECHANICAL	1.00	UNIT	10.00	10.00
28	ELECTRICAL	1.00	UNIT	10.00	10.00
29	PLUMBING	1.00	UNIT	10.00	10.00
30	PAINTING	1.00	SQ YD	10.00	10.00
31	LANDSCAPING	1.00	SQ YD	10.00	10.00
32	DEMOLITION	1.00	SQ YD	10.00	10.00
33	FOUNDATION	1.00	SQ YD	10.00	10.00
34	ROOFING	1.00	SQ YD	10.00	10.00
35	CLADDING	1.00	SQ YD	10.00	10.00
36	MECHANICAL	1.00	UNIT	10.00	10.00
37	ELECTRICAL	1.00	UNIT	10.00	10.00
38	PLUMBING	1.00	UNIT	10.00	10.00
39	PAINTING	1.00	SQ YD	10.00	10.00
40	LANDSCAPING	1.00	SQ YD	10.00	10.00
41	DEMOLITION	1.00	SQ YD	10.00	10.00
42	FOUNDATION	1.00	SQ YD	10.00	10.00
43	ROOFING	1.00	SQ YD	10.00	10.00
44	CLADDING	1.00	SQ YD	10.00	10.00
45	MECHANICAL	1.00	UNIT	10.00	10.00
46	ELECTRICAL	1.00	UNIT	10.00	10.00
47	PLUMBING	1.00	UNIT	10.00	10.00
48	PAINTING	1.00	SQ YD	10.00	10.00
49	LANDSCAPING	1.00	SQ YD	10.00	10.00
50	DEMOLITION	1.00	SQ YD	10.00	10.00



(REAR-NORTH) ELEVATION - BLDG D



(LEFT-WEST) ELEVATION - BLDG D



(FRONT-SOUTH) ELEVATION - BLDG D

SIGNAGE MAXIMUM PER ZONING CODE SECT 13.10.501:
1/2 S.F. OF SIGN PER 1 L.F. OF BUILDING WIDTH

SIGNAGE SQUARE FOOTAGE INDEX:

#1 - 10' x 1.33 = 13.33 S.F.
#1A - 9.82' x 1.33 = 13.0 S.F.
#2 - 8' x 1.33 = 10.64 S.F.
#3 - 6' x 1.33 = 7.98 S.F.

4101 500 DR BLDG D A-12 ELEV (REV SCALE) DWG

A-12

BLDG D - ELEVATIONS

DATE: 10/1/00
BY: J. A. ELMORE
CHECKED: J. A. ELMORE
DATE: 10/1/00

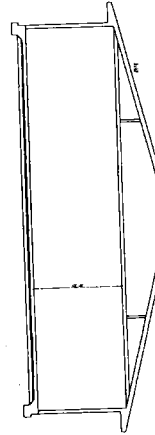
NEW COMMERCIAL PLAZA
4101 SOQUEL DRIVE
SOQUEL, CA 95073
A.P.N. - 33-2-03, 04, 11 & 14

STEVEN A. ELMORE - ARCHITECT
1557 TAYLOR LANE
SANTA CRUZ, CA 95062
831 - 462 - 1102

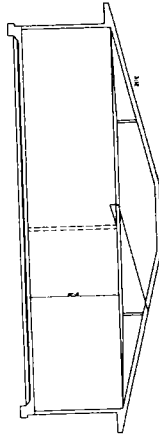
BLDG D - ELEVATIONS

EXHIBIT A

C SECTION - BLDG A



B SECTION - BLDG A

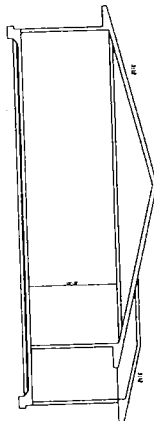


unit of g	analysis	total
NO ₂	(100% N ₂ and oxygen)	nitrogen dioxide 1.36
hydrochloric	1 : 1 solution	acid 0.001
calcium	precipitate	acid 0.001
hydrogen peroxide	10% (100% N ₂ and oxygen)	acid 0.001
hydrogen peroxide	10% (100% N ₂ and oxygen)	acid 0.001

D SECTION - BLDG A



A SECTION - BLDG A



4101 SOO DR BLDG A - A-13 (8TH SCALE) SECTIONS.DWG

A-13

BUDG A - SECTIONS

NEW COMMERCIAL PLAZA:
4101 SOQUEL DRIVE
SOQUEL, CA 95073

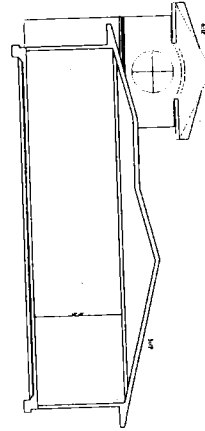
A.P.N. 03 05. 04. 11 8 14

- 34 -

STEVEN A. ELMORE - ARCHITECT
1557 TAYLOR LANE
SANTA CRUZ, CA 95062
831 - 462 - 1102

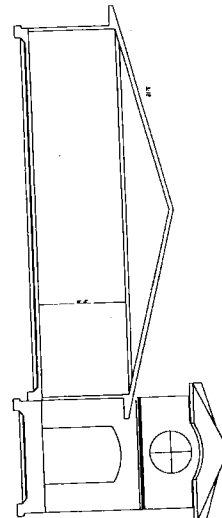
BLDG A - SECTIONS

EXHIBIT A

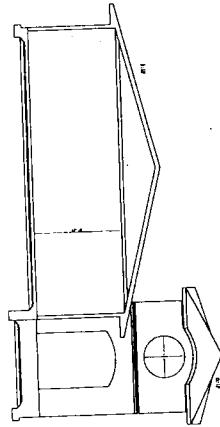


C SECTION - BLDG B

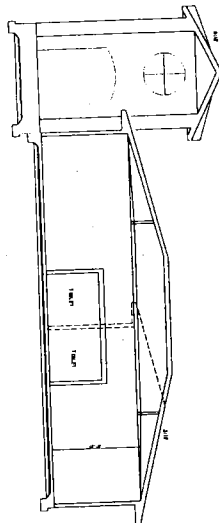
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4	11/11/88	REVISED	SAE	SAE
5	11/11/88	REVISED	SAE	SAE
6	11/11/88	REVISED	SAE	SAE
7	11/11/88	REVISED	SAE	SAE
8	11/11/88	REVISED	SAE	SAE
9	11/11/88	REVISED	SAE	SAE
10	11/11/88	REVISED	SAE	SAE



D SECTION - BLDG B



B SECTION - BLDG B



A SECTION - BLDG B

100 SOG DW BLDG B AT 1/2 SECTION (6TH SCALE) DWG

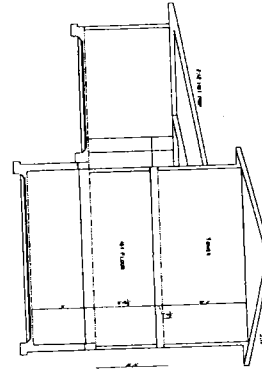
11/11/88 A-14

BLDG B - SECTIONS

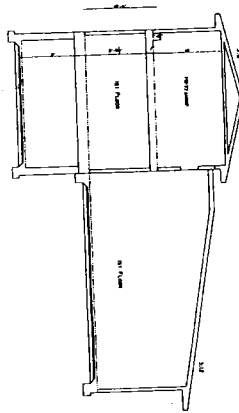
25 11/11/88
26 11/11/88
27 11/11/88
28 11/11/88
29 11/11/88
30 11/11/88

NEW COMMERCIAL PLAZA
4101 SOQUEL DRIVE
SOQUEL, CA 95073
A.P.N. 030 - 061 - 02, 03, 04, 11 & 14

STEVEN A. ELMORE - ARCHITECT
1557 TAYLOR LANE
SANTA CRUZ, CA 95062
831 - 462 - 1102

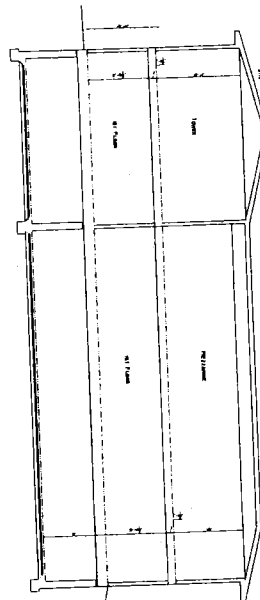


C ELEVATION - BLDG C

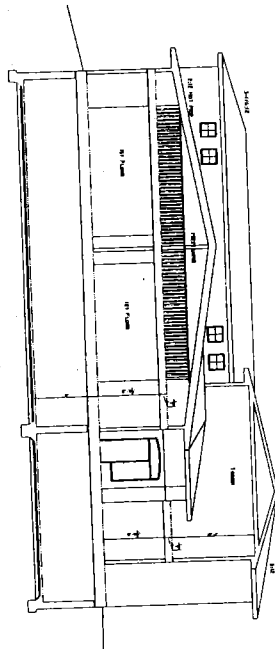


B SECTION - BLDG C

REVISIONS		DATE	BY	APP'D
1	ISSUED FOR PERMIT	12.03.04	SAE	SAE
2	REVISED TO REFLECT CHANGES	04.11.04	SAE	SAE
3	REVISED TO REFLECT CHANGES	04.11.04	SAE	SAE
4	REVISED TO REFLECT CHANGES	04.11.04	SAE	SAE
5	REVISED TO REFLECT CHANGES	04.11.04	SAE	SAE
6	REVISED TO REFLECT CHANGES	04.11.04	SAE	SAE
7	REVISED TO REFLECT CHANGES	04.11.04	SAE	SAE
8	REVISED TO REFLECT CHANGES	04.11.04	SAE	SAE
9	REVISED TO REFLECT CHANGES	04.11.04	SAE	SAE
10	REVISED TO REFLECT CHANGES	04.11.04	SAE	SAE



D SECTION - BLDG C



A SECTION - BLDG C

4101 SOQUEL BLDG C - A-15 SECTIONS (1/8" SCALE) DWG

DATE: 12.03.04

BLDG C - SECTIONS

12.03.04
04.11.04
04.11.04
04.11.04
04.11.04
04.11.04
04.11.04
04.11.04
04.11.04
04.11.04

NEW COMMERCIAL PLAZA
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SOQUEL, CA 95073
A.P.N. 32.03.04.118.14

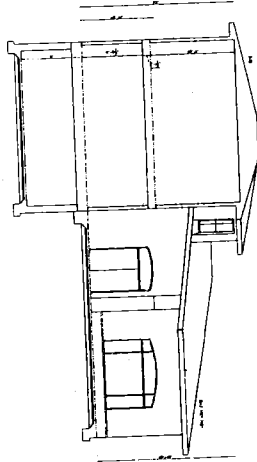
- 36 -

STEVEN A. ELMORE - ARCHITECT
1557 TAYLOR LANE
SANTA CRUZ, CA 95062
831 - 462 - 1102

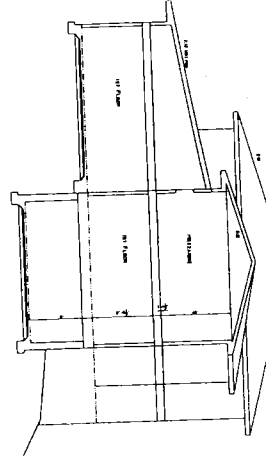
BLDG C - SECTIONS

EXHIBIT A

B SECTION - BLDG D

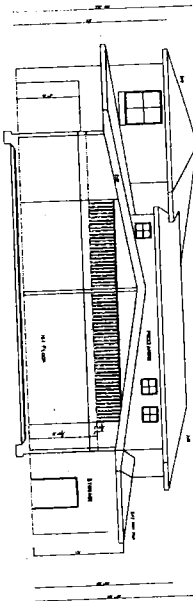


C SECTION - BLDG D

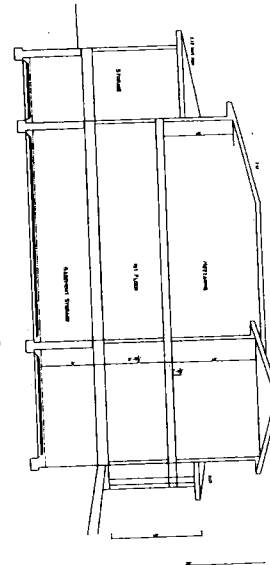


NO.	DATE	DESCRIPTION	BY	CHKD.
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4	11.1.80	REVISED	SAE	
5	11.1.80	REVISED	SAE	
6	11.1.80	REVISED	SAE	
7	11.1.80	REVISED	SAE	
8	11.1.80	REVISED	SAE	
9	11.1.80	REVISED	SAE	
10	11.1.80	REVISED	SAE	

A SECTION - BLDG D



D SECTION - BLDG D



4101 SOQ DR BLDG D A-D SECTIONS (1/8" = 1'-0")

A-16

BLDG D - SECTIONS



NEW COMMERCIAL PLAZA
4101 SOQUEL DRIVE
SOQUEL, CA 95073
A.P.N. - 37-02, 03, 04, 11 & 12

STEVEN A. ELMORE - ARCHITECT
1557 TAYLOR LANE
SANTA CRUZ, CA 95062
831 - 462 - 1102

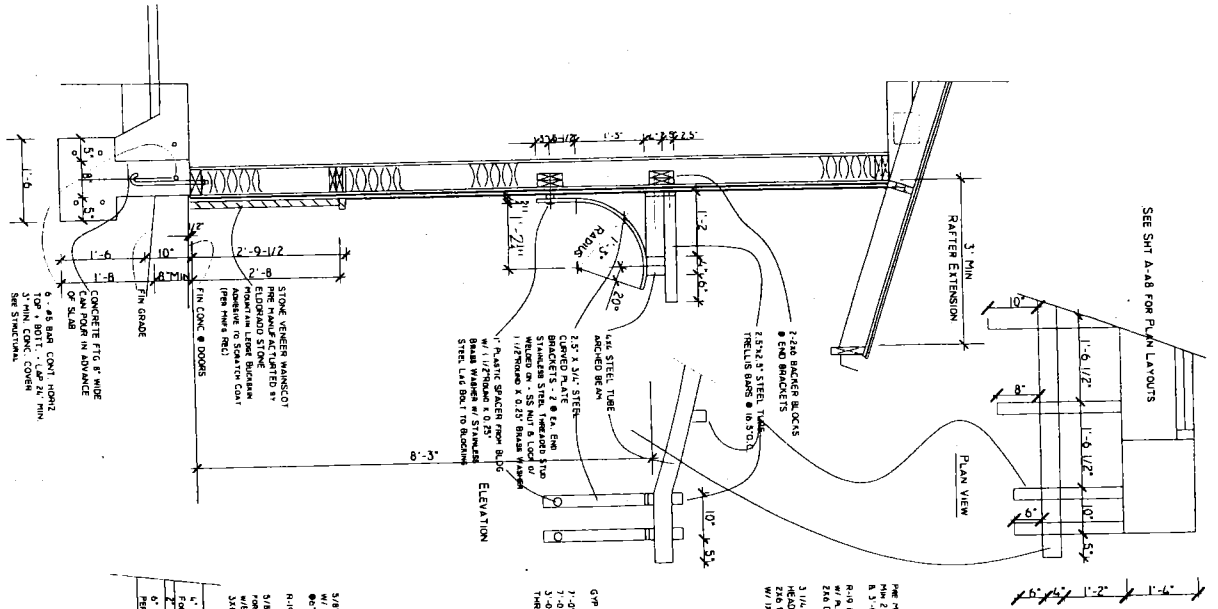
BLDG D - SECTIONS

EXHIBIT A

SEE SHT A-48 FOR PLAN LAYOUTS

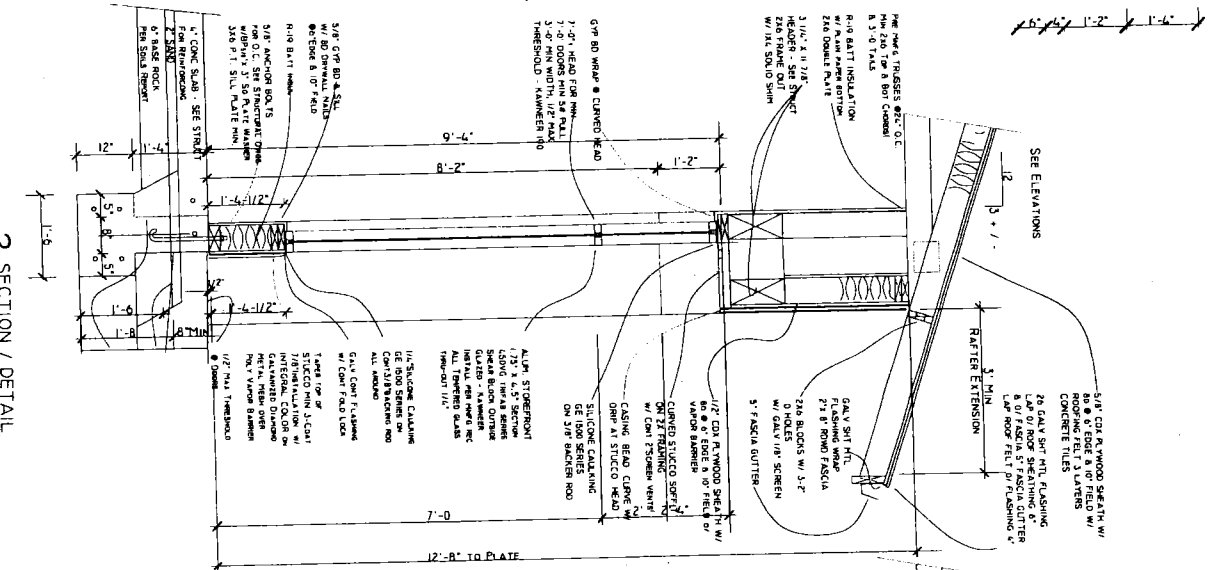
3 SECTION / DETAIL

F = 1'-0"



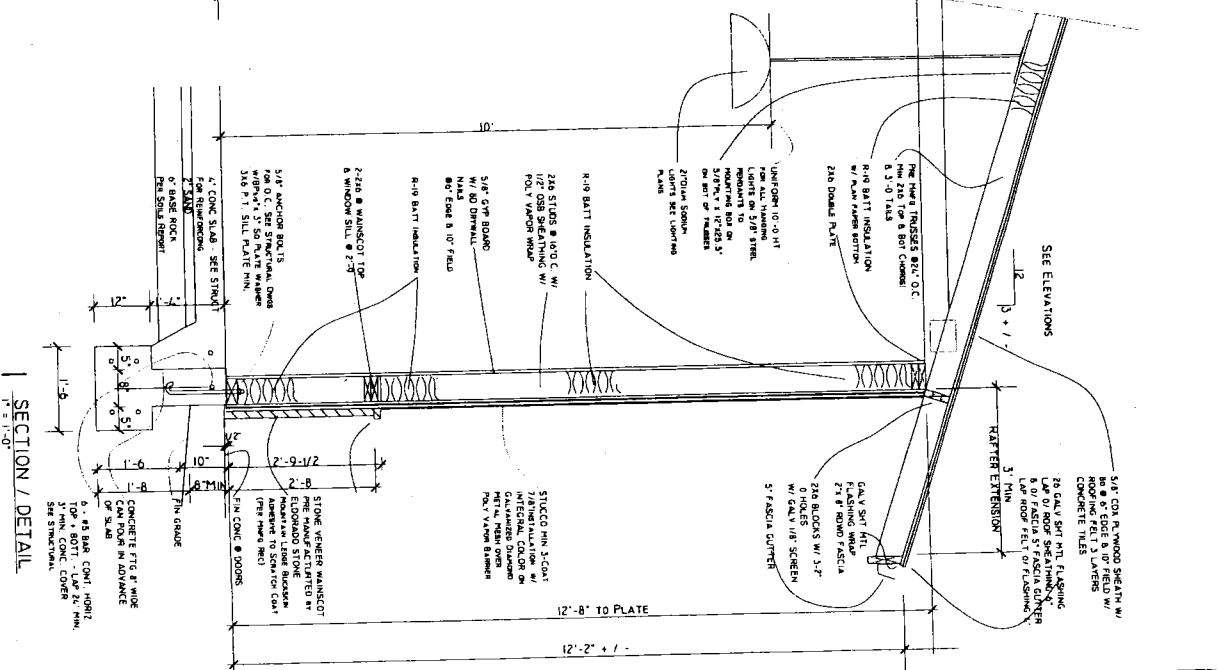
2 SECTION / DETAIL

F = 1'-0"



1 SECTION / DETAIL

F = 1'-0"



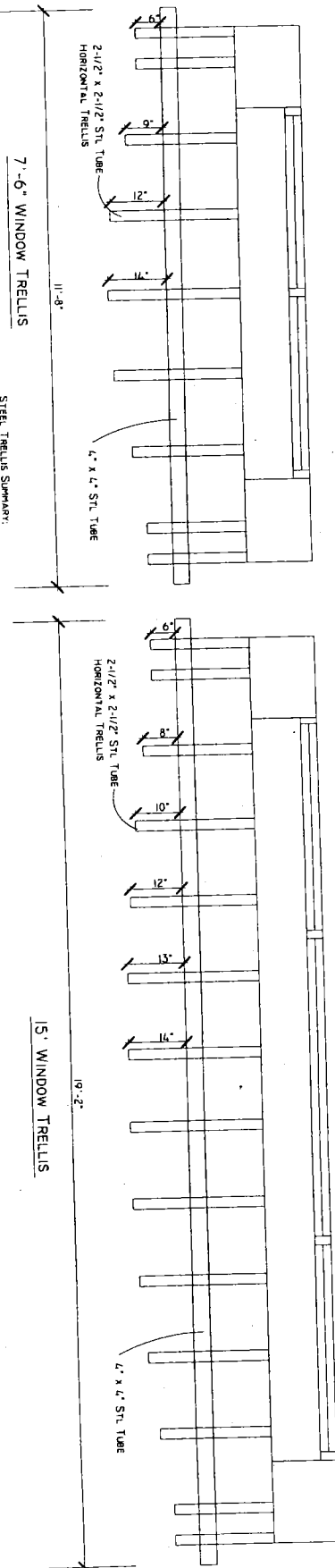
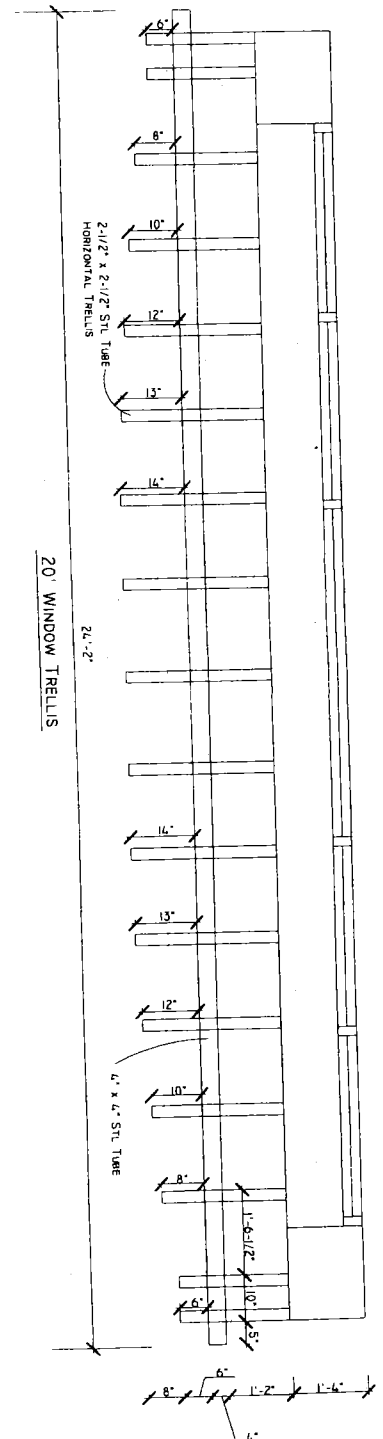
WALL DETAILS

NEW COMMERCIAL PLAZA:
4101 SOQUEL DRIVE
SOQUEL, CA 95073
A.P.N. 03 - 38 - 2, 03, 04, 11 & 14

STEVEN A. ELMORE - ARCHITECT
1557 TAYLOR LANE
SANTA CRUZ, CA 95062
831 - 462 - 1102

WALL DETAILS

EXHIBIT A



7'-6" WINDOW TRELLIS

STEEL TRELLIS SUMMARY:

CURVED TS BEAMS:

- 15' MAX - L x L x 1/8"

- 20' MAX - L x L x 3/16"

- BUTT WELD AT BREAK FROM CURVE TO STRAIGHT AT ENDS

TS TRELLIS BARS:

- 2-1/2" x 2-1/2" x 1/8" - ROTATE TO SIT SQUARE ON CURVED TS BEAM

CURVED BRACKETS:

- 2-1/2" x 3/4" PLATE

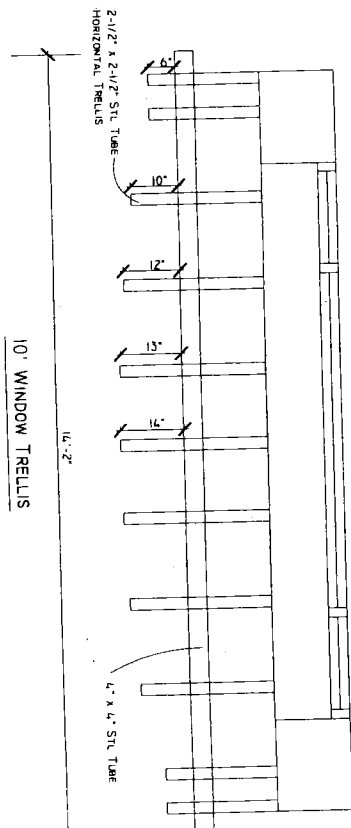
LEDGER AT WALL:

- 3" x 3/8" CONTINUOUS FLAT BAR SAME CURVE AS TS BEAM

- DIRECTLY BEHIND AND WELDED TO TS TRELLIS BARS. BREAK AT ENDS OF CURVE AND MID-ARCH ONLY.

CAP OPEN ENDS OF ALL TS PIECES

15' WINDOW TRELLIS



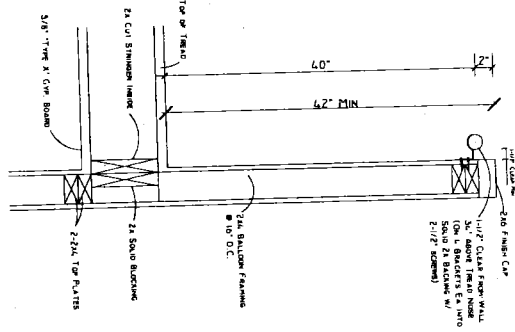
10' WINDOW TRELLIS

NEW COMMERCIAL PLAZA:
4101 SOQUEL DRIVE
SOQUEL, CA 95073

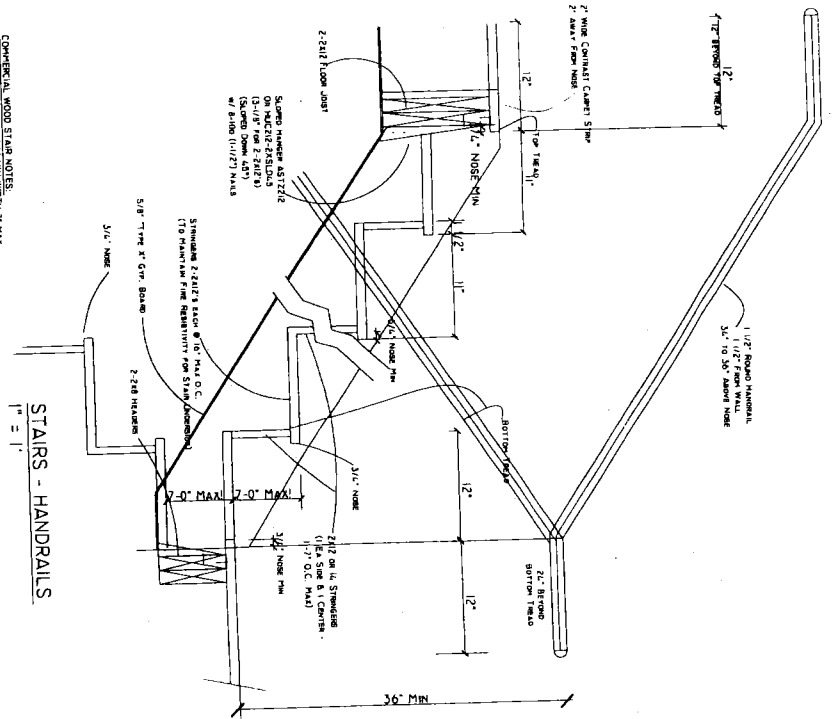
A.P.N. 030 041 - 02, 03, 04, 11 & 14

STEVEN A. ELMORE - ARCHITECT
1557 TAYLOR LANE
SANTA CRUZ, CA 95062
831 - 462 - 1102

GUARDRAIL @ HANDRAIL



STAIRS - HANDRAILS



COMMERCIAL WOOD STAIR NOTES:
 1. ALL HANDRAILS SHALL BE 2x4, TOP & BOTTOM PLATES, 4\"/>

Commercial Development Permit Findings

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

This finding can be made, in that the project is located in an area designated for commercial uses and is not encumbered by physical constraints to development. Construction will comply with prevailing building technology, the California Building Code, and the County Building ordinance to insure the optimum in safety and the conservation of energy and resources. The proposed commercial development will not deprive adjacent properties or the neighborhood of light, air, or open space, in that the structures meet all current setbacks that ensure access to light, air, and open space in the neighborhood.

The project will include the construction of frontage improvements to Soquel Drive, thereby improving safety for pedestrian and bicycles by providing a signalized pedestrian crossing at the project driveway and providing ramps at the alignment with the existing crosswalk at Soquel Drive. The project also includes the creation of two new driveways that connect to Greenbrae Lane. The driveways would provide an alternative ingress and egress path for the residential and commercial users of Greenbrae through a signalized intersection, reducing traffic conflicts that have historically existed in this area.

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

This finding can be made, in that the proposed location of the commercial development and the conditions under which it would be operated or maintained will be consistent with all pertinent County ordinances and the purpose of the C-2 (Community Commercial) zone district, as the primary use of the property will be four commercial structures that meet all current site standards for the zone district.

- 3. That the proposed use is consistent with all elements of the County General Plan and with any specific plan which has been adopted for the area.**

This finding can be made, in that the proposed commercial use is consistent with the use and density requirements specified for the Community Commercial (C-C) land use designation in the County General Plan.

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

The proposed commercial development will not be improperly proportioned to the parcel size or the character of the neighborhood as specified in General Plan Policy 8.6.1 (Maintaining a Relationship Between Structure and Parcel Sizes), in that the proposed improvements will comply with the site standards for the C-2 zone district (including setbacks, lot coverage, floor area ratio, height, and number of stories) and will result in structures consistent with a design that could be approved on any similarly sized lot in the vicinity.

The applicant has submitted a traffic study for this project, which has been reviewed and accepted by the Department of Public Works Road Engineering staff. According to the Traffic Study, the proposal would result in 38 additional peak AM and peak PM trips. The Level of Service (LOS) Policy (3.12.1) establishes LOS D as the minimum acceptable LOS and requires that projects provide mitigation for traffic generation which results in service levels falling below D, or which results in a 1 percent or greater increase in volume for critical movements where LOS is already below D. An Intersection Analysis performed in August 2009 found that the project would not cause any nearby intersection to drop below LOS D. The traffic generated by this project does not meet the 1 percent criterion and is therefore in conformance with General Plan Policy regarding traffic and circulation.

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

According to the traffic analysis that has been accepted by the Department of Public Works, the project is expected to result in 38 additional peak AM and peak PM peak trips. As discussed in Finding #3, the project will neither cause intersection Level of Service to fall below LOS D, nor result in a 1 percent or greater increase in volume. Will serve letters are on file from the Santa Cruz County Sanitation District and City of Santa Cruz Water Department. Therefore, the proposed use will not overload utilities or generate more than the acceptable level of traffic on the streets in the vicinity.

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.

The proposed commercial buildings 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 of the Soquel Drive and 41st Avenue intersection, in that the proposed structures will be consistent with the purpose and function of the Soquel Drive commercial district. The development of these lots will be an improvement to an area of underdeveloped commercial parcels. The site currently lacks sidewalks, landscaping, and coordinated pedestrian access. The proposal will provide those amenities, improving the functionality of the existing circulation patterns as well as the overall aesthetics of the site.

Application #: 07-0406
APN: 030-061-02
Owner: Bei-Scott Company, LLC

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.

The proposed development is consistent with the Design Standards and Guidelines of the County Code in that the commercial buildings will be of an appropriate scale and type of design that will enhance the aesthetic qualities of the property and will improve the overall appearance of the commercial corridor in this area. The development will not reduce or visually impact available open space in the surrounding area. The project will incorporate site and architectural design features such as articulated front facades, tower focal point and extensive landscaping to reduce the visual impact of the development on surrounding land uses. The commercial buildings utilize a Spanish/California Mission style of architecture with tiled, low-pitched roofing and stucco exteriors. The buildings are proposed to be constructed to a height of 19'-4" which is significantly less than the 30 foot building height allowed by County Code. The resulting design and layout provides a coordinated, functional commercial shopping center that does not overwhelm the site or surrounding properties. The low profile buildings offer a modest street presence, with the tower component providing a visual focal point for the center.

Riparian Exception Findings

1. That there are special circumstances or conditions affecting the property.

There are special circumstances affecting the property, in that the ephemeral corridor has been historically disturbed by the placement of fill materials and the habitat value of the riparian corridor has been compromised by the colonization with eucalyptus, Himalayan blackberry, broom and other invasive exotic species. In addition, the substantial amount of fill that was placed adjacent to and within the corridor shows signs of erosion and failure, contributing to sedimentation and degradation of the quality of the riparian system. Re-grading, bank stabilization and the construction of a retaining wall are necessary to prevent continued failure. The construction of energy dissipaters at the drainage outlets within the riparian buffer will further help prevent potential erosion within the banks and channel.

2. That the exception is necessary for the proper design and function of some permitted or existing activity on the property.

The exception is necessary for the proper design and function of the drainage system for the proposed commercial development; an allowed use on this property. The topographical and drainage pattern on the parcel require the location of drainage outlets in the riparian buffer to achieve proper drainage control. Diverting storm water runoff to the street storm drain system will both change the existing drainage pattern and could potentially compromise the viability of good quality riparian habitat further downstream due to inadequate water supply.

The proposed grading activities help to ensure that the site drainage does not contribute to the ongoing erosion and failure of the fill lens. Re-contouring the slope of the channel and constructing a retaining wall will ensure that the existing drainage patterns are preserved without degradation of the riparian system due to sedimentation. The proposed removal of a portion of the eucalyptus grove and other invasive exotic species and the restoration of the corridor with native riparian species requires a riparian exception. This work will restore the habitat value of the corridor, where minimal habitat value currently exists.

3. That the granting of the exception will not be detrimental to the public welfare or injurious to other property downstream or in the area in which the project is located.

The granting of the exception will not be detrimental to the public welfare or injurious to other property downstream. The proposed grading will address and improve the existing erosion and bank failure at the site by removing the unconsolidated fill and stabilizing the bank by creating a keyed and benched 2:1 slope. The currently degraded habitat will be restored after construction, replacing many of the invasive exotic species with native riparian species. As a result, the overall functioning of the riparian corridor and stream channel will be enhanced.

4. That the grading of the exception, in the coastal zone, will not reduce or adversely impact the riparian corridor, and there is no feasible less environmentally damaging alternative.

The project is not located within the Coastal Zone.

5. That the granting of the exception is in accordance with the purpose of this chapter, and with the objectives of the General Plan and elements thereof, and the Local Coastal Program Land Use Plan.

The granting of the exception is in accordance with the purpose of the Riparian Protection Ordinance and the objectives of the General Plan, in that the location of the proposed drainage outlets and velocity dissipaters will control runoff generated by the project and will minimize potential erosion from the runoff. Additionally, re-contouring the existing unstable fill wedge adjacent to the channel will protect the stream from further sedimentation due to erosion and stream bank failure. The currently degraded habitat will be restored after construction, planting native riparian vegetation to further stabilize and replenish the riparian habitat. As a result, the overall functioning of the riparian corridor and stream channel will be enhanced.

Conditions of Approval

- Exhibit A: Architectural Plans (28 Sheets), prepared by Steven A. Elmore, Architect, last revised 7/16/10, Civil Drawings (8 Sheets), prepared by Roper engineering, dated 4/7/05 and 8/28/09, revised 7/6/10, Intersection Improvement Plans, prepared by Hatch Mott MacDonald, dated 8/27/09, Landscape Plan (3 Sheets) prepared by Ellen Cooper, Landscape Architect, revised 1/23/09.
- I. This permit authorizes the demolition of all existing structures and the construction of four new commercial structures: one of 2,692 square feet (Bldg A), one of 2,440 square feet (Bldg B), one of 5,349 square feet (Bldg C) and one of 4,185 square feet (Bldg D). This approval does not confer legal status on any existing structure(s) or existing use(s) on the subject property that are not specifically authorized by this permit. Prior to exercising any rights granted by this permit including, without limitation, any construction or site disturbance, the applicant/owner shall:
- A. Sign, date, and return to the Planning Department one copy of the approval to indicate acceptance and agreement with the conditions thereof.
 - B. Obtain a Demolition Permit from the Santa Cruz County Building Official.
 - C. Obtain a Building Permit from the Santa Cruz County Building Official.
 - 1. Any outstanding balance due to the Planning Department must be paid prior to making a Building Permit application. Applications for Building Permits will not be accepted or processed while there is an outstanding balance due.
 - D. Obtain a Grading Permit from the Santa Cruz County Building Official.
 - E. Obtain an Encroachment Permit from the Department of Public Works for all off-site work performed in the County road right-of-way.
 - F. Submit proof that these conditions have been recorded in the official records of the County of Santa Cruz (Office of the County Recorder) within 30 days from the effective date of this permit.
 - G. Pay a Negative Declaration De Minimis fee to the Clerk of the Board of the County of Santa Cruz as required by the California Department of Fish and Game mitigation fees program and file the Notice of Determination.\
 - H. Obtain the Construction Activities Storm Water General NPDES Permit from the State Water Resources Control Board for the site land clearing and grading.

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

- A. Submit final architectural plans for review and approval by the Planning Department. The final plans shall be in substantial compliance with the plans marked Exhibit "A" on file with the Planning Department. Any changes from the approved Exhibit "A" for this development permit on the plans submitted for the Building Permit must be clearly called out and labeled by standard architectural methods to indicate such changes. Any changes that are not properly called out and labeled will not be authorized by any Building Permit that is issued for the proposed development. The final plans shall include the following additional information:
 - 1. One elevation shall indicate materials and colors as they were approved by this Discretionary Application.
 - 2. Final grading, drainage, and erosion control plans.
 - 3. For any structure proposed to be within 2 feet of the maximum height limit for the zone district, the building plans must include a roof plan and a surveyed contour map of the ground surface, superimposed and extended to allow height measurement of all features. Spot elevations shall be provided at points on the structure that have the greatest difference between ground surface and the highest portion of the structure above. This requirement is in addition to the standard requirement of detailed elevations and cross-sections and the topography of the project site which clearly depict the total height of the proposed structure. Maximum height is 30 feet.
 - 4. Details showing compliance with fire department requirements.
 - 5. Provide construction details for the proposed retaining wall.
 - 6. Show location of signs at both driveways onto Greenbrae. Signs shall state "Private Road – Local Traffic Only."
- B. Submit four copies of the approved Discretionary Permit with the Conditions of Approval attached. The Conditions of Approval shall be recorded prior to submittal, if applicable.
- C. Submit three copies of a soils report prepared and stamped by a licensed Geotechnical Engineer.
 - 1. The soils report must include detailed foundation preparation and design and site grading and must provide seismic design parameters and recommendations in accordance with the updated 2007 CBC.

2. The final plans shall incorporate the soil engineer's recommendations and shall reference the project soils report.
 3. The project soils engineer shall review the final building, grading and erosions control plans and shall approve the plans in writing. The soil engineer's review and approval letter shall reference the specific plans (dates and pages) reviewed. Submit two copies of the plan review and approval letter.
- D. Submit a final Grading and Erosion Control Plan. The final grading and erosion control plans shall include, but are not limited to, the following:
1. A schedule for accomplishing the earthwork and for complying with any Regional Water Quality Control Board and/or Monterey Bay Air Pollution control District requirements that limit the amount of area that is open for grading at any one time.
 2. Include earthwork quantities for overexcavation and recompaction beneath the buildings as necessary. Include this calculation as a separate line item.
 3. Details of the destination for all exported material. Material may only go to a municipal landfill or other permitted receiving site. The plan shall include submittal of landfill receipts and grading permits that together account for all exported material.
 4. Show outlet points for all proposed retaining wall backdrains.
 5. Provide details for the drainage outlet structure. Note that the pipe running down the slope to the outlet structure should be sized larger than the minimum necessary to carry drainage.
 6. Temporary chain link fence demarcating the riparian setback boundary.
 7. The final grading and erosion control plans shall specify that the land clearing and restoration in the vicinity of the riparian corridor must start after April 15 and no later than August 15th to ensure completion prior to the onset of the rainy season.
 8. Earthwork is prohibited during the winter rainy season (October 15 through April 15), unless a separate winter grading permit is approved by the Planning director. Only earthwork located outside of the riparian setbacks may be considered for winter grading.

- E. Submit a final detailed riparian restoration plan for review and approval by Environmental Planning staff. The final restoration plan shall include, but is not limited to, the following:
1. The final plan shall include a specific maintenance plan to achieve long term control of non-native invasive plants in the riparian areas and the timing of stump removal.
 2. Provide 3 copies of the final Arborist's Report. The Report must list all trees that will be removed as part of this project and detail the health and requirements for retained trees that may be affected by the proposed development. Also provide the site plan referenced in the Arborist's Report.
- F. Submit a final Landscape Plan for the entire site specifying the species, their size, and irrigation plans, meeting the following criteria and conforming to all water conservation requirements of the Santa Cruz City Water Department water conservation regulations. The final landscape plan shall be consistent with the landscape plan in Exhibit A.
1. Turf Limitation. Turf areas shall not exceed 25 percent of the total landscaped area. Turf area shall be of low to moderate water-using varieties, such as tall or dwarf fescue.
 2. Plant Selection. At least 80 percent of the plant materials selected for non-turf areas (equivalent to 60 percent of the total landscaped area) shall be well-suited to the climate of the region and require minimal water once established (drought tolerant). Native plants are encouraged. Up to 20 percent of the plant materials in non-turf areas (equivalent to 15 percent of the total landscaped areas), need not be drought tolerant, provided they are grouped together and can be irrigated separately.
 3. Street trees shall be a minimum size of 24-inch box trees of the species specified in Exhibit A. Substitute species must be reviewed and approved by the Urban Designer.
 4. Soil Conditioning. In new planting areas, soil shall be tilled to a depth of 6 inches and amended with six cubic yards of organic material per 1,000 square feet to promote infiltration and water retention. After planting a minimum of 2 inches of mulch shall be applied to all non-turf areas to retain moisture, reduce evaporation and inhibit weed growth.

- a. Irrigation Management. All required landscaping shall be provided with an adequate, permanent and nearby source of water which shall be applied by an installed irrigation system, or where feasible, a drip irrigation system. Irrigation systems shall be designated to avoid runoff, overspray, low head drainage, or other similar conditions where water flows onto adjacent property, non-irrigated areas, walks, roadways, or structures.
 - b. The irrigation plan and an irrigation schedule for the established landscape shall be submitted with the building permit applications. The irrigation plan shall show the location, size and type of components of the irrigation system, the point of connection to the public water supply and designation of hydrozones. The irrigation schedule shall designate the timing and frequency of irrigation for each station and list the amount of water, in gallons or hundred cubic feet, recommended on a monthly and annual basis.
 - c. Irrigation within the critical root zones established in the Arborist's Report is prohibited. Irrigation outside of the critical root zone, but under the dripline of each existing oak shall be limited to very low flow drip-type emitters.
 - d. Appropriate irrigation equipment, including the use of a separate landscape water meter, pressure regulators, automated controllers, low volume sprinkler heads, drip or bubbler irrigation systems, rain shutoff devices, and other equipment shall be used to maximize the efficiency of water applied to the landscape.
 - e. Plants having similar water requirements shall be grouped together in distinct hydrozones and shall be irrigated separately.
 - f. Landscape irrigation should be scheduled between 6:00 a.m. and 11:00 a.m. to reduce evaporative water loss.
5. All planting shall conform to the preliminary plan shown as part of Exhibit A. Twenty five percent (25%) of all trees in the landscaped areas (not including the restoration area) shall be a minimum of 24-inch box size. The larger sized trees shall be distributed throughout the landscaping, with the exception of the street trees, which must be 24 and 48-inch box sizes.
- a. All landscaping shall be permanently maintained by the property owner including any plantings within the County right-of-way along the frontage of the property.
 - b. Any trees planted in the County right-of-way shall be approved by the Department of Public Works and shall be installed according to provisions of the County Design Criteria.

- G. Meet all requirements of and pay Zone 5 drainage fees to the County Department of Public Works, Stormwater Management. Drainage fees will be assessed on the net increase in impervious area. The final Drainage Plans shall include, but are not limited to the following:
1. The final drainage plan must include location of silt and grease traps on catch basins. Recorded maintenance agreement(s) are required for proposed water quality treatment, detention and retention facilities.
 2. Provide notation on the plans for permanent bold markings at each inlet that read: "NO DUMPING – DRAINS TO BAY."
 3. Plans must reflect a clear visual/physical separation between the pervious and standard pavement areas for future maintenance and preservation of these surfaces. Include signage or other markings as needed.
 4. The final plans must include maintenance requirements for the pervious pavement and understorage facilities as well as identify the entity responsible for maintenance.
 5. Provide spot elevations or other details describing how the trash enclosure has been designed to minimize storm water pollution.
- H. Meet all requirements and pay any applicable plan check fee of the Central Fire Protection District.
- I. The applicant shall submit a plan to recycle and/or reuse excess post-construction materials, for review and approval by Planning Staff prior to building permit issuance.
- J. All outdoor areas, parking and circulation areas shall be lighted with low-rise lighting fixtures that do not exceed 15 feet in height. The construction plans must indicate the location, intensity, and variety of all exterior lighting fixtures. The lighting plan must show that all lights are directed away from the riparian corridor and any lights close enough to illuminate the corridor shall be shielded in that direction. Light sources that do not attract insects (e.g. yellow or sodium vapor bulbs) shall be used.
- K. Submit a final signage program for review and approval by the Urban Designer. All proposed signage must conform to the requirements of Section 13.10.581(k) of the County Code.
- L. Pay the current fees for Child Care mitigation. Current fees are \$0.23 per square foot (based on 12,010 square feet for four commercial buildings).

- M. Pay the current fees for Roadside and Transportation improvements for the project. Currently, the Soquel TIA fee is \$295 per trip end for Transportation Improvement fees and \$295 per trip end for Roadside Improvement fees (a total of \$590 per trip).
 - N. Provide all required off-street parking. Parking spaces shall meet County standards for the dimensions and numbers of compact, regular and accessible parking set forth in County Code Section 13.10.550. All parking must be located entirely outside vehicular rights-of-way. Parking must be clearly designated and numbered on the plot plan. The plan must comply with all accessibility provisions. The current configuration of retail and office uses requires a minimum of 62 spaces (3 of which must be accessible) and 14 bicycle spaces.
 - O. Final plans shall meet all requirements of the Santa Cruz County Sanitation District.
 - P. Submit a written statement signed by an authorized representative of the school district in which the project is located confirming payment in full of all applicable developer fees and other requirements lawfully imposed by the school district.
- III. Prior to site disturbance and during construction:
- A. The applicant shall organize a pre-grading/pre-construction meeting to be held onsite with County Engineering and Environmental Planning Staff, and the project team prior to any land disturbance. Temporary construction fencing demarcating the riparian setback boundary will be inspected at that time.
 - B. Prior to demolition of buildings constructed before 1980, areas of the on-site structures shall be sampled as part of an asbestos survey in compliance with the National Emission Standards for Hazardous Air Pollutants (NESHAP). If asbestos is found in any building, asbestos-related work, including demolition, involving 100 square feet or more of asbestos containing materials shall be performed by a licensed asbestos consultant and asbestos shall be removed and disposed of in compliance with applicable State laws. At least 10 days prior to demolition of existing structures the Monterey Bay Unified Air Pollution Control District (MBUAPCD) shall be notified and an MBUAPCD Notification of Demolition and Renovation checklist shall be submitted to both MBUAPCD and the County.
 - C. To minimize noise, dust, and nuisance impacts on surrounding properties to insignificant levels during construction, the owner/applicant shall, or shall have the project contractor comply with the following measures during all construction work:
 - 1. Grading activities are prohibited during periods of winds exceeding 15 mph.

2. Each day it does not rain, wet all exposed soils frequently enough to prevent significant amounts of dust from leaving the site. The minimum watering schedule for graded/excavated areas shall be at least twice daily. Haul trucks shall maintain at least 2'-0" of freeboard, cover all trucks hauling dirt, sand, or other loose materials, plant vegetative ground cover in disturbed areas as soon as possible, cover inactive storage piles, install wheel washers at the entrance to construction site for all exiting trucks and pave or apply base rock to all roads at the construction site.
 3. Limit all construction –related activities to the time between 8:00 a.m. and 5:00 p.m. weekdays; unless a temporary exemption to this time restriction is approved in advance by the Planning Department to address an emergency situation. The owner/developer shall designate a disturbance coordinator to respond to citizen complaints and inquiries from area residents during construction. A 24-hour contact number shall be conspicuously posted on the job site; on a sign that shall be a minimum of two feet high and four feet wide. This shall be separate from any other signs on site, and shall include the language “for construction noise and dust problems call the 24-hour contact number.” The disturbance coordinator shall record the name, phone number and nature of the disturbance. The coordinator shall investigate all complaints and take remedial action, if necessary, within 24 hours of receipt of complaint or inquiry. Unresolved complaints received by the County staff from area residents may result in the inclusion of additional construction conditions, at the discretion of the Planning Director.
- D. The applicant shall ensure that paint, stains, and other materials used during construction, are recycled at an appropriate facility after use. Prior to building permit final, the applicant or owner shall submit recycling receipts to the project planner.
- E. Saw cuts within the traveled roadways that cause temporary depressions in the surfacing prior to repair, shall be leveled with temporary measures and signage shall be posted noting such.
- F. The use of Soquel Drive between 41st Avenue and Soquel Village by dump trucks, delivery trucks or heavy equipment is prohibited.
- G. Erosion shall be controlled at all times. Erosion control measures shall be monitored, maintained and replaced as needed. No turbid runoff shall be allowed to leave the immediate construction site or enter the riparian corridor.
- H. All foundation excavations shall be observed and approved in writing by the project soils engineer prior to foundation pour. A copy of the letter shall be kept on file with the Planning Department.

- IV. All construction shall be performed according to the approved plans for the Building Permit. Prior to final building inspection, the applicant/owner must meet the following conditions:
- A. All site improvements shown on the final approved Building Permit plans shall be installed.
 - B. All inspections required by the building permit shall be completed to the satisfaction of the County Building Official.
 - C. The project must comply with all recommendations of the approved soils reports.
 - D. All riparian restoration work shall be completed, inspected and approved by Environmental Planning staff.
 - E. All required replacement trees must be installed, inspected and approved by Environmental Planning staff.
 - F. Pursuant to Sections 16.40.040 and 16.42.100 of the County Code, if at any time during site preparation, excavation, or other ground disturbance associated with this development, any artifact or other evidence of an historic archaeological resource or a Native American cultural site is discovered, the responsible persons shall immediately cease and desist from all further site excavation and notify the Sheriff-Coroner if the discovery contains human remains, or the Planning Director if the discovery contains no human remains. The procedures established in Sections 16.40.040 and 16.42.100, shall be observed.
- V. Operational Conditions
- A. To minimize excess lighting and energy use, a 2 or 3 tier light timing system is required. This system shall turn off a minimum of $\frac{1}{2}$ and up to $\frac{2}{3}$ of all parking lot lights after business hours to minimize energy use.
 - B. Outdoor supplemental advertising, such as banners, streamers, temporary signs, flagging strung from light standards, is prohibited.
 - C. The following uses are allowed:
 - 1. All retail uses allowed in the C-2 zone district will be allowed on the first floor of each of the four commercial buildings with a Level 1 Change of Use approval.
 - 2. All office uses allowed in the C-2 zone district will be allowed on the mezzanine floor of each of the four commercial buildings with a Level 1 Change of Use approval, **with the exception of medical, veterinary and dental offices, which are prohibited.**

3. All other uses allowed in the C-2 zone district, that do not increase the parking demand, will be allowed with a Level 1 Change of Use approval.
 4. Restaurants, bars, and similar establishments will be allowed with a Level 3 Minor Variation, **only if an approved Parking Plan indicates that the site can provide adequate parking for the increased demand.**
- D. All runoff shall be filtered through silt and grease traps prior to leaving the site. The traps shall be maintained according to the following monitoring and maintenance procedures:
1. The traps shall be inspected to determine if they need cleaning or repair prior to October 15th of each year, at a minimum.
 2. A brief annual report shall be prepared by the trap inspector at the conclusion of each October inspection and submitted to the Drainage Section of the Department of Public Works within 5 days of inspection. This monitoring report shall specify any repairs that have been done or that are needed to allow the trap to function adequately.
- E. Pervious pavement shall be maintained per the plans submitted with the preliminary drainage plan. Manufacturer's specifications for power washing, vacuuming, or other remediation shall be followed. A brief annual report shall be submitted to the Planning Department prior to October 15th of each year describing the maintenance that was completed in previous year.
- F. All landscaped areas and related irrigation systems shall be permanently maintained. All irrigation shall conform to the required water conservation measures as regulated by the City of Santa Cruz Water Department. Dead plant material shall be removed and replaced consistent with the approved Exhibit A. The property owner is responsible for the ongoing health and care of all landscaping on the site. Any dead or dying street trees shall be promptly removed and replaced with a minimum 24-inch box tree. Substitute species must be approved in advance by the Planning Director.
- G. Any dead or dying trees within the riparian restoration area shall be promptly removed and replaced with a like-sized tree (minimum 15-gallon size).
- H. One of more "No Parking" signs shall be erected along Greenbrae Lane.
- I. In the event that future County inspections of the subject property disclose noncompliance with any Conditions of this approval or any violation of the County Code, the owner shall pay to the County the full cost of such County inspections, including any follow-up inspections and/or necessary enforcement actions, up to and including permit revocation.

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

VII. Mitigation Monitoring. The mitigation measures listed under this heading have been incorporated in the conditions of approval for this project in order to mitigate or avoid significant effects on the environment. As required by Section 21081.6 of the California Public Resource Code, a monitoring and reporting program for the above mitigation is hereby adopted as a condition of approval for this project. This program is specifically described following each mitigation measure listed below. The purpose of this monitoring is to ensure compliance with the environmental mitigations during project implementation and operation. Failure to comply with the conditions of approval, including the terms of the adopted monitoring program, may result in permit revocation pursuant to Section 18.10.462 of the Santa Cruz County Code.

A. Mitigation Measure: Pre-Construction Meeting (Condition III.A.)

Monitoring Program: In order to ensure all geotechnical, grading and erosion control requirements are in place, prior to the commencement of construction, the applicant shall organize a pre-grading/pre-construction meeting to be held onsite with County Engineering and Environmental Planning Staff, and the project team.

B. Mitigation Measure: Riparian Protection from Lighting (Condition II.J.)

Monitoring Program: In order to mitigate the impacts of nighttime lighting on the adjacent riparian habitat, prior to issuance of a building permit, the applicant shall submit a lighting plan to the Planning Department for review and approval. The plan shall reflect that permanent outdoor lighting shall be minimized and shall be shielded by fixture design or other means to minimize illumination of riparian habitat. Light sources that do not attract insects (e.g. yellow or sodium vapor bulbs) shall be used if outdoor lighting is necessary (e.g. security or handicap access structures).

C. Mitigation Measure: Hazardous Materials (Condition II.D.)

Monitoring Program: In order to mitigate impacts of potentially hazardous materials, the applicant shall ensure that paint, stains, and other materials used during construction are recycled at an appropriate facility after use. Prior to building permit final, the applicant or owner shall submit recycling receipts to the project planner.

D. Mitigation Measure: Construction Debris (Condition III.I.)

Monitoring Program: In order to mitigate the impacts of temporary construction debris to less than significant, the applicant shall submit a plan to recycle and/or reuse excess post-construction materials, for review and approval by Planning Staff prior to building permit issuance.

E. Mitigation Measure: Air Quality (Condition III.C.2.)

Monitoring Program: In order to minimize the impact of construction activities on air quality, the following mitigation measures will be imposed: Water graded/excavated areas at least twice daily, prohibit all grading activities during periods of high winds (over 15 mph), haul trucks shall maintain at least 2'-0" of freeboard, cover all trucks hauling dirt, sand, or loose materials, plant vegetative ground cover in disturbed areas as soon as possible, cover inactive storage piles, install wheel washers at the entrance to construction site for all exiting trucks, and pave or apply base rock to all roads at construction site.

F. Mitigation Measure: Hazardous Materials (Condition III.B.)

Monitoring Program: In order to ensure that the demolition of existing structures does not violate any air quality standards, the following mitigation measures will be required: Prior to demolition work of buildings constructed before 1980, areas of the on-site structure shall be sampled as part of an asbestos survey in compliance with the National Emission Standards for Hazardous Air Pollutants (NESHAP). If asbestos is found in any building, asbestos-related work, including demolition, involving 100 square feet or more of asbestos containing materials shall be performed by a licensed asbestos consultant and asbestos shall be removed and disposed of in compliance with applicable State laws. At least 10 days prior to demolition of existing structures the Monterey Bay Unified Air Pollution Control District (MBUAPCD) shall be notified and an MBUAPCD Notification of Demolition and Renovation Checklist shall be submitted to both MBUAPCD and the County.

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

Please note: This permit expires three years from the effective date listed below unless a building permit is obtained for the first phase of the project consisting of one of the primary structures described in the development permit (does not include demolition, temporary power pole or other site preparation permits, or accessory structures unless these are the primary subject of the development permit). Failure to exercise the building permit and to complete all of the construction under the building permit, resulting in the expiration of the building permit, will void the development permit, unless there are special circumstances as determined by the Planning Director.

Approval Date: _____

Effective Date: _____

Expiration Date: _____

Application #: 07-0406
APN: 030-061-02
Owner: Bei-Scott Company, LLC

Steven Guiney
Deputy Zoning Administrator

Robin Bolster-Grant
Project Planner

Appeals: Any property owner, or other person aggrieved, or any other person whose interests are adversely affected by any act or determination of the Zoning Administrator, may appeal the act or determination to the Planning Commission in accordance with chapter 18.10 of the Santa Cruz County Code.



COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT

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

NOTICE OF ENVIRONMENTAL REVIEW PERIOD

SANTA CRUZ COUNTY

APPLICANT: Steve Elmore

APPLICATION NO.: 07-0406

PARCEL NUMBER (APN): 030-061-02

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

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

XX Mitigations will be attached to the Negative Declaration.

 No mitigations will be attached.

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

As part of the environmental review process required by the California Environmental Quality Act (CEQA), this is your opportunity to respond to the preliminary determination before it is finalized. Please contact Matt Johnston, Environmental Coordinator at (831) 454-3201, if you wish to comment on the preliminary determination. Written comments will be received until 5:00 p.m. on the last day of the review period.

Review Period Ends: January 22, 2011

Staff Planner: Robin Bolster-Grant

Phone: (831) 454-5357

Date: December 22, 2010

NAME: Bei-Scott at 41st and Soquel
APPLICATION: 07-0406
A.P.N: 030-061-02, 03, 04, 11, 14

NEGATIVE DECLARATION MITIGATIONS

1. In order to ensure all geotechnical, grading, and erosion control requirements are in place, the applicant shall organize a pre-grading/pre-construction meeting to be held onsite with County Engineering and Environmental Planning Staff, and the project team prior to any land disturbance.
2. In order to mitigate impacts of nighttime lighting on the adjacent riparian habitat, prior to issuance of a building permit, the applicant shall submit a lighting plan to the Planning Department for review and approval. The plan shall reflect that permanent outdoor lighting shall be minimized and shall be shielded by fixture design or other means to minimize illumination of riparian habitat. Light sources that do not attract insects (e.g. yellow or sodium vapor bulbs) shall be used if outdoor lighting is necessary (e.g. security or handicap access structures).
3. In order to mitigate impacts of potentially hazardous materials, the applicant shall ensure that paint, stains, and other materials used during construction are recycled at an appropriate facility after use. Prior to building permit final, the applicant or owner shall submit recycling receipts to the project planner.
4. In order to mitigate the impacts of temporary construction debris to less than significant, the applicant shall submit a plan to recycle and/or reuse excess post-construction materials, for review and approval by Planning Staff prior to building permit issuance.
5. In order to minimize the impact of construction activities on air quality, the following mitigation measures will be imposed: Water graded/excavated areas at least twice daily, prohibit all grading activities during periods of high wind (over 15 mph), haul trucks shall maintain at least 2'-0" of freeboard, cover all trucks hauling dirt, sand, or loose materials, plant vegetative ground cover in disturbed areas as soon as possible, cover inactive storage piles, install wheel washers at the entrance to construction site for all exiting trucks, and pave or apply base rock to all roads at construction site.
6. In order to ensure that the demolition of existing structures does not violate any air quality standard, the following mitigation measures will be required: Prior to demolition work of buildings constructed prior to 1980, areas of the on-site structures shall be sampled as part of an asbestos survey in compliance with the National Emission Standards for Hazardous Air Pollutants (NESHAP). If asbestos is found in any building, asbestos-related work, including demolition, involving 100 square feet or more of asbestos containing materials shall be performed by a licensed asbestos consultant and asbestos shall be removed and disposed of in

compliance with applicable State laws. At least 10 days prior to demolition of existing structures the Monterey Bay Unified Air Pollution Control District (MBUAPCD) shall be notified and an MBUAPCD Notification of Demolition and Renovation Checklist shall be submitted to both MBUAPCD and the County.



County of Santa Cruz

PLANNING DEPARTMENT
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KATHLEEN MOLLOY PREVISICH, PLANNING DIRECTOR
www.sccoplanning.com

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) ENVIRONMENTAL REVIEW INITIAL STUDY

Date: December 6, 2010

Application Number: 07-0406

Staff Planner: Robin Bolster-Grant

I. OVERVIEW AND ENVIRONMENTAL DETERMINATION

APPLICANT: Steven Elmore

APN(s): 030-061-02, 030-161-3, 030-061-04, 030-061-11 and 030-061-14

OWNER: Bei-Scott Company, LLC

SUPERVISORAL DISTRICT: 1st

PROJECT LOCATION: Property located on the north side of Soquel Drive at the intersection with 41st Avenue, at 4101 Soquel Drive.

SUMMARY PROJECT DESCRIPTION: Proposal to demolish one retail building, two residences, eight accessory structures and one commercial storage structure and construct four new commercial structures, one of 2,692 square feet (Bldg A), one of 2,440 square feet (Bldg B), one of 5,349 square feet (Bldg C) and one of 4,185 square feet (Bldg D). Project includes approximately 6,000 cubic yards of excavation. Requires a Commercial Development Permit, Preliminary Grading Review, Design Review, Soils Report Review and a Riparian Exception

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: All of the following potential environmental impacts are evaluated in this Initial Study. Categories that are marked have been analyzed in greater detail based on project specific information.

- | | |
|--|--|
| <input checked="" type="checkbox"/> Geology/Soils | <input type="checkbox"/> Noise |
| <input checked="" type="checkbox"/> Hydrology/Water Supply/Water Quality | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Greenhouse Gas Emissions |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Visual Resources & Aesthetics | <input type="checkbox"/> Utilities & Service Systems |

- | | |
|--|---|
| <input type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Land Use and Planning |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Population and Housing |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Mandatory Findings of Significance |

DISCRETIONARY APPROVAL(S) BEING CONSIDERED:

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

NON-LOCAL APPROVALS

Other agencies that must issue permits or authorizations:

Monterey Bay Regional Air Quality Control Board. Notification of Demolition and Renovation required for demolition of existing structures

May require a Construction Activities Storm Water General NPDES Permit from State Water Resources Control Board if construction activity results in land disturbance greater than one acre.

California Department of Fish & Game. May require a Streambed Alteration Permit to allow the proposed grading activities within the channel of an ephemeral stream.

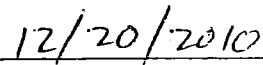
DETERMINATION: (To be completed by the lead agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Matthew Johnston
Environmental Coordinator


Date

II. BACKGROUND INFORMATION

EXISTING SITE CONDITIONS

Parcel Size: 2.3 acres (five parcels under common ownership)

Existing Land Use: Mixed commercial and residential

Vegetation: Eucalyptus grove interspersed with oak trees adjacent to arroyo

Slope in area affected by project: ☒ 0 - 30% ☒ 31 - 100%

Nearby Watercourse: Unnamed ephemeral tributary to Soquel Creek

Distance To: Tributary located at the back of the project site. Soquel Creek is approximately 0.5 miles to the east of the site.

ENVIRONMENTAL RESOURCES AND CONSTRAINTS

Water Supply Watershed: No

Groundwater Recharge: No

Timber or Mineral: No

Agricultural Resource: No

Biologically Sensitive Habitat: Riparian corridor associated with unnamed ephemeral stream at north of property

Fire Hazard: No

Floodplain: No

Erosion: Low Potential

Landslide: None

Liquefaction: Low

Fault Zone: No

Scenic Corridor: No

Historic: No

Archaeology: Portion mapped

Noise Constraint: No

Electric Power Lines: No

Solar Access: Adequate

Solar Orientation: South

Hazardous Materials: Low Potential

Other:

SERVICES

Fire Protection: Central Fire

School District: Soquel Elementary

Sewage Disposal: Santa Cruz County

Sanitation District

Drainage District: Zone 5

Project Access: Soquel Drive

Water Supply: Santa Cruz Water Dept.

PLANNING POLICIES

Zone District: C-2 (Community Commercial) Special Designation: None

General Plan: C-C (Community Commercial)/O-U (Urban Open Space)

Urban Services Line: ☒ Inside

☐ Outside

Coastal Zone: ☐ Inside

☒ Outside

ENVIRONMENTAL SETTING AND SURROUNDING LAND USES:

The project site is comprised of five separate parcels located within the Soquel Planning Area. The parcels are under common ownership and will be combined into a single lot. The project site fronts Soquel drive, an arterial County-maintained road and includes a private right-of-way, which provides primary access to 14 residences. The southern three-fourths of the site is generally level, with the rear (northern) part of the lot sloping sharply (30-50%) toward the arroyo associated with the ephemeral drainage. The arroyo crosses through APNs 030-061-04 and 030-061-14. A dense grove of eucalyptus trees and oaks is located in and around the arroyo. The site is bounded by residences to the north, a vacant parcel to the east, and commercial buildings to the south (paint store and Redwood shopping center) and west (automotive repair shop).

The subject parcels are currently developed with a legal, non-conforming residence and duplex, a vacuum repair shop, a commercial storage structure and several accessory structures. With the exception of the eucalyptus and oak grove to the north, the parcels contain little natural vegetation.

PROJECT BACKGROUND:

The existing structures on the five parcels date from the late 1940s to the early 1960s and include a duplex, two commercial buildings and a non-conforming single-family dwelling. The structures are all considered to be legal, non-conforming. Past commercial uses on the site have included an ice-cream shop, Christmas tree lot, furniture refinishing and sales shop, dress shop, and vacuum cleaner repair business.

Planned Urban Roadway Improvements specified in the Santa Cruz County General Plan include a future two-lane collector street, extending 41st Avenue through the subject site. The extension was envisioned to serve the O'Neill Ranch redevelopment project to the north of the subject site, however that project was abandoned. The General Policy remains in place; therefore any development approved on the subject site must be designed to accommodate any such future roadway expansion.

In April 2000, an application was made to construct a Home Depot on 14 parcels, including APNs 030-061-02, 030-061-03, and 030-061-04. The application was subsequently abandoned in October of 2001. In 2005, A Design Review Group (DRG) was held to discuss an earlier iteration of the subject proposal and comments were gathered from various reviewing agencies and incorporated into the current application.

The subject application was made in August 2007.

DETAILED PROJECT DESCRIPTION:

The applicant proposes to demolish all existing structures on the five subject parcels and to construct four new commercial structures, one of 2,692 square feet (Bldg A), one of 2,440 square feet (Bldg B), one of 5,349 square feet (Bldg C) and one of 4,185 square feet (Bldg D). Tenants have not yet been identified for the commercial space; however the project includes a Master Occupancy Program, which will allow all commercial uses permitted for the C-2 (Community Commercial) zone district as

provided in Section 13.10.332 of the County Code, with the exception of any use that would exceed the 64 proposed parking spaces.

The proposal includes construction of a driveway located at the intersection of Soquel Drive and 41st Avenue, which is currently a signalized T-intersection with northbound, eastbound and westbound approaches. The project driveway will form the fourth leg, the southbound approach of the intersection, with new signal standards, signage and pedestrian improvements proposed at the entrance to the site. Additionally two new driveways would connect the shopping center to Greenbrae Lane, the private right-of-way to the west. Travel along the western driveways would be restricted to incoming traffic from Greenbrae. The only outgoing traffic from the subject site onto Greenbrae would be emergency vehicle traffic.

The parking and driveways areas would consist of both asphalt and pervious pavement, with pervious pavement areas set back from the rear slope at the north of the property. Drainage from the site is designed to discharge to the ephemeral drainage at the north of the site, with a plastic membrane placed along edges of the pervious pavement to prevent collected water from flowing out from under the pavement. Roof runoff would discharge onto the pervious pavement.

Additional drainage improvements at the site include the placement of 9 new area drains. The two northern area drains would be fitted with silt and grease traps and discharge into two outlets placed within an existing drainage swale at the northern portion of the site. The outlets connect to two 12-inch culverts emptying via a 12-inch tee into energy dissipaters made of rubble riprap and broken stone.

Because of the extent of non-engineered fill on the property, the proposed improvements require approximately 6,000 cubic yards of excavation and stripping, 6,000 cubic yards of fill and recompaction, with about 3,000 cubic yards of material proposed to be exported off site. Grading is required to re-contour and stabilize unconsolidated fill adjacent to the arroyo at the north end of the site. The existing slope will be re-graded to a 2:1 slope and a retaining wall is proposed to be constructed along the top of the slope, at a maximum height of 5'-6". The applicant also proposes to remove approximately 25-30 eucalyptus and oak trees from the rear slope to accommodate the re-contouring and slope stabilization. A revegetation plan has been prepared for this portion of the site and includes replanting eleven Coast live oaks and seven California buckeyes along with shrubs and ground cover. Additional landscaping is proposed throughout the site, with concentrations of plantings along the eastern side of Greenbrae Lane and the Soquel Drive frontage in order to soften the visual impact of the shopping center.

In conjunction with the General Plan Policy that calls for the possible future extension of 41st Avenue through the site, the proposal includes an offer of dedication of a 28-foot right-of-way and a 5-foot sidewalk easement coincident to the area of possible roadway expansion. The County is not currently in a position to accept the dedication; therefore the offer will be held until future consideration of the extension. The project also includes frontage right-of-way dedications along Soquel Drive and the abandonment of an existing 20-foot right-of-way at the eastern portion of the site.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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III. ENVIRONMENTAL REVIEW CHECKLIST

A. GEOLOGY AND SOILS

Would the project:

1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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| A. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| B. Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| C. Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| D. Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion (A through D): The project site is located outside of the limits of the State Alquist-Priolo Special Studies Zone (County of Santa Cruz GIS Mapping, California Division of Mines and Geology, 2001). However, the project site is located approximately 8.4 miles southwest of the San Andreas fault zone, and approximately 13.3 miles northeast of the San Gregorio fault zone. While the San Andreas fault is larger and considered more active, each fault is capable of generating moderate to severe ground shaking from a major earthquake. Consequently, large earthquakes can be expected in the future. The October 17, 1989 Loma Prieta earthquake (magnitude 7.1) was the second largest earthquake in central California history.

All of Santa Cruz County is subject to some hazard from earthquakes. However, the project site is not located within or adjacent to a county or state mapped fault zone. A geotechnical investigation for the proposal was performed by Dees & Associates (Attachment 3). The report concluded that geological hazards, such as seismically induced ground cracking, fault rupture and liquefaction do not present a greater than ordinary risk to the proposed structures.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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The fill slope at the rear of the site shows signs of moderate to severe erosion and is proposed to be re-graded to provide a stable 2:1 slope. Plan review letters submitted by the project geotechnical engineer indicate that the proposed grading and erosion control plans conform to the recommendations made in the geotechnical report and subsequent addenda. Additionally, a retaining wall is proposed along the top of the re-contoured slope to ensure additional long-term stability and to prevent impacts to the adjacent riparian system.

Implementation of the additional requirements included in the review letter prepared by Environmental Planning staff (Attachment 4) will serve to further ensure that the proposed development will not expose people or structures to substantial adverse effects due to geological hazards.

2. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

☐ ☐ ☒ ☐

Discussion: The report cited in Section A1 concluded that the fill slope at the north of the property is susceptible to landsliding and erosion. The recommendations contained in the geotechnical report, including the removal of non-competent fill material and re-grading the slope, will be implemented to reduce this potential hazard to a less than significant level. Conditions of project approval require a final plan review letter be submitted to ensure that the plans submitted with the building application comply with the report recommendations and require a pre-construction meeting that includes the grading contractor and the County Geologist.

3. Develop land with a slope exceeding 30%?

☐ ☐ ☒ ☐

Discussion: There are slopes that exceed 30% on the property. However, no improvements are proposed on slopes in excess of 30%. The unstable slope at the north will be re-graded as discussed in Section A3.

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

☐ ☐ ☒ ☐

Discussion: The unstable fill slope to the north of the project shows signs of previous erosion. Therefore the slope would be re-graded to a 2:1 (horizontal to vertical) slope angle and compacted engineered fill would be placed at the top of the slope, providing a more stable profile. Additionally, a 5'-5" tall retaining wall will be constructed along the top of the slope to provide additional stability. The drainage system includes a number of area drains and culverts to prevent sheet flow and a large amount of the parking area would be constructed of pervious pavement. Surface runoff from the parking areas would be collected and discharged at the base of the slope of the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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drainage valley. Project conditions of approval require all slopes steeper than 2:1 (horizontal to vertical) be protected from erosion with an erosion blanket until vegetative cover can be established.

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| 5. | Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: The geotechnical report for the project did not identify any elevated risk associated with expansive soils.

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| 6. | Place sewage disposal systems in areas dependent upon soils incapable of adequately supporting the use of septic tanks, leach fields, or alternative waste water disposal systems where sewers are not available? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: No septic systems are proposed. The project would connect to the Santa Cruz County Sanitation District, and the applicant would be required to pay standard sewer connection and service fees that fund sanitation improvements within the district as a Condition of Approval for the project.

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| 7. | Result in coastal cliff erosion? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|----------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The proposed project is not located in the vicinity of a coastal cliff or bluff; and therefore, would not contribute to coastal cliff erosion.

B. HYDROLOGY, WATER SUPPLY, AND WATER QUALITY

Would the project:

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| 1. | Place development within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: According to the Federal Emergency Management Agency (FEMA) National Flood Insurance Rate Map, dated March 2, 2006, no portion of the project site lies within a 100-year flood hazard area. Therefore no impact is anticipated.

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| 2. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: According to the Federal Emergency Management Agency (FEMA) National Flood Insurance Rate Map, dated March 2, 2006, no portion of the project site lies within a 100-year flood hazard area. Therefore no impact is anticipated.

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| 3. Be inundated by a seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project site is located 1.25 miles inland and is not in the vicinity of an ocean bluff. Therefore no impact is anticipated.

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| 4. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project would obtain water from City of Santa Cruz and would not rely on private well water. Additionally, the proposed commercial development replaces three legal residences and a commercial use on the property. According to the City of Santa Cruz, commercial and industrial water use accounts for 26% of total use, whereas residential water use accounts for 65%. Therefore, replacing the existing residential uses with the proposed commercial use is not expected to substantially increase the water use on the site, and may result in less water use over all.

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| 5. Substantially degrade a public or private water supply? (Including the contribution of urban contaminants, nutrient enrichments, or other agricultural chemicals or seawater intrusion). | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: The project would not discharge runoff either directly or indirectly into a public or private water supply in that the site is not located within a groundwater recharge zone or water supply watershed.

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| 6. Degrade septic system functioning? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: There is no indication that existing septic systems in the vicinity would be affected by the project.

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| 7. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding, on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed structures and parking lot would add impervious surface to the site, but would not substantially alter the existing drainage pattern of the site. A substantial amount of the parking area uses pervious pavement and storm water runoff would be directed to a series of area drains that collect and discharge into the existing drainage swale to the north of the site. The storm drains would discharge to two large energy dissipaters in order to slow the rate of flow into the ephemeral drainage channel. Drainage calculations, submitted by the applicant, have been reviewed and preliminarily approved by the Department of Public Works Storm Water management Staff and the property owner would be required to submit final drainage plans and calculations for review and approval by the Public Works Storm Water Management Department prior to building/grading permit issuance.

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| 8. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems, or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Drainage Calculations prepared by Roper Engineering, dated August 25, 2008, have been reviewed for potential drainage impacts and accepted by the Department of Public Works (DPW) Drainage Section staff. The calculations show that post-development runoff rates will not exceed pre-development rates. The runoff rate from the property would be controlled by the use of pervious pavement for a large portion of the proposed parking area. Additionally, building downspouts would be directed onto the pervious paved areas. DPW staff has determined that existing storm water facilities are adequate to handle the increase in drainage associated with the project. Refer to response B-5 for discussion of urban contaminants and/or other polluting runoff.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The ephemeral stream to the north of the property is not a mapped floodplain. Additionally, post-development runoff rates do not exceed pre-development rates; therefore any increased runoff associated with the proposed project will be accommodated by the proposed drainage facilities without significantly impacting surrounding people or structures.

10. Otherwise substantially degrade water quality?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: Silt and grease traps are proposed for several of the new area drains on the site, and a plan for maintenance will be required by the DPW Storm Water Management Section in order to minimize the effects of urban pollutants on the ephemeral drainage. Additionally, a detailed erosion control plan is required to be submitted for approval by Environmental Planning staff prior to building permit issuance. Therefore, the potential for contaminated runoff or siltation to impact the nearby watercourse is low.

C. BIOLOGICAL RESOURCES

Would the project:

1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game, or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: According to the California Natural Diversity Data Base (CNDDB), maintained by the California Department of Fish and Game, there are no known special status plant or animal species in the site vicinity, and there were no special status species observed in the project area.

The lack of suitable habitat and the disturbed nature of the site make it unlikely that any special status plant or animal species occur in the area.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
2. Have a substantial adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations (e.g., wetland, native grassland, special forests, intertidal zone, etc.) or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: The project is located in the vicinity of an unnamed ephemeral stream. In accordance with Section 16.20.080(o) of the County Grading Regulations, the proposed grading activities are restricted to dry season (April 15th through October 15th). Additionally the County Erosion Control Ordinance requires an erosion control plan indicating proposed methods for the control of runoff, erosion, and sediment movement be submitted and approved prior to issuance of building permits. These measures will reduce the potential for erosion and sedimentation resulting from proposed grading activities to a less than significant level.

No commercial or industrial activities are proposed that would generate a substantial amount of contaminants. The parking and driveway associated with the project would incrementally contribute urban pollutants to the environment; however, the contribution would be minimal given the size of the driveway and parking area. In order to reduce the potential impacts to the riparian corridor from urban contaminants, silt and grease traps and a plan for maintenance are proposed at the two drains adjacent to the corridor.

3. Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native or migratory wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The proposed project does not involve any activities that would interfere with the movements or migrations of fish or wildlife, or impede use of a known wildlife nursery site.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
4. Produce nighttime lighting that would substantially illuminate wildlife habitats?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion: The development area is adjacent to a riparian corridor, which could be adversely affected by a new or additional source of light that is not adequately deflected or minimized. The following mitigation measures will be added to the project, such that any potential impact will be reduced to a less than significant level: All exterior lighting shall be directed away from the corridor and adjacent properties, light sources shall not be visible from the riparian area or surrounding properties, light sources must be shielded by landscaping, fixture design or other physical means, lighted parking areas shall utilize low-rise light standards to a maximum height of 15 feet, exterior lighting shall be high-pressure sodium vapor, metal halide, fluorescent, or equivalent energy-efficient fixtures.

5. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: No wetlands are identified on site.

6. Conflict with any local policies or ordinances protecting biological resources (such as the Sensitive Habitat Ordinance, Riparian and Wetland Protection Ordinance, and the Significant Tree Protection Ordinance)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The proposed development includes grading activities in proximity to a riparian corridor and is therefore regulated by several County ordinances protecting biological resources. The project would not conflict with County ordinances or policies in that the proposed development complies with the mandatory findings supporting approval of a Riparian Exception pursuant to Section 16.30.060 of the County Riparian Corridor and Wetlands Protection Ordinance. The Riparian Protection Ordinance requires adequate restoration and revegetation of the disturbed portions of the corridor and a detailed restoration plan will be submitted for review and approval by Environmental Planning staff prior to building permit issuance.

The riparian corridor is defined as Sensitive Habitat under Chapter 16.32 of the County Code. The proposal complies with the provisions of the Sensitive Habitat Protection Ordinance in that the protective measures discussed under C2 and C4 above will help

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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to minimize any disturbance or degradation of the riparian corridor as a result of the proposed commercial development.

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| 7. | Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: The proposed project would not conflict with the provisions of any adopted Habitat Conservation Plan Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impact would occur.

D. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

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| 1. | Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: The project site does not contain any lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. In addition, the project does not contain Farmland of Local Importance. Therefore, no Prime Farmland, Unique Farmland, Farmland of Statewide or Farmland of Local Importance would be converted to a non-agricultural use. No impact would occur from project implementation.

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| 2. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: The project site is zoned Community Commercial (C-2), which is not considered to be an agricultural zone. Additionally, the project site's land is not under a Williamson Act Contract. Therefore, the project does not conflict with existing zoning for agricultural use, or a Williamson Act Contract. No impact is anticipated.

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| 3. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: The project is not adjacent to land designated as Timber Resource and would not affect timber resources.

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| 4. Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: No forest land occurs on the project site or in the immediate vicinity. No impact is anticipated.

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| 5. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project site and surrounding area within radius of 1 mile does not contain any lands designated as Prime Farmland, Unique Farmland, Farmland of Statewide Importance or Farmland of Local Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, no Prime Farmland, Unique Farmland, Farmland of Statewide, or Farmland of Local Importance would be converted to a non-agricultural use. In addition, the project site contains no forest land, and no forest land occurs within 1 mile of the proposed project site. Therefore, no impacts are anticipated.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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E. MINERAL RESOURCES

Would the project:

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| 1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: The site does not contain any known mineral resources that would be of value to the region and the residents of the state. Therefore, no impact is anticipated from project implementation.

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| 2. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project site is zoned Community Commercial (C-2) which is not considered to be an Extractive Use Zone (M-3) nor does it have a Land Use Designation with a Quarry Designation Overlay (Q) (County of Santa Cruz 1994). Therefore, no potentially significant loss of availability of a known mineral resource of locally important mineral resource recovery (extraction) site delineated on a local general plan, specific plan or other land use plan would occur as a result of this project.

F. VISUAL RESOURCES AND AESTHETICS

Would the project:

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| 1. Have an adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: The project would not directly impact any public scenic resources, as designated in the County's General Plan (1994), or obstruct any public views of these visual resources.

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| 2. Substantially damage scenic resources, within a designated scenic corridor or public view shed area including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: The project site is not located along a County designated scenic road, public viewshed area, scenic corridor, within a designated scenic resource area, or within a state scenic highway. Therefore, no impact is anticipated.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
3. Substantially degrade the existing visual character or quality of the site and its surroundings, including substantial change in topography or ground surface relief features, and/or development on a ridgeline?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: The existing visual setting is an underutilized commercial property. The site is adjacent to a riparian corridor; however the proposed project is designed and landscaped to provide a barrier between the corridor and the proposed commercial activities. The resulting development would enhance the visual character of the area by incorporating natural landscaping, maintained over the life of the development, without degrading the natural topography or natural character of the corridor to the north.

4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The project would contribute an incremental amount of night lighting to the visual environment. Section 13.11.074 of the County Site, Architectural and Landscape Design Review Ordinance requires the following exterior lighting design measures: All exterior lighting shall be directed away from the corridor and adjacent properties, light sources shall not be visible from surrounding properties, light sources must be shielded by landscaping, fixture design or other physical means, lighted parking areas shall utilize low-rise light standards to a maximum height of 15 feet, exterior lighting shall be high-pressure sodium vapor, metal halide, fluorescent, or equivalent energy-efficient fixtures. The project will be conditioned to comply with these Design Review measures, which will help to minimize the amount of night lighting added to the environment by the proposed commercial development.

G. CULTURAL RESOURCES

Would the project:

1. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The existing structures on the property are not designated as a historic resource on any federal, state or local inventory.

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Impact | No Impact |
|--|--------------------------------------|--|-------------------------------------|--------------------------|
| 2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion: A portion of the site is mapped as containing potential cultural resources. However, the mapped areas have been extensively disturbed in the past and the likelihood of significant impacts associated with the current development is low. Pursuant to Section 16.40.040 of the Santa Cruz County Code, if archeological resources are uncovered during construction, the responsible persons shall immediately cease and desist from all further site excavation and comply with the notification procedures given in County Code Chapter 16.40.040.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 3. Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Pursuant to Section 16.40.040 of the Santa Cruz County Code, if at any time during site preparation, excavation, or other ground disturbance associated with this project, human remains are discovered, the responsible persons shall immediately cease and desist from all further site excavation and notify the sheriff-coroner and the Planning Director. If the coroner determines that the remains are not of recent origin, a full archeological report shall be prepared and representatives of the local Native California Indian group shall be contacted. Disturbance shall not resume until the significance of the archeological resource is determined and appropriate mitigations to preserve the resource on the site are established.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 4. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: No known paleontological resources or geologic features exist on the site.

H. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 1. Create a significant hazard to the public or the environment as a result of the routine transport, use or disposal of hazardous materials? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion: The proposal does not currently include any uses, which would be expected to generate any hazardous materials, however construction activities may involve the use of hazardous materials. To ensure that paint, stains, and other materials used during construction are recycled at an appropriate facility after use, a condition of project approval will require the property owner to submit recycling receipts prior to building permit final. Additionally, an operational permit condition will require

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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any future commercial use to be reviewed and approved by the Environmental Health Service with respect to the handling, use and disposal of hazardous materials. Compliance with these conditions of approval will ensure that the proposed commercial development will not expose the public or environment to hazardous materials.

- | | | | | | |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 2. | Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See the discussion in H1 above.

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|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 3. | Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See H1. Additionally, the site is located more than one-quarter mile from the nearest school, Soquel High School to the northeast.

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|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 4. | Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project site is not included on the 9/3/10 list of hazardous sites in Santa Cruz County compiled pursuant to the specified code.

- | | | | | | |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 5. | For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project is not located within an airport land use plan or within two miles of a public airport or public use airport; therefore there is no impact.

- | | | | | | |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 6. | For a project within the vicinity of a private airstrip, would the project result | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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in a safety hazard for people residing
or working in the project area?

Discussion: The project site is not located in the vicinity of a private airstrip; therefore there is no impact.

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|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 7. | Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed commercial development does not conflict with the County's adopted Emergency Management Plan (April 2002). Specific countywide evacuation routes are not designated in the Emergency Management Plan; rather, feasible routes are determined based on particular events. Therefore Soquel Drive could perform as an evacuation route in an emergency event. Further, the residents that currently rely exclusively on Greenbrae Lane for access would be able to evacuate via the two driveways off of Greenbrae Lane use the proposed access road serving the commercial development as an alternative evacuation route.

- | | | | | | |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 8. | Expose people to electro-magnetic fields associated with electrical transmission lines? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The proposed commercial development would not include the installation of electrical transmission lines; therefore there is no impact.

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|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 9. | Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project design incorporates all applicable fire safety code requirements and includes fire protection devices as required by the local fire agency. The closest fire station is located within a 5 minute response time and a new fire hydrant is proposed to the rear of the property. Therefore the impact of the proposed commercial development on wildland fire safety is less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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I. TRANSPORTATION/TRAFFIC

Would the project:

1. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The proposed commercial development and access road will alter the existing circulation system in the vicinity of the project site. According to a Traffic Study performed by Higgins Associates, dated October 3, 2005 (Attachment 9), the proposal would result in 38 additional peak am and peak pm trips. An Intersection Analysis performed by Hatch Mott MacDonald, dated August 26, 2009, found that the project would not cause any nearby intersection to drop below Level of Service D. The Road Engineering Section of the Department of Public Works has accepted the results of the Intersection Analysis. The project site also includes Greenbrae Lane, an easement that provides primary access to residential and commercial parcels to the west and north of the site. No changes are proposed to this easement, however the road does not meet current County Design Standards. To ensure that future commercial traffic does not significantly impact existing user of Greenbrae Lane, the proposal includes signage to prevent commercial traffic from exiting onto Greenbrae. Existing users would be able to enter and exit to and from the Soquel Drive and 41st Avenue intersection via the proposed driveway, which provides superior egress for eastbound and southbound traffic relative to the current circulation pattern.

A bus stop exists just to the west of the Greenbrae/Soquel intersection and has presented additional conflicts for vehicular traffic entering and exiting via Greenbrae Lane. On January 13, 2009 the Board of Supervisors directed the Redevelopment Agency (RDA) to relocate the bus stop from its current location to the frontage of the RDA property located to the east of the subject property. RDA, in conjunction with the Road Engineering Section of the Department of Public Works, has been in the process of preparing preliminary plans. RDA has also received preliminary approval from the Metro Transit District for the new proposed bus stop location and the RDA Board of Directors has approved funding for this work. The relocation is anticipated to be completed in the spring of 2011.

Proposed improvements to the Soquel/41st Avenue intersection include providing a signalized pedestrian crossing at the project driveway and providing ramps at the new driveway that align with the existing crosswalk at Soquel Drive. Additionally, according Road Engineering staff, per the Plan Line for the intersection, DPW improvements

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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include dedicating an eastbound right-turn lane from Soquel onto 41st Avenue and shifting the 41st Avenue median to the east to allow for more bicycle pedestrian and vehicular traffic and to improve the circulation at the intersection.

The improvements proposed by the applicant would improve the functionality of the 41st Ave/Soquel Drive intersection and would ensure that the impact of the proposed commercial development does not significantly impact the circulation in the vicinity of the site. Further, the relocation of the bus stop and the provision of an alternative ingress and egress path through a signalized intersection will improve the circulation for the users of Greenbrae Lane and reduce traffic conflicts that have historically existed in this area.

The proposal would provide 64 parking spaces to accommodate the proposed commercial use. The parking spaces exceed the County commercial parking requirements. The County General Plan includes a provision for extending 41st Avenue northward through the project site. Although there are no plans to implement this policy, the project has been designed so that future implementation remains feasible. The portion of the site impacted by the future arterial extension is currently proposed to be used as a parking aisle with perpendicular parking spaces on both sides. Should 41st Avenue be extended, one alternative would be to replace the parking spaces with diagonal parking along Greenbrae Lane. The project traffic engineer, Hatch Mott MacDonald prepared a Parking Layout Evaluation (Attachment 7), which illustrates this option. This alternative would include a new access road for the Greenbrae Lane residents, utilizing the 41st Avenue extension.

Alternatively, in that the RDA will be required to purchase any future right-of-way to extend 41st Avenue through the project site, RDA may elect to relocate the displaced parking on the county-owned parcel immediately adjacent and to the east of the subject site.

Finally, in the event that neither of the two options for accommodating displaced parking prove feasible, the property owner will be required to modify the permitted commercial uses on the site to the extent that the resulting diminished parking spaces are sufficient pursuant to Section 13.10.552 (Schedule of off-street parking space requirements) of the County Code. Further, Section 13.10.553 of the Code provides variations to requirements that allow the commercial parking standards to be satisfied by alternative means, such as through the use of employee van pools, ridesharing or other methods.

Any of the three parking options would ensure that the commercial uses on the site would be provided with adequate parking and no impact to surrounding circulation would occur. Lastly, the proposed commercial development is subject to Chapter 15.12 of the County Code, which requires the payment of Transportation Improvement Fees in order to finance transportation and roadside improvements projects identified in the County's General Plan Circulation Element and Capital Improvement Program. The payment of these fees will further ensure that the proposal does not negatively the effective performance of the surrounding circulation system.

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| 2. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: The proposed project does not impact air traffic patterns, therefore there is no impact.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 3. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed commercial development would be located where a previously approved commercial and residential use currently exist; therefore impacts of increased hazards as a result of site design features or incompatible uses are less than significant.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 4. Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project's road access meets County standards and has been approved by the Central Fire Protection District. Please refer to Section H7, H9 and I1 above regarding emergency access and traffic associated with the proposed commercial development.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 5. Cause an increase in parking demand which cannot be accommodated by existing parking facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Please refer to Section I1 above regarding parking associated with the proposed commercial development.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 6. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed project would comply with current road requirements to prevent potential hazards to motorists, bicyclists, and/or pedestrians. The Department of Public Works and Redevelopment Agency have stated that a required bus stop in the vicinity of the project site will be located in front of the county-owned parcel adjacent and to the east of the subject site, which will provide an increase in the performance and safety of public transportation in the vicinity of the proposal. Please refer to Section I1 above regarding additional proposed improvements regarding

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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pedestrian and public transit improvements.

7. Exceed, either individually (the project alone) or cumulatively (the project combined with other development), a level of service standard established by the County General Plan for designated intersections, roads or highways?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: Please refer to Section I1 for traffic and road impacts associated with the project.

J. NOISE

Would the project result in:

1. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The project would create an incremental increase in the existing noise environment. However, this increase would be small, and would be similar in character to noise generated by the surrounding existing uses.

2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: No groundborne vibrations or noise levels will be created as a result of the proposed commercial uses; therefore no impact is anticipated.

3. Exposure of persons to or generation of noise levels in excess of standards established in the General Plan or noise ordinance, or applicable standards of other agencies?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: Per County policy, average hourly noise levels shall not exceed the General Plan threshold of 50 Leq during the day and 45 Leq during the nighttime. Impulsive noise levels shall not exceed 65 db during the day or 60 db at night. Acoustic studies for nearby projects have shown that traffic noise along Soquel Drive can exceed these standards.

4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Discussion: Noise generated during construction would increase the ambient noise levels for adjoining areas. Construction would be temporary, however, and given the limited duration of this impact it is considered to be less than significant.

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

Discussion: The project is not located within an airport land use plan. No impact is anticipated.

6. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?
- ☐ ☐ ☐ ☒

Discussion: The project site is not within the vicinity of a private airstrip. No impact is anticipated.

K. AIR QUALITY

Where available, the significance criteria established by the Monterey Bay Unified Air Pollution Control District (MBUAPCD) may be relied upon to make the following determinations. Would the project:

1. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- ☐ ☒ ☐ ☐

Discussion: The North Central Coast Air Basin does not meet state standards for ozone and particulate matter (PM₁₀). Therefore, the regional pollutants of concern that would be emitted by the project are ozone precursors (Volatile Organic Compounds [VOCs] and nitrogen oxides [NO_x]), and dust.

Given the modest amount of new traffic that would be generated by the project there is no indication that new emissions of VOCs or NO_x would exceed MBUAPCD thresholds for these pollutants and therefore there would not be a significant contribution to an existing air quality violation.

Project construction and grading may result in a short-term, localized decrease in air quality due to generation of dust. In order to minimize the impact of construction activities on air quality, the following mitigation measures will be imposed: Water graded/excavated areas at least twice daily, prohibit all grading activities during periods of high wind (over 15 mph), haul trucks shall maintain at least 2'-0" of

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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freeboard, cover all trucks hauling dirt, sand, or loose materials, plant vegetative ground cover in disturbed areas as soon as possible, cover inactive storage piles, install wheel washers at the entrance to construction site for all exiting trucks, and pave or apply baserock to all roads at construction site.

In addition to proposed grading activities, the project includes the demolition of twelve existing structures constructed prior to 1980, which may include contain asbestos containing materials (ACMs). In order to ensure that the demolition of existing structures does not violate any air quality standard, the following mitigation measures will be required: Prior to demolition work of buildings constructed prior to 1980, areas of the on-site structures shall be sampled as part of an asbestos survey in compliance with the National Emission Standards for Hazardous Air Pollutants (NESHAP). If asbestos is found in any building, asbestos-related work, including demolition, involving 100 square feet or more of ACMs shall be performed by a licensed asbestos consultant and asbestos shall be removed and disposed of in compliance with applicable State laws, at least 10 days prior to demolition of existing structures the MBUAPCD shall be notified and an MBUAPCD Notification of Demolition and Renovation Checklist shall be submitted to both MBUAPCD and the County.

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|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 2. | Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: he project would not conflict with or obstruct implementation of the regional air quality plan. See K1 above.

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|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 3. | Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See K1 above.

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|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 4. | Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: No substantial pollutant concentrations would be emitted during or as a result of the proposed commercial development, with the exception of CO₂ emissions from construction vehicles, which would be temporary and not substantial.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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5. Create objectionable odors affecting a substantial number of people?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: No objectionable odors would be created during construction or as a result of the proposed project; therefore no impact is anticipated.

L. GREENHOUSE GAS EMISSIONS

Would the project:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The proposed project, like all development, would be responsible for an incremental increase in green house gas emissions by usage of fossil fuels during the site grading and construction activities. At this time, Santa Cruz County is in the process of developing a Climate Action Plan (CAP) intended to establish specific emission reduction goals and necessary actions to reduce greenhouse gas levels to pre-1990 levels as required under AB 32 legislation. Until CAP is completed, there are no specific standards or criteria to apply to this project. All project construction equipment would be required to comply with the Regional Air Quality Control Board emissions requirements for construction equipment. As a result, impacts associated with the temporary increase in greenhouse gas emissions are expected to be less than significant.

2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: See the discussion under L1 above. No significant impacts are anticipated.

M. PUBLIC SERVICES

Would the project:

1. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks or other recreational activities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities; including the maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion (a through e): While the project represents an incremental contribution to the need for services, the increase would be minimal. Moreover, the project meets all of the standards and requirements identified by the Central Fire Protection District or California Department of Forestry, as applicable, and school, park, and transportation fees to be paid by the applicant would be used to offset the incremental increase in demand for school and recreational facilities and public roads.

N. RECREATION

Would the project:

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|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. | Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The proposed project would not increase the use of existing neighborhood or regional parks; therefore no impact is anticipated.

- | | | | | | |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 2. | Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project does not include recreational facilities; therefore no impact is anticipated.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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O. UTILITIES AND SERVICE SYSTEMS

Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Drainage analysis of the project conducted by Roper Engineering, dated September 18, 2008 concluded that post-development runoff rates will not exceed pre-development rates. Department of Public Works Drainage staff have reviewed the drainage information and have determined that downstream storm facilities are adequate to handle the increase in drainage associated with the project (on file).

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project is currently served by an existing municipal water supply. The City of Santa Cruz Water Department has determined that adequate supplies are available to serve the project (on file). As stated in B4 above, residential water use far exceeds commercial water use. Because the three existing residential units are being replaced by commercial uses, the project is not expected to represent a significant increase in water use on the site. Therefore no new water facilities or expanded facilities would result from the proposed

Municipal sewer service is available to serve the project, as reflected in the attached letter from the Santa Cruz County Sanitation District (on file).

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 3. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project's wastewater flows would not violate any wastewater treatment standards.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See O2 above.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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5. Result in determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: See O2 above.

6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion: The project would make a one-time contribution to the reduced capacity of regional landfills during construction and grading activities. In order to mitigate the impacts of temporary construction debris to less than significant, a condition of project approval will require the applicant to submit a plan to recycle and/or reuse excess post-construction materials, for review and approval by Planning Staff prior to building permit issuance. Implementation of this mitigation will maximize recycling and reuse of construction materials and will minimize contributions to the landfill.

7. Comply with federal, state, and local statutes and regulations related to solid waste?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: Solid waste accumulation is anticipated to increase slightly as a result of the new uses that would occur in conjunction with the proposed commercial shopping center. However, trash accumulation from the retail and/or office use would be modest and is not anticipated to result in a breach of federal, state or local statutes and regulations.

P. LAND USE AND PLANNING

Would the project:

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The proposed project does not conflict with any regulations or policies adopted for the purpose of avoiding or mitigating an environmental effect in that

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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mitigations would be required to ensure public health and safety regarding riparian protection, air quality and parking standards. County General Plan Policy states that a 41st Avenue shall be extended through the project site at some point in the future. While implementation of this policy would result in a reduction of on site parking, three alternative have been identified (see the analysis under I1) which ensure that the reduction of parking can be accommodated. Therefore the project does not conflict with this land use policy.

- | | | | | | |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 2. | Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: There are no habitat conservation plans or natural community conservation plans in effect on the site, therefore, there is no anticipated impact.

- | | | | | | |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 3. | Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project would not include any element that would physically divide an established community.

Q. POPULATION AND HOUSING

Would the project:

- | | | | | | |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. | Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed project is designed at the density and intensity of development allowed by the General Plan and zoning designations for the parcel. Additionally, the project does not involve extensions of utilities (e.g., water, sewer, or new road systems) into areas previously not served. Consequently, it is not expected to have a significant growth-inducing effect.

- | | | | | | |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 2. | Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed project displaces three existing, non-conforming residential units, which is not considered a significant impact.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: The proposed project would not displace a substantial number of people since in that only three non-conforming units are proposed to be removed from the site.

R. MANDATORY FINDINGS OF SIGNIFICANCE

- | | Potentially
Significant
Impact | Less than
Significant
with
Mitigation | Less than
Significant
Impact | No
Impact |
|---|--------------------------------------|--|------------------------------------|--------------------------|
| 1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion: The potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory were considered in the response to each question in Section III of this Initial Study. Resources that have been evaluated as significant would be potentially impacted by the project, particularly riparian resources. However, in addition to the requirements included in the County Riparian Protection, Erosion Control, Grading and Sensitive Habitat Ordinances, which apply to all development, additional mitigation measures have been included that reduce these effects to a level below significance. This mitigation includes the restriction of exterior lighting that could impact wildlife activity within the riparian corridor. As a result of this evaluation, there is no substantial evidence that, after mitigation, significant effects associated with this project would result. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

2. Does the project have impacts that are individually limited, but cumulatively considerable? ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: In addition to project specific impacts, this evaluation considered the projects potential for incremental effects that are cumulatively considerable. As a result of this evaluation, there is no substantial evidence that there are cumulative effects associated with this project. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

3. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion: In the evaluation of environmental impacts in this Initial Study, the potential for adverse direct or indirect impacts to human beings were considered in the response to specific questions in Section III. As a result of this evaluation, there were determined to be potentially significant effects to human beings related to Hazardous Material, Landfill Capacity and Air Quality. However, mitigation has been included that clearly reduces these effects to a level below significance. This mitigation includes the requirement for the project applicant to provide a plan to recycle and/or reuse excess post-construction materials, to provide recycling receipts to indicate that construction materials have been recycled at an appropriate facility after use, to employ measures to reduce the impacts of dust generation, and to sample the existing structures for asbestos containing materials and notify the Monterey Air Pollution Control District (MBUAPCD) prior to construction. As a result of this evaluation, there is no substantial evidence that, after mitigation, there are adverse effects to human beings associated with this project. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

IV. TECHNICAL REVIEW CHECKLIST

	<u>REQUIRED</u>	<u>DATE COMPLETED</u>
Agricultural Policy Advisory Commission (APAC) Review	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	_____
Archaeological Review	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	_____
Arborist Report/Assessment	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	_____
Geologic Hazards Assessment (GHA)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	_____
Geologic Report	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	_____
Geotechnical (Soils) Report	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	May 2005
Riparian Pre-Site	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	April 2005
Septic Lot Check	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	_____
Other: Traffic Report	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	August 2009; February 2009

V. REFERENCES USED IN THE COMPLETION OF THIS ENVIRONMENTAL REVIEW INITIAL STUDY

County of Santa Cruz 1994.

1994 General Plan and Local Coastal Program for the County of Santa Cruz, California. Adopted by the Board of Supervisors on May 24, 1994, and certified by the California Coastal Commission on December 15, 1994.

VI. ATTACHMENTS

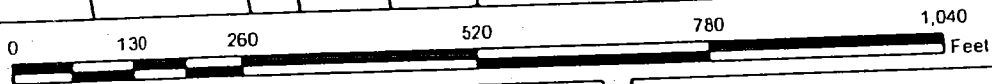
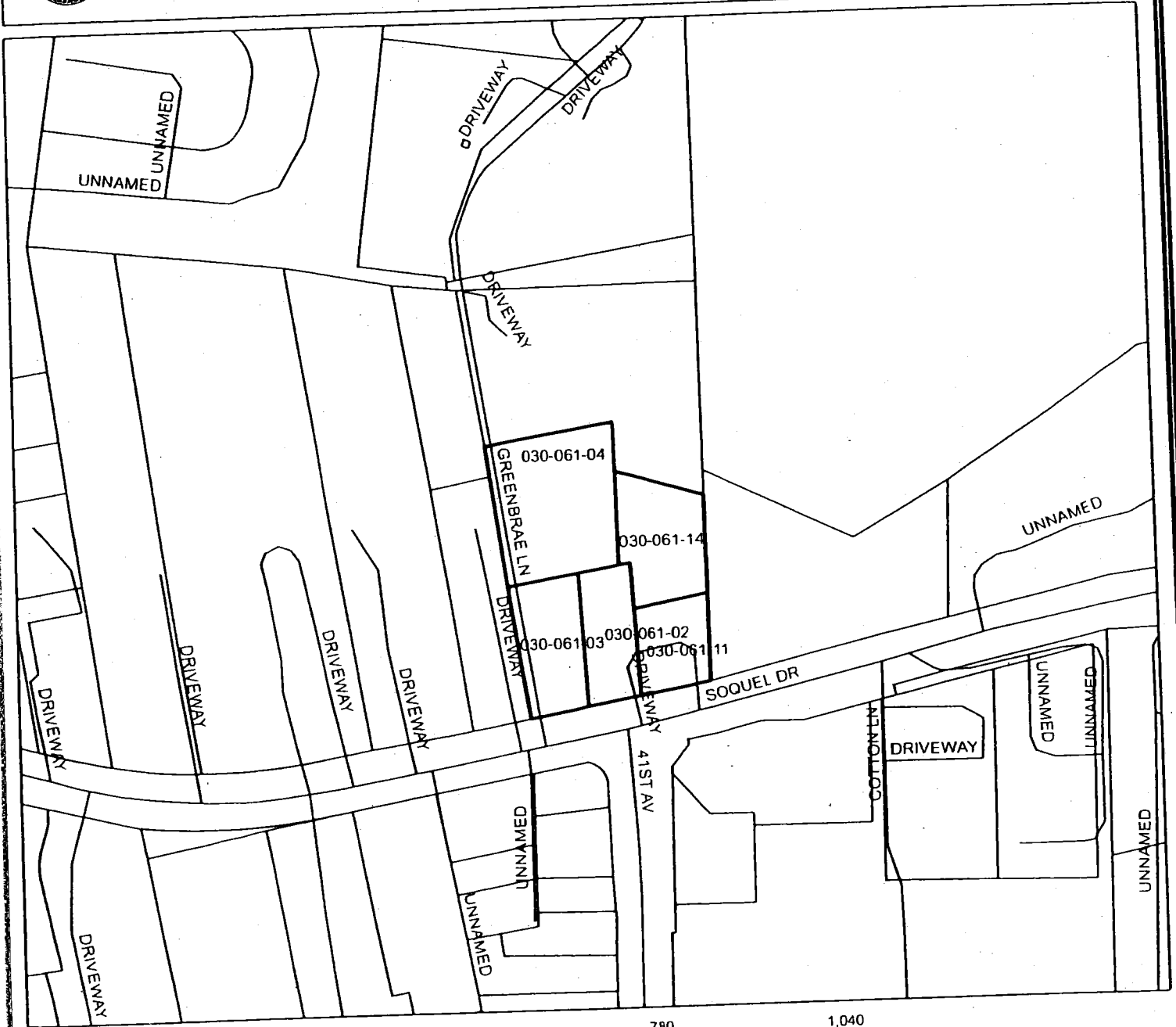
1. *Vicinity Map, Map of Zoning Districts; Map of General Plan Designations; and Assessors Parcel Map.*
2. *Site Plan (3 sheets)*, prepared by Steven A. Elmore, Architect, last revised 7/16/10,
3. *Geotechnical Investigation (Conclusions and Recommendations)*, prepared by Dees & Associates, dated May 2005, updated June 18, 2008 and August 27, 2008
4. *Geotechnical Review Letter*, prepared by Carolyn Banti, dated September 3, 2008
5. *Letter from Project Drainage Engineer*, prepared by Roper Engineering, dated September 18, 2008
6. *Landscape Plan (3 Sheets)*, prepared by Ellen Cooper, Landscape Architect, revised 1/23/09
7. *Parking Layout Evaluation*, prepared by Hatch Mott MacDonald, dated March 12, 2009
8. *Traffic Study (Conclusions and Recommendations)*, prepared by Hatch Mott MacDonald, dated August 26, 2009. *Letter from Hatch Mott MacDonald*, dated February 2, 2009
9. *Trip Generation Report*, prepared by Higgins Associates, dated October 3, 2005

On File With The County Planning Department





1. *Architectural Plans*, prepared by Steven A. Elmore, Architect, last revised 7/16/10, *Civil Drawings (8 Sheets)* prepared by Roper Engineering, dated 4/7/05 and 8/28/09, revised 7/6/10, *Intersection Improvement Plans*, prepared by Hatch Mott MacDonald, dated 8/27/09.
2. *Memo from Department of Public Works, Sanitation*, dated October 12, 2005
3. *Letter from City of Santa Cruz Water Department*, dated August 22, 2007
4. *Discretionary Application Comments*, dated December 6, 2010q
5. *Drainage Calculations*, prepared by Roper Engineering, dated August 26, 2008
6. *Arborists Report*, prepared by Ellen Cooper & Associates, dated January 12, 2006

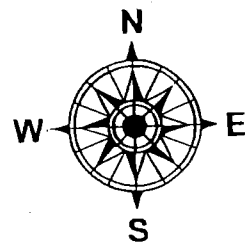


Location Map



LEGEND

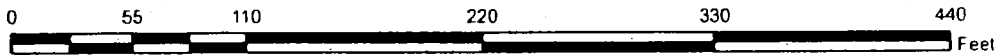
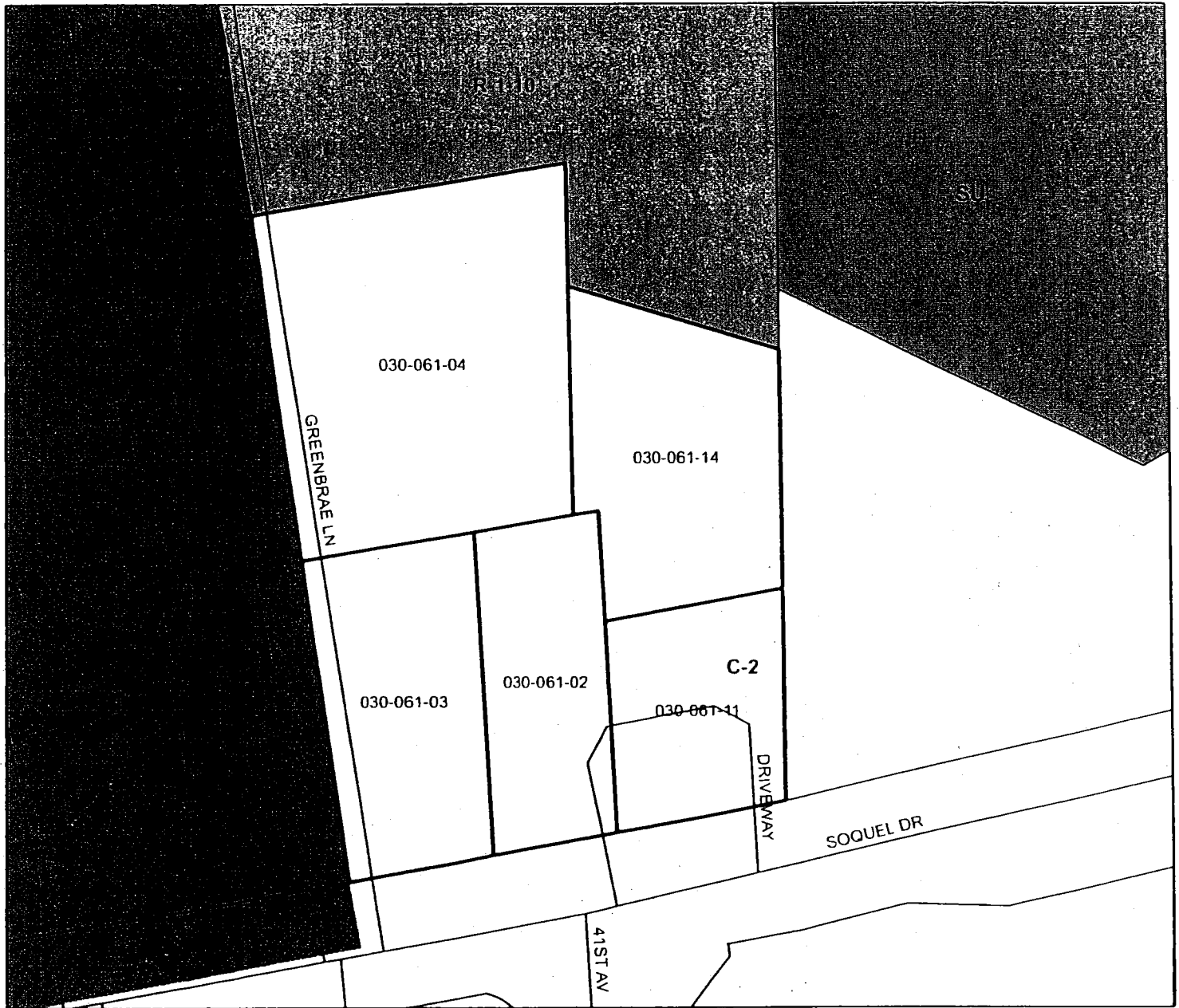
-  APNS: 030-061-02,03,04,11,14
-  Streets
-  Assessors Parcels
-  State Highways



Map created by
County of Santa Cruz
Planning Department
August 2007

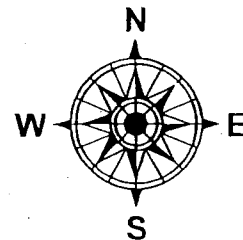


Zoning Map



LEGEND

- APNS: 030-061-02,03,04,11,14
- Streets
- Assessors Parcels
- State Highways
- COMMERCIAL-SERVICE
- COMMERCIAL-COMMUNITY
- RESIDENTIAL-SINGLE FAMILY
- SPECIAL USE

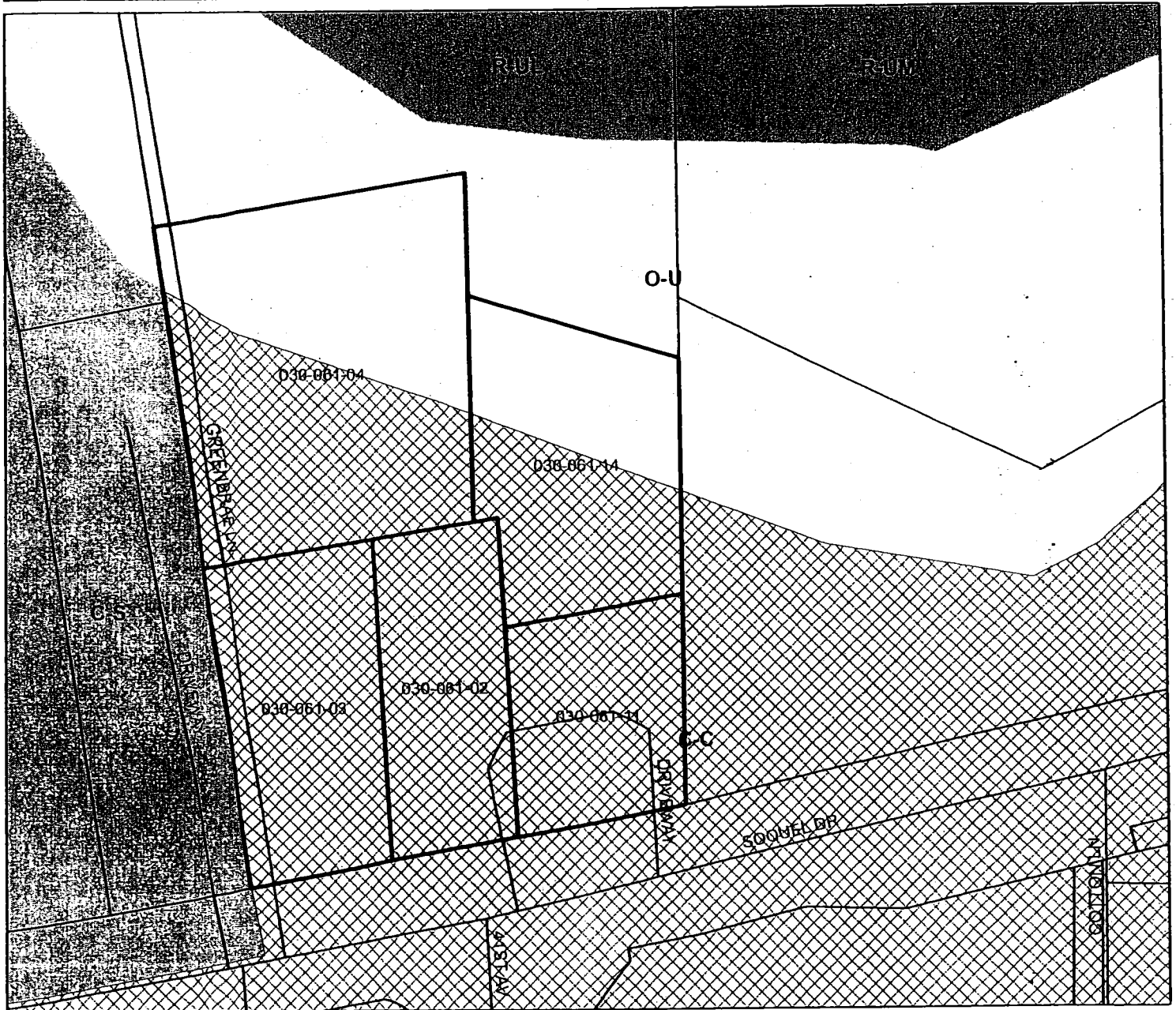


Map created by
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August 2007

ATTACHMENT I

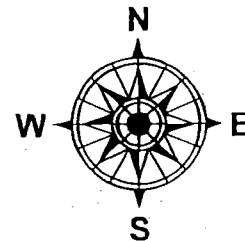


General Plan Designation Map



LEGEND

- APNS: 030-061-02,03,04,11,14
- Streets
- Assessors Parcels
- State Highways
- Commercial-Community
- Commercial-Service
- Urban Open Space



Map created by
County of Santa Cruz
Planning Department
August 2007

FOR TAX PURPOSES ONLY

THE ASSESSOR MAKES NO GUARANTEE AS TO MAP ACCURACY NOR ASSUMES ANY LIABILITY FOR OTHER USES. NO TO BE REPRODUCED. ALL RIGHTS RESERVED. © COPYRIGHT SANTA CRUZ COUNTY ASSESSOR 1998

POR. RANCHO ARROYO DEL RODEO
SEC. 9 & 10, T.11S., R.1W., M.D.B. & M.

34 Tax Area Code
96-103

30-06

EXHIBIT D



Electricity Redrawn 8/8/98 re
Rev. 28/02 mm (at. name)
Rev. 9/28/06 md (spatial adjustment)
Rev. 9/27/06 mm (6-0034012 & 13, LBA 1-26 & 27)
Rev. 4/2/07 CB (Cor to APN 22)
Rev. 10/6/10 mc (113R51)

Note - Assessors Parcel & Block
Numbers Shown in Circles.

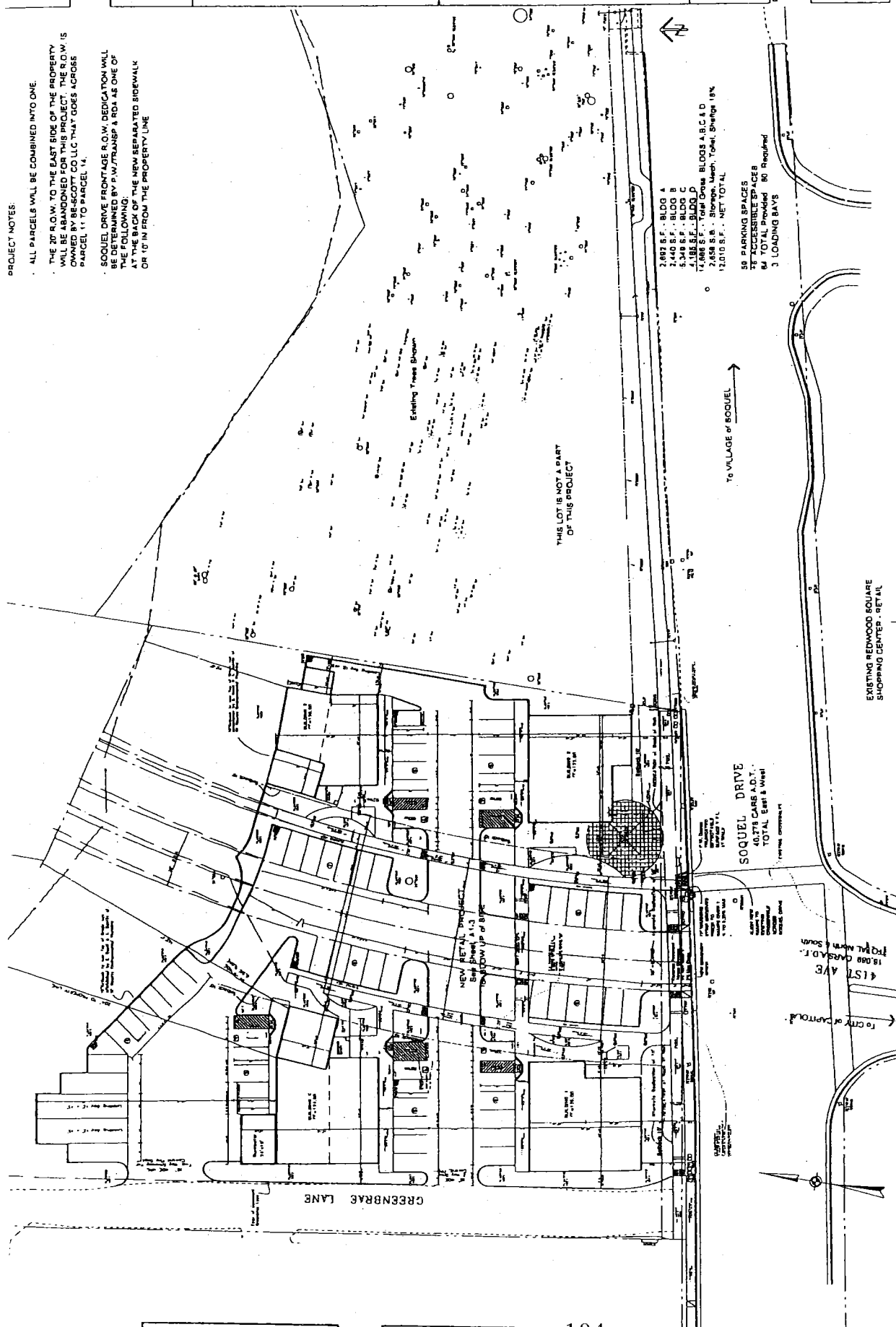
Assessor's Map No. 30-06
County of Santa Cruz, Calif.
September, 1998

113RS1 95
1/14/2008
43-103-

- PROJECT NOTES
- ALL PARCELS WILL BE COMBINED INTO ONE.
 - THE 30' R.O.W. TO THE EAST SIDE OF THE PROPERTY WILL BE ABANDONED FOR THIS PROJECT. THE R.O.W. IS OWNED BY BE-SCOTT CO. LLC THAT GOES ACROSS PARCEL 11 TO PARCEL 14.
 - SOQUEL DRIVE FRONTAGE R.O.W. DEDICATION WILL BE DETERMINED BY P.W. FRANKS & ASSOCIATES AS ONE OF THE FOLLOWING:
AT THE BACK OF THE NEW SEPARATED SIDEWALK OR 10' IN FROM THE PROPERTY LINE

Steven A. Elmore - Architect
1537 Taylor Lane, Santa Cruz, CA 95062
831-462-1102

COMMERCIAL DEVELOPMENT FOR
BEI-SCOTT LLC
4101 SOQUEL OR SOQUEL
APN 010-061-02, 03, 04 & 11 & 12



THIS LOT IS NOT A PART
OF THIS PROJECT

2,692 S.F. - BLDG A
2,440 S.F. - BLDG B
2,336 S.F. - BLDG C
2,336 S.F. - BLDG D
17,488 S.F. - Total Drive, Bldgs A, B, C & D
2,658 S.F. - Storage, Mech. Total, Storage 18%
12,010 S.F. - NET TOTAL

58 PARKING SPACES
25 ACCESSIBLE SPACES
84 TOTAL PROVIDED 80 REQUIRED
3 LOADING BAYS

TO VILLAGE of SOQUEL

SOQUEL DRIVE
40,775 CARS A.D.T.
TOTAL East & West
VEHICLE CAPACITY 40,775

19,000 CARS A.D.T.
TOTAL North & South

EXISTING REDWOOD SQUARE
SHOPPING CENTER - RETAIL

TO CITY of CAPITOL



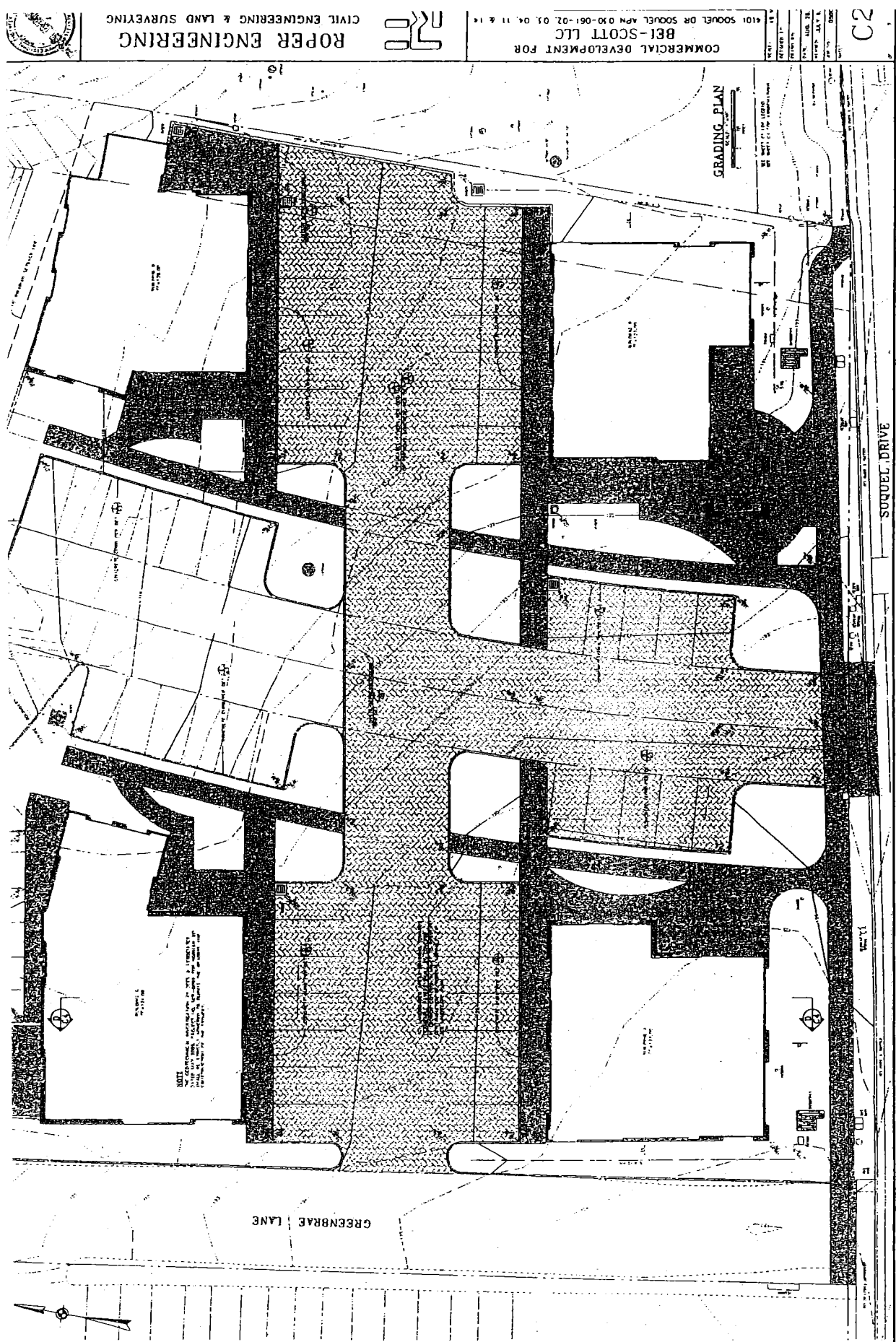


EXHIBIT D

ATTACHMENT 2

47785

**GEOTECHNICAL INVESTIGATION
For
PROPOSED RETAIL CENTER**

**Soquel Drive
APN'S 030-161-02, 03, 04, 11 & 14
Soquel, California**

**Prepared For
NORMAN BEI
Santa Cruz, California**

**Prepared By
DEES & ASSOCIATES
Geotechnical Engineers
Project No. SCR-0095
May 2005**

DISCUSSIONS & CONCLUSIONS

Based on the results of our investigation, the proposed commercial building is feasible for the site provided the recommendations presented in this report are incorporated into the design and construction of the development. Primary geotechnical concerns at the site include setting structures back from the slope at the rear of the site, providing firm uniform support for foundations and designing structures to withstand severe seismic ground shaking.

The fill slope at the back of the site is comprised of soft to stiff fine sandy silt. The surface of the slope is eroded and several small slump slides are evident on the slope face. There is a potential for landslides to occur on the slope when saturated or subjected to severe seismic shaking. Improvements should be set back behind a 3:1 (horizontal to vertical) line drawn from the toe of the slope, which is 20 feet from the top edge of the fill slope.

Structures may be supported on mat slab foundations or on conventional spread footing foundations with interior floor slabs provided the foundations are supported on compacted engineered fill. There should be at least 2 feet of compacted engineered fill below the base of mat slab foundations and at least 2 feet of compacted engineered fill below the base of conventional spread footing foundations. Engineered fill should extend at least 3 feet beyond the buildings perimeter.

The subgrade conditions below proposed pavements are variable. In order to provide a firm, uniform base for pavements, the top 8 inches of subgrade soil below pavements should be moisture conditioned to 2 to 4 percent over optimum moisture content and compacted to at least 95 percent relative compaction.

The proposed structure will most likely experience strong seismic shaking during the design lifetime. The foundation and structures should be designed utilizing current Uniform Building Code (UBC) seismic design standards. Structures designed in accordance with the most current UBC should react well to seismic shaking. The underlying soils are generally medium dense to dense and are classified as a A Soil Type $S_D \equiv$, according to the 1997 UBC.

RECOMMENDATIONS

The following recommendations should be used as guidelines for preparing project plans and specifications:

Site Grading

1. The soil engineer should be notified at least four (4) working days prior to any site clearing or grading so that the work in the field can be coordinated with the grading contractor and arrangements for testing and observation can be made. The recommendations of this report are based on the assumption that the soil engineer will perform the required testing and observation during grading and construction. It is the owner's responsibility to make the necessary arrangements for these required services.
2. Where referenced in this report, Percent Relative Compaction and Optimum Moisture Content shall be based on ASTM Test Designation D1557-00
3. Areas to be graded should be cleared of obstructions and other unsuitable material. Existing depressions or voids created during site clearing should be backfilled with engineered fill.
4. Areas of the site to receive engineered fill should be scarified to a depth of 6 inches, moisture conditioned, and compacted to provide a firm, uniform base for fill placement.
5. The near surface site soils are suitable for use as engineered fill. The underlying clays should not be used for engineered fill. On-site soils used as engineered fill should be moisture conditioned to between 2 to 4 percent over optimum moisture content. Soils used for engineered fill should be free of organic material, and contain no rocks or clods greater than 6 inches in diameter, with no more than 15 percent larger than 4 inches. We estimate shrinkage factors of about 10 to 15 percent for the on-site materials when used in engineered fills.
6. Engineered fill should be placed in thin lifts not exceeding 8 inches in loose thickness, moisture conditioned, and compacted to at least 90 percent relative compaction.
7. The upper 8 inches of pavement subgrades should be compacted to 95 percent relative compaction. The aggregate base below pavements should also be compacted to at least 95 percent relative compaction.
8. Fill slopes should be inclined less than 2:1 (horizontal to vertical) and keyed and benched into firm native soil. The face of fill slopes should be groomed and protected from erosion.
9. After the earthwork operations have been completed and the soil engineer has finished his observation of the work, no further earthwork operations shall be performed except with the approval of and under the observation of the soil engineer.

Mat Slab Foundations

10. Mat slab foundations should be at least 6 inches thick and supported on at least 2 feet of compacted engineered fill. (The underlying capillary break material should not be considered part of the 2 feet of engineered fill material). Engineered fill should extend at least 3 feet beyond the edges of the proposed foundation.

11. Reinforcing should be provided in accordance with the anticipated use and loading of the slab. If the slab will be used for traffic, forklifts or to support large loads, the upper 8 inches of subgrade soil should be compacted to at least 95 percent relative compaction.

12. Mat slab foundations designed in accordance with the above may be designed for an allowable soil bearing pressure of 1,500 psf for dead plus live loads. This value may be increased by one-third to include short-term seismic and wind loads.

13. Lateral load resistance for structures supported on mat slabs may be developed in friction between the foundation bottom and the supporting subgrade. A friction coefficient of 0.35 may be assumed for compacted engineered fill.

14. Dees & Associates are not experts in the field of moisture proofing or vapor barriers. An expert, experienced in the field of vapor mitigation should be consulted to address areas where floor wetness would be undesirable or where sensitive flooring or equipment is planned on top of floor slabs. We also recommend you discuss this issue with your flooring and equipment manufacturers. At a minimum, a blanket of 4 inches of free-draining gravel should be placed beneath the floor slab to act as a capillary break. In order to minimize vapor transmission, an impermeable membrane should be placed over the gravel. The membrane should be covered with 2 inches of sand or rounded gravel to protect it during construction. The sand or gravel should be lightly moistened just prior to placing the concrete to aid in curing the concrete.

15. Thickened exterior edges, a well-prepared subgrade including premoistening prior to pouring concrete, adequately spaced expansion joints, and good workmanship will help minimize cracking and movement.

Conventional Spread Footing Foundations

16. Conventional spread footings may be used to support structures provided the base of footings are supported on at least 3 feet of compacted engineered fill.

17. Footing depths should be determined in accordance with the anticipated use and applicable design standards. The footings should be reinforced as required by the structural designer based on the actual loads transmitted to the foundation.

18. The foundation trenches should be kept moist and be thoroughly cleaned of slough or loose materials prior to pouring concrete. Footings located adjacent to other footings or utility trenches should have their bearing surfaces founded below an imaginary 1.5:1 plane projected upward from the bottom edge of the adjacent footings or utility trenches.

19. Foundations designed in accordance with the above may be designed for an allowable soil bearing pressure of 2,500 psf for dead plus live loads. This value may be increased by one-third to include short-term seismic and wind loads.

20. Total and differential settlements under the proposed light building loads are anticipated to be less than 1 inch and 2 inch respectively.

21. Lateral load resistance for structures supported on footings may be developed in friction between the foundation bottom and the supporting subgrade. A friction coefficient of 0.35 may be used for compacted engineered fill. Where footings are poured neat against compacted engineered fill a passive lateral pressure of 300 pcf, equivalent fluid weight, may be assumed below a depth of 6-inches.

22. Prior to placing concrete, foundation excavations should be thoroughly cleaned and observed by the soils engineer.

Interior Slabs-on-Grade

23. Interior floor slabs should be supported on at least 12 inches of compacted engineered fill. Reinforcing should be provided in accordance with the anticipated use and loading of the slab. If the slab will be used for traffic, forklifts or to support large loads, the upper 8 inches of subgrade soil should be compacted to at least 95 percent relative compaction.

24. Dees & Associates are not experts in the field of moisture proofing or vapor barriers. An expert, experienced in the field of vapor mitigation should be consulted to address areas where floor wetness would be undesirable or where sensitive flooring or equipment is planned on top of floor slabs. We also recommend you discuss this issue with your flooring and equipment manufacturers. At a minimum, a blanket of 4 inches of free-draining gravel should be placed beneath the floor slab to act as a capillary break. In order to minimize vapor transmission, an impermeable membrane should be placed over the gravel. The membrane should be covered with 2 inches of sand or rounded gravel to protect it during construction. The sand or gravel should be lightly moistened just prior to placing the concrete to aid in curing the concrete.

25. Thickened exterior edges, a well-prepared subgrade including premoistening prior to pouring concrete, adequately spaced expansion joints, and good workmanship will help minimize cracking and movement.

Exterior Slabs-on-Grade

26. The top 6 inches of subgrade soil below non-load bearing exterior concrete slabs-on-grade should be compacted to at least 90 percent to provide a firm base for slab support.

27. The top 8 inches of subgrade soil below load bearing exterior concrete slabs-on-grade should be compacted to at least 95 percent relative compaction.

28. Reinforcing should be provided in accordance with the anticipated use and loading of the slab. The reinforcement of exterior slabs should not be tied to the building foundations. These exterior slabs can be expected to suffer some cracking and movement. However, thickened exterior edges, a well-prepared subgrade including premoistening prior to pouring concrete, adequately spaced expansion joints, and good workmanship should minimize cracking and movement.

Pavements

29. To have the selected pavement sections perform to their greatest efficiency, it is very important that the grading recommendations provided in this report are closely followed. Subgrade preparation is very important to the life of pavement. The top eight inches (8") of subgrade below pavements should be scarified and moisture conditioned to 2 to 4 percent above laboratory optimum value and compacted to a minimum relative compaction of 95 percent prior to placing aggregate base material. The base material should also be compacted to at least 95 percent relative compaction.

30. Sufficient gradients should be provided for rapid runoff of storm water and to prevent ponding water. Slope gradients of at least 2 to 5 percent should be used to direct runoff towards suitable collection facilities.

31. Only quality materials of the type and thickness (minimum) specified should be used. Baserock (R=78 minimum) should meet CALTRANS Standard Specifications for Class 2 Untreated Aggregate Base. Subbase (R=50 minimum) should meet CALTRANS Standard Specifications for Class 2 Untreated Aggregate Subbase.

32. Place the asphaltic concrete only during periods of fair weather when the free air temperature is within prescribed limits.

33. Develop a maintenance program and perform routine maintenance.

Site Drainage

34. Controlling surface runoff is important to the performance of the slope at the back of the site. Runoff must not be allowed to sheet flow over slopes. Berms or lined V-ditches should be constructed at the top of slopes to divert water toward suitable collection facilities.

35. Surface drainage should include provisions for positive gradients so that surface runoff is not permitted to pond adjacent to foundations or other improvements. Surface drainage should be directed away from the building foundations. Minimum slope gradients of 2 to 5 percent should divert runoff away from improvements towards suitable collection facilities.

36. Full roof gutters should be placed around the eaves of the structure. Discharge from the roof gutters should be conveyed away from the downspouts and discharged away from improvements in a controlled manner.

37. Permanent subdrains may be required adjacent to pavements or building foundations where potential seepage zones are encountered near the surface. The location and depth of these drains will need to be determined in the field by the soil engineer.

38. The migration of water or spread of extensive root systems below foundations, slabs, or pavements may cause undesirable differential movements and subsequent damage to these structures. Landscaping should be planned accordingly.

Plan Review, Construction Observation, and Testing

39. Dees & Associates should be provided the opportunity for a general review of the final project plans prior to construction to evaluate if our geotechnical recommendations have been properly interpreted and implemented. If our firm is not accorded the opportunity of making the recommended review, we can assume no responsibility for misinterpretation of our recommendations. We recommend that our office review the project plans prior to submittal to public agencies, to expedite project review. Dees & Associates also request the opportunity to observe and test grading operations and foundation excavations at the site. Observation of grading and foundation excavations allows anticipated soil conditions to be correlated to those actually encountered in the field during construction.

LIMITATIONS AND UNIFORMITY OF CONDITIONS

1. The recommendations of this report are based upon the assumption that the soil conditions do not deviate from those disclosed in the borings. If any variations or undesirable conditions are encountered during construction, or if the proposed construction will differ from that planned at the time, our firm should be notified so that supplemental recommendations can be given.
2. This report is issued with the understanding that it is the responsibility of the owner, or his representative, to ensure that the information and recommendations contained herein are called to the attention of the Architects and Engineers for the project and incorporated into the plans, and that the necessary steps are taken to ensure that the Contractors and Subcontractors carry out such recommendations in the field. The conclusions and recommendations contained herein are professional opinions derived in accordance with current standards of professional practice. No other warranty expressed or implied is made.
3. The findings of this report are valid as of the present date. However, changes in the conditions of a property can occur with the passage of time, whether they are due to natural processes or to the works of man, on this or adjacent properties. In addition, changes in applicable or appropriate standards occur whether they result from legislation or the broadening of knowledge. Accordingly, the findings of this report may be invalidated, wholly or partially, by changes outside our control. Therefore, this report should not be relied upon after a period of three years without being reviewed by a soil engineer.



Dees & Associates, Inc.
Geotechnical Engineers

501 Mission Street, Suite 8A, Santa Cruz, CA 95060

Phone: 831 427-1770

Fax: 831 427-1794

Email: dna@dslextrreme.com

June 18, 2008

Project No. SCR-0095

MR. NORMAN BEI
410 May Avenue
Santa Cruz, California 95062

Subject: Addendum to Geotechnical Investigation, Dated May 17, 2005

Reference: Proposed Retail Center
Soquel Drive
APN'S 030-061-02, 03, 04, 11 & 14
Santa Cruz, California

Dear Mr. Bei:

We understand the project scope now includes removal of all existing fill at the site, including the fill slope at the back. After removal of the existing fill, the slope will be cut back to a 2:1 (horizontal to vertical) slope angle and compacted engineered fill will be placed at the top of the slope up to design grades. Design grades are lower than the existing grades.

Once the existing fill is removed, any remaining loose, native soil should be removed and replaced as compacted engineered fill. Engineered fill should be keyed and benched into firm, native soil and the back of keys should be drained with gravel subdrains. Refer to our typical key detail attached.

Berms should be used to prevent water from flowing over the slope and collected runoff should be discharged in a controlled manner. Due to the clayey nature of the surface soils and the presence of very dense bedrock that daylights on the slope below the site, we do not recommend using on-site retention for discharging collected runoff. Collected runoff should be collected and discharged at the base of the drainage valley at the back of the site or into established storm drains.

Our report, dated May 17, 2005, indicated the fill slope was potentially unstable and recommended setting improvements back behind an imaginary 3:1 (horizontal to vertical) line drawn upwards from the toe of the slope. Once the fill is removed, the slope is cut back to a stable 2:1 (h:v) slope angle and the drainage gets controlled, there will be a low potential for landslides to affect the proposed development. Therefore, improvements may be located up to the top edge of the re-graded slope as long as the base of all foundations are located at least 10 feet (measured horizontally) from the adjacent slope face. Foundations may be deepened to comply with the 10 foot setback.

The recommendations provided in this letter supercede the recommendations of our original report. All other recommendations of our original report are still valid and may

be used for design and construction of the proposed improvements.

If you have any questions regarding this report, please call our office.

Very truly yours,

DEES & ASSOCIATES, INC.

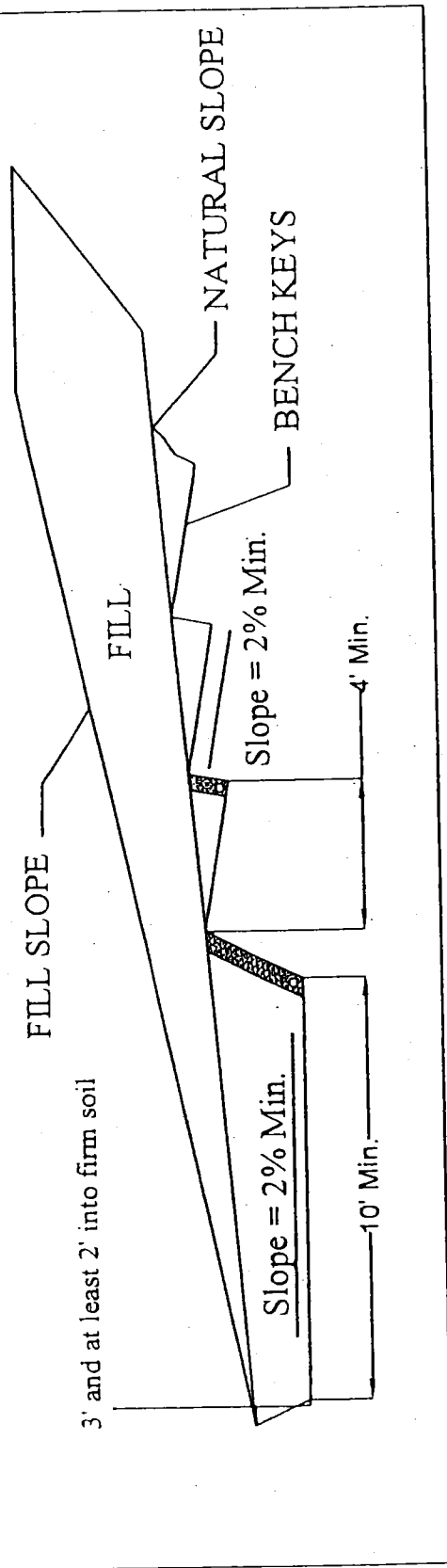


6-18-08

Rebecca L. Dees
Geotechnical Engineer
G.E. 2623

Copies: 1 to Addressee
4 to Steve Elmore, Architect
1 to Jeff Roper, Roper Engineering

TYP. KEYWAY DETAIL



NOTE

Subdrains should be placed at the back of keys and benches where potential seepage zones are encountered during grading. Subdrains should consist of a 12-inch wide gravel drain with a perforated pipe located about 3-inches from the bottom. The perforated pipe should be connected to a solid pipe that is discharged to a suitable location. Gravel should consist of Caltrans Class 1, Type A permeable material or an approved equivalent. The depth and extend of subdrain should be determined by the geotechnical engineer in the field during construction.

TYP. KEYWAY DETAIL

SCALE	NTS
DATE	AT
DATE	
REVISION	
DATE	

DEES AND ASSOCIATES
GEOTECHNICAL ENGINEERS
501 MISSION STREET, SUITE 8A, SANTA CRUZ, CA 95060
(831) 427-1770

3-88110

1 OF 1



COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT

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

TOM BURNS, PLANNING DIRECTOR

September 3, 2008

Steven Elmore
780 Voltz Ln.
Santa Cruz, CA, 95062

Subject: Review of Geotechnical Investigation by Dees & Associates, Inc.
Dated May 17, 2005; Project #: SCR-0095
Addendum to Geotechnical Investigation, Dated June 18, 2008
APN 030-061-02, 03, 04, 11, 14, Application #: 07-0406

Dear Applicant:

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

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

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

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

Please submit two copies of the report at the time of building permit application.

Please call the undersigned at (831) 454-5121 if we can be of any further assistance.

Sincerely,

Carolyn Banti
Associate Civil Engineer

Cc: Cathy Graves, Project Planner
BEI-Scott Company, LLC
Dees & Associates, Inc.

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

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

1. **When a project has engineered fills and / or grading,** a letter from your soils engineer must be submitted to the Environmental Planning section of the Planning Department prior to foundations being excavated. This letter must state that the grading has been completed in conformance with the recommendations of the soils report. Compaction reports or a summary thereof must be submitted.
2. **Prior to placing concrete for foundations,** a letter from the soils engineer must be submitted to the building inspector and to Environmental Planning stating that the soils engineer has observed the foundation excavation and that it meets the recommendations of the soils report.
3. **At the completion of construction,** a *final letter* from your soils engineer is required to be submitted to Environmental Planning that summarizes the observations and the tests the soils engineer has made during construction. The final letter must also state the following: "Based upon our observations and tests, the project has been completed in conformance with our geotechnical recommendations."

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



Roper Engineering

Civil Engineering & Land Surveying

64 Penny Lane, Suite A - Watsonville, CA 95076-6021
(831) 724-5300 phone
(831) 724-5509 fax
jeff@roperengineering.com e-mail

Jeff A. Roper
Civil Engineer & Land Surveyor
RCE 41081
PLS 5180

Alyson Tom
Santa Cruz County Public Works
Drainage Department
701 Ocean Street
Santa Cruz, CA 95060

September 18, 2008

Re: New Commercial Development at 4101 Soquel Drive
Co. App. No. 07-0406, APN 030-161-02, Our Job No. 05006

Dear Alyson,

Per your request, we have made a visual inspection of the drainage swale behind the above referenced development starting at Greenbrae Lane and ending at the 3' x 5' concrete box culvert that runs under Soquel Drive. We have attached an aerial photograph with the flow line outlined with stationing. The following are our observations:

Field Observation

1+00 Outlet existing 48" CMP culvert. Outlet clean, in fair condition, some rust but functional.

1+00 to 2+00 Flowline with rock cobbles and sand. Grade looks stable. No evidence of scouring. Lots of leaves and branches on side slopes. No evidence of side slope erosion.

2+00 to 3+00 Evidence of some side slope erosion on right caused by rope swing activity. Minor foot traffic erosion.

3+00 to 4+00 Evidence of slope failures by tree falls on right. Tree blocking the flowline causing some flow line scour. Recommend removal of tree debris and stabilize slope on right.

4+00 to 5+00 Evidence of slope failure on left. Possibly caused by tree fall.

5+00 to 8+00 Banks covered with black berry vines and poison oak. Slopes not visible. Flow line stable with cobbles and sand. Flow line width 3 to 5 feet.

8+00 to 9+00 Flowline widens out to 6 to 10 feet wide. Flow line fairly clean with sand bottom and few cobbles.

9+00 to 11+00 Tree trunk in flow line causing some localized scour. Some minor slope failure on right probably due to tree fall.

11+00 to 12+00 Evidence of small slope failure on left due to tree falling into flowline.

12+00 to 14+00 Flow line widens out to 10 to 15 feet with sand bottom. Some tree debris in channel but not blocking flow.

14+00 to 16+00 Flow line with sand bottom 10 to 15 feet wide.

15+00 12" CMP culvert outlet with tee end on right. No erosion evident at outlet. Some minor slumping above outlet.

16+00 to 18+00 Terrain flattens out on side slopes. Broad swale 50 to 100 feet wide with a shallow flow line 5 to 10 feet wide.

17+00 Concrete driveway over swale with three 18" CMP culverts. Concrete driveway acts as spillway if culvert capacity exceeded in large storms. No evidence of erosion.

17+75 Old dirt driveway crosses over swale with 30" CMP culvert. Upstream end of culvert plugged with debris. Some minor erosion of dirt driveway. Driveway looks to be abandoned except for foot traffic.

18+10 Tributary fork enters from left.

18+00 to 21+00 Flow line 5 to 10 feet wide in moderate side slope channel with sand bottom. Channel fairly clean.

21+00 to 23+25 Channel parallels Soquel Drive. Some concrete riprap slope protection on right. No evidence of scour or erosion.

23+25 Inlet to 3' x 5' concrete box culvert. Entrance fairly clean but with some minor debris.

Conclusions

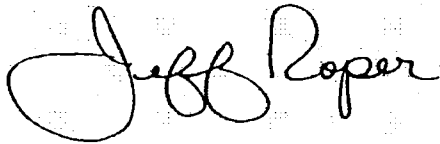
The slopes at the rear of our project from station 1+00 to 4+25 will be reconstructed. Trees and other debris in the swale flow line will be removed. Final slopes will be vegetated and protected against erosion.

The remainder of the swale appears to be functioning adequately. The drainage swale could use a cleaning with the removal of logs, debris and trash, but approval of land owners would be required to work on private property.

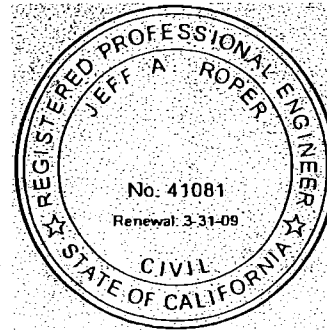
Photographs were taken during the field observation, but are difficult to interpret due to the large amount of vegetation. Copies will be provided upon request.

I hope this letter answers any concerns regarding the downstream drainage conditions. Please give me a call if you have any further questions.

Sincerely,

A handwritten signature in black ink that reads "Jeff Roper". The signature is fluid and cursive, with the first name "Jeff" and last name "Roper" clearly distinguishable.

Jeff Roper

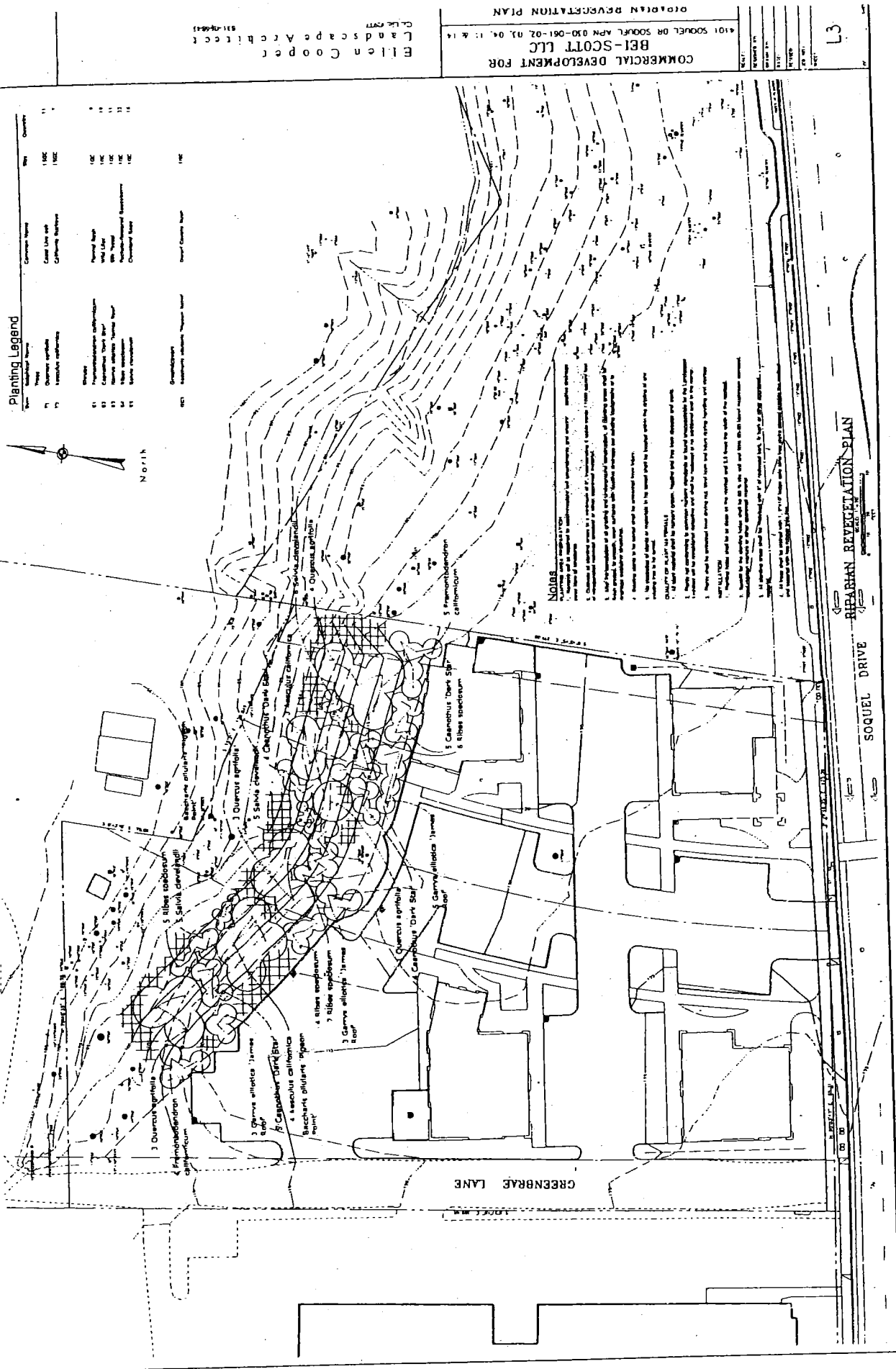




- 124 -



GREENBRAE LANE



**Hatch Mott
MacDonald**

Delivering Solutions

March 12, 2009

Mr. Norm Bei
Bei-Scott, LLC
410-1 May Avenue
Santa Cruz, CA 95060

**Re: 4101 Soquel Drive at 41st Avenue Commercial Building, Santa Cruz County, CA
Parking Layout Evaluation**

Dear Mr. Bei,

Based upon our discussion with Mr. Steve Elmore, the architect for your project, we understand that the County of Santa Cruz (County) has requested an evaluation of the parking lot layout of your project with regards to the proposed extension of 41st Avenue just north of Soquel Drive. The proposed commercial project consists of multiple land uses as mentioned in the trip generation and distribution letter prepared by Hatch Mott MacDonald, formerly known as Higgins Associates, October 3, 2005. It should be noted that any land usage that is not permitted on the project site, as listed in the trip generation and distribution letter, is deemed to be deleted by this letter (i.e. auto repair shop storage). The following paragraphs summarize the conclusions determined from our parking lot evaluation for the project site plan provided by Mr. Elmore on March 6, 2009.

The proposed project parking lot layout includes build and no-build alternatives for the future extension of 41st Avenue. The no-build parking layout option is the short-term alternative, which would be the primary access into the site. However, the second alternative, the build alternative, allows for the ultimate extension of 41st Avenue, which would travel through the middle proposed project site.

Upon review of the project site plan, included as Attachment 1, we believe that the project site plan can accommodate an extension of 41st Avenue extension should it occur. Currently, the intersection of Soquel Drive and 41st Avenue is a signalized T-intersection with northbound, eastbound and westbound approaches. The project driveway will form the fourth leg, the southbound approach, of the intersection. Construction of the project will require minor striping improvements and signal modification at the Soquel Drive / 41st Avenue intersection.

The project site plan allows for approximately 74' of right-of-way for the future roadway extension. This right-of-way width is estimated based on the roadway geometry shown on the site plan (2-12' southbound thru lanes, 1-12' left turn lane with a 4' median, 1-12' northbound thru lane, and 6' bike/shoulder and 5' sidewalk on both sides). Prior to the extension, the project proposes to utilize this area as a parking aisle with perpendicular parking spaces on both sides.

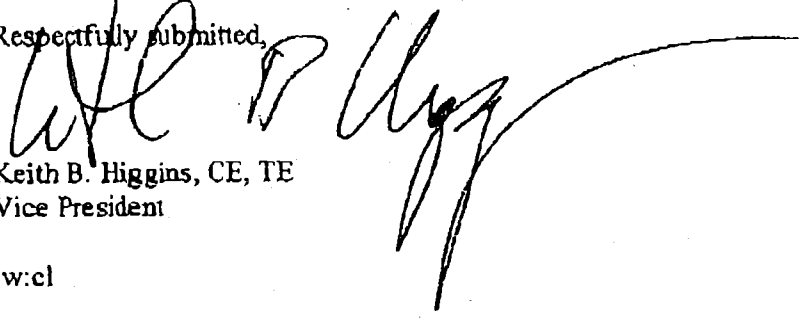
1300-E First Street, Gilroy, CA 95020 • Phone: 408-648-3122 • Fax: 408-846-2202 • www.hatchmott.com

Mr. Norm Bei
March 12, 2009
Page 2

Should the 41st Avenue extension be constructed, the parking spaces in this location will be replaced with angled parking on Greenbrae Lane. The lane geometry shown on the site plan for the 41st Avenue extension should be able to accommodate a daily volume of approximately 22,000 vehicles, which would be more than sufficient to accommodate the future traffic demand. The allotted right-of-way width would be sufficient to accommodate the future roadway extension.

If you have any questions regarding this analysis, please do not hesitate to contact me at (408) 848-3122.

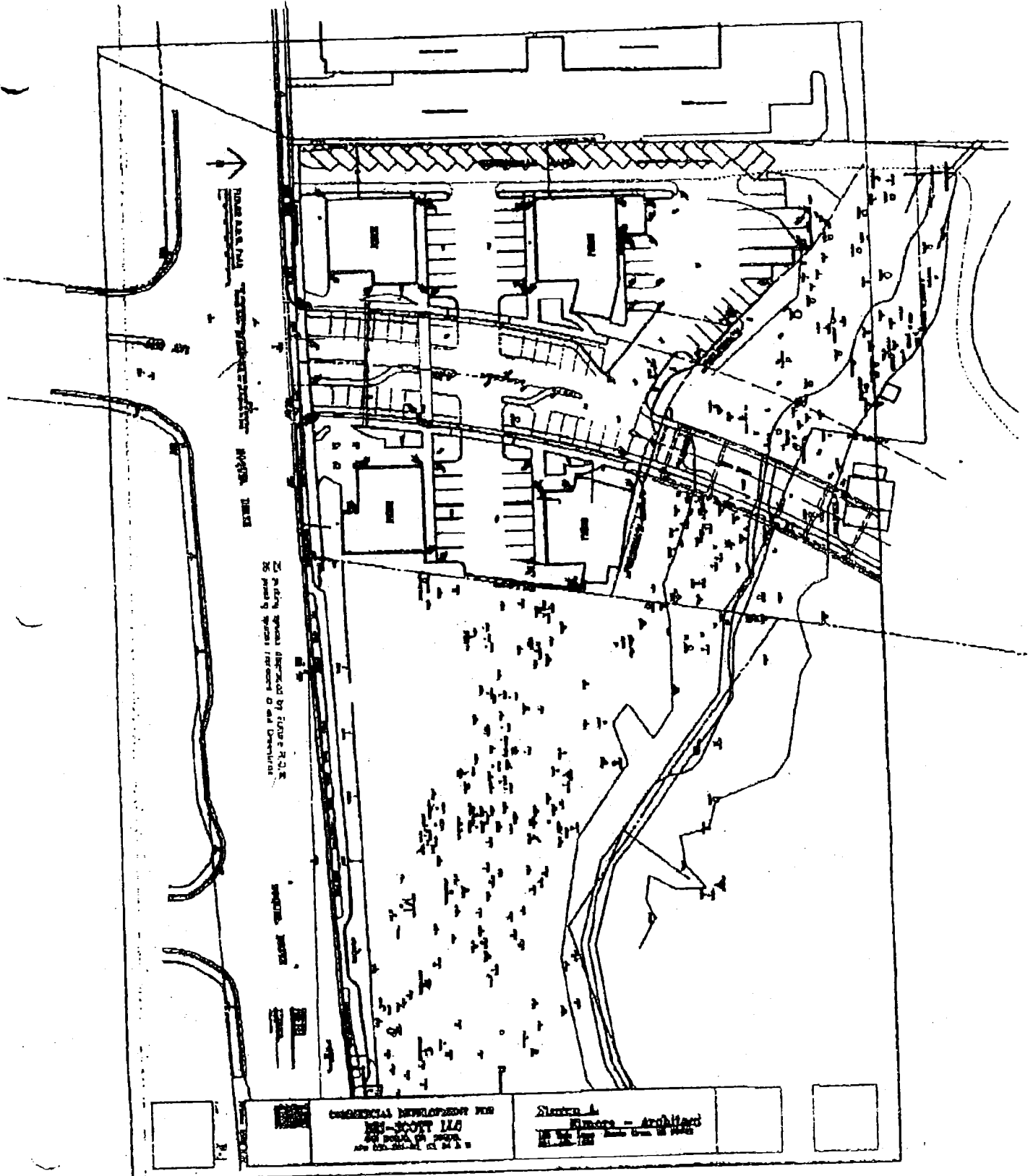
Respectfully submitted,


Keith B. Higgins, CE, TE
Vice President

jw:cl

encl.

Attachment 1





**Hatch Mott
MacDonald**

1300-B First Street
Gilroy, CA 95020
T 408-848-3122 www.hatchmott.com

February 2, 2009

Mr. Norm Bei
Bei-Scott, LLC
410-1 May Avenue
Santa Cruz, CA 95060

**Re: 4101 Soquel Drive Commercial Project, Soquel, California – Status of 41st Avenue
Improvements**

Dear Mr. Bei,

Hatch Mott MacDonald (formerly Higgins Associates) has prepared this letter regarding your proposed commercial development at 4101 Soquel Drive, at the intersection of 41st Avenue and Soquel Drive, in Soquel, Santa Cruz County, California. This letter addresses the recent implementation of a series of intersection improvements to the 41st Avenue corridor. These improvements were intended to improve operations and lessen impacts of other approved developments along the corridor.

Hatch Mott MacDonald has previously prepared multiple traffic analyses for this project, including a trip generation and traffic analysis in October 2005, and an analysis of the 41st Avenue corridor with the re-opening of the Safeway supermarket in July 2007.

Subsequent to the release of the July 2007 analysis, Santa Cruz County indicated that three improvements were proposed along the corridor. These improvements consisted of the following:

1. A new traffic signal at the main entrance to the new Safeway and Home Depot stores on 41st Avenue north of Highway 1;
2. Reconfiguration of the 41st Avenue bridge over Highway 1 to accommodate three southbound through lanes, through median narrowing and lane restriping; and
3. Coordination of the traffic signals at the 41st Avenue intersections with the Highway 1 southbound ramps and Gross Road.

All of the above improvements would improve operations along 41st Avenue and its intersections, by increasing traffic capacity and efficiency.

As of this writing, all of the aforementioned roadway improvements have been completed and opened to traffic. The traffic signal at the entry to the Home Depot/Safeway shopping center on 41st Avenue has been operational since 2008. The reconfiguration of the 41st Avenue bridge was completed within the past couple of months. Finally, the coordination of the two 41st Avenue traffic signals has been completed since 2007, in conjunction with a widening of the Gross Road approach to 41st Avenue to accommodate a second eastbound left turn lane. These roadway and intersection improvements have enhanced traffic flow along the 41st Avenue corridor.

In summary, a series of roadway and intersection improvements have been implemented to the 41st Avenue corridor. These improvements have improved traffic operations by increasing traffic capacity and efficiency, both at the corridor and intersection levels.

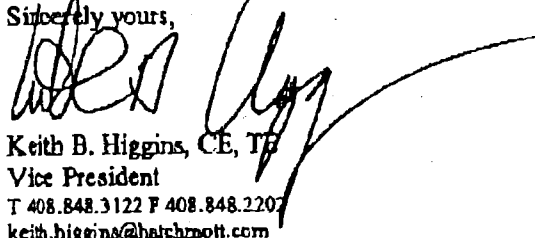
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Hatch Mott
MacDonald

If you have any questions regarding this letter, please do not hesitate to contact me or Jeff Waller at your convenience. Thank you for the opportunity to assist you with this project.

Sincerely yours,


Keith B. Higgins, CE, TE
Vice President
T 408.848.3122 F 408.848.2207
keith.higgins@hatchmott.com

kbh:jnrw

Cc: Steve Elmore, Steven A. Elmore Architect



Hatch Mott
MacDonald

1300-B First Street
Cilroy, CA 95020
T 408-848-3122 www.hatchmott.com

August 26, 2009

Mr. Norm Bei
Bei-Scott, LLC
410-1 May Avenue
Santa Cruz, CA 95060

**Re: 4101 Soquel Drive Commercial Development – Intersection Analysis and
Conceptual Layout Plan, Santa Cruz County, California**

Dear Mr. Bei,

Hatch Mott MacDonald has provided additional professional traffic engineering services related to your proposed commercial development at 4101 Soquel Drive in Soquel, Santa Cruz County, California. The Santa Cruz County Public Works Department recently has asked for traffic analysis of the 41st Avenue/Soquel Drive intersection, at which the study project would add a fourth leg to the intersection, in order to provide vehicular access to the project site. The objective of this work is to identify the necessary changes to the intersection, if any, associated with the opening of the study project. The following letter describes the results of this analysis and design.

A. Existing Conditions

Existing traffic volumes at the 41st Avenue/Soquel Drive intersection are depicted in **Exhibit 1**. These volumes are from two sources – 1) April 2008 AM and PM traffic counts provided by Santa Cruz County, and 2) estimated existing traffic entering and exiting the project site. These latter trips were not included within the traffic counts provided by Santa Cruz County. The source for the existing project site trips is the letter report addressed to Mr. S. Elmore, “4101 Soquel Drive Trip Generation, Santa Cruz County, California,” Higgins Associates, October 3, 2005.

Exhibit 2 contains the levels of service at the study intersection. **Attachment 1** contains the level of service calculations for the study intersection. Under Existing conditions, the intersection operates at an acceptable LOS C during both the AM and PM peak hours. This is within the Santa Cruz County level of service standard of LOS C.

B. Background Conditions

Traffic volumes under Background conditions were derived based upon the projected Background traffic growth within the traffic report *Ocean Honda and Store More America Traffic Impact Analysis*, Higgins Associates, December 12, 2005. This growth was adjusted to account for the fact that two of the largest approved projects that would generate that growth – the Safeway supermarket expansion and a new Home Depot – were already open in April 2008, when the existing traffic counts were collected. The adjusted Background growth was added to the Existing traffic volumes to create Background traffic volumes.



Exhibit 2 contains the levels of service at the study intersection. Under Background conditions, the intersection would continue to operate at an acceptable LOS C during both the AM and PM peak hours, and thus remain within the Santa Cruz County level of service standard of LOS C.

C. Background Plus Project Conditions

The aforementioned October 2005 letter report by Higgins Associates also documented both the project trip generation and trip distribution for the project. The trip generation for the study project is repeated here within **Exhibit 3A**, along with the aforementioned estimated existing project site traffic activity, while the project trip distribution is repeated as **Exhibit 3B**.

Note that the project site plan proposes to eliminate the existing Greenbrae Lane access to Soquel Drive. This roadway serves 14 residential units north and west of the project site, as well as serves as an exit to the parking lot of various existing automotive repair businesses bordering the project site to the west. **Exhibit 4** contains the estimated trip activity of these uses. With the closure of the Greenbrae Lane access to Soquel Drive, these trips would instead utilize the study project driveway to access Soquel Drive.

The project trip assignment and reassigned Greenbrae Lane traffic was added to the Background condition volumes, and the existing site traffic was removed from said volumes, to create the Background Plus Project traffic volumes shown within **Exhibit 1**.

Exhibit 2 contains the levels of service at the study intersection. Under Background Plus Project conditions, the intersection would continue to operate at an acceptable LOS C during both the AM and PM peak hours, and therefore remain within the Santa Cruz County level of service standard.

D. Cumulative Plus Project Conditions

Traffic volumes under Cumulative Plus Project conditions were derived based upon the projected Cumulative traffic growth within the aforementioned December 2005 Ocean Honda traffic report by Higgins Associates. This growth was adjusted to take into account that one of the larger cumulative projects – the Ocean Honda car dealership – has been approved and is open. The adjusted Cumulative growth was added to the Background Plus Project traffic volumes to create Cumulative Plus Project traffic volumes; said traffic volumes are depicted in **Exhibit 1**.

Exhibit 2 contains the levels of service at the study intersection. Under Cumulative Plus Project conditions, the intersection would continue to operate at an acceptable LOS C during both the AM and PM peak hours, again remaining within the Santa Cruz County level of service standard.



E. Intersection Conceptual Layout Plan

Currently, the project frontage along Soquel Drive is primarily bare ground, level with the street pavement. Vehicles entering and exiting the site do so over much of this frontage. The study project will be adding a more formal fourth leg to the 41st Avenue/Soquel Drive intersection, which will channelize traffic entering and exiting the project site into a single driveway.

Although this analysis found that study project would not change the intersection levels of service, the formal establishment of this fourth leg will trigger the need for various improvements at the 41st Avenue/Soquel Drive intersection. **Attachment 2** graphically depicts a conceptual layout plan of the proposed intersection upgrades, which are itemized below:

1. Restripe the eastbound Soquel Drive median to provide a 50-foot eastbound left turn lane into the project site;
2. Install two missing backplates to two existing signal heads facing the westbound left turn lane, in order to improve signal visibility;
3. Add new pedestrian signal heads for pedestrians crossing the project driveway;
4. Replace the existing three-section signal head at the northwest corner of the intersection with an upgraded three-section signal head;
5. Replace the existing signal pole, mast arm, and signal heads at the southeast corner of the intersection, in order to provide new signal heads for the eastbound left turn and all southbound traffic movements;
6. Replace existing sign pole within the median of 41st Avenue with a new signal pole and four-section signal head, facing southbound traffic. Re-install the existing signs onto the new signal pole;
7. Install new four-section signal head at the northeast corner of the intersection. This new signal head will require a new signal pole.
8. Add a new three-section signal head and signal pole, facing southbound traffic, near the new project driveway. The preferred location for this signal pole would be behind the sidewalk on the study project property, which may require an encroachment easement by Santa Cruz County onto the property;
9. Add a new three-section signal head on an existing signal pole at the southwestern corner of the intersection;
10. Add eastbound Soquel Drive protected left turn phase to the signal operations;
and



11. Convert northbound and southbound 41st Avenue-Project Driveway to split signal phasing operations.

These improvements will formalize access to the project, provide the minimum required signal improvements to the intersection, improve signal visibility, and improve traffic flow through the intersection.

Note that additional improvements may be necessary at this intersection, in order to meet state and federal standards. The specific design, placement, and timing of these improvements would need to be finalized during a formal design of the intersection. These improvements include the following:

12. Although a curb return ramp does exist at the southwest corner of the intersection, its size and location may not be compliant with the American Disabilities Act (ADA). Future upgrading of this corner to ADA compliance may require acquiring additional right-of-way from the adjacent property owner;
13. Curb returns be constructed at the project driveway, with ADA-compliant ramps, versus the proposed driveway apron shown on the project site plan. Use of driveway aprons at a signalized intersection can lead to vehicles "bottoming out," or scraping the undercarriage of the vehicle on the apron, as they pass through the intersection;
14. With the introduction of the new eastbound Soquel Drive left turn lane at the intersection, it is recommended that westbound left turns into the driveway for the King's Paint and Paper business, located at the southeast corner of the intersection, be prohibited. This will keep vehicles bound for this business from blocking either the left turn lane into the site or the adjacent westbound through lane on Soquel Drive; and
15. The conceptual layout plan within **Attachment 2** does not include the establishment of a crosswalk across the western Soquel Drive leg of the intersection. Due to the lack of pedestrian activity in this area, a crosswalk at this location is not deemed necessary at this time. However, County staff has expressed a desire to add this crosswalk in the future, in conjunction with a potential northerly extension of 41st Avenue through the project site. The conceptual layout plan within **Attachment 2** does not preclude the future establishment of either said crosswalk or an associated pedestrian signal phase.

Implementation of these improvements would further improve traffic and pedestrian circulation at the intersection.

Hatch Mott
MacDonald

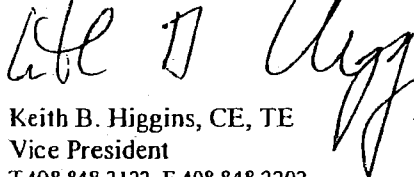
F. Conclusion

In summary, operations of the 41st Avenue/Soquel Drive intersection currently operate within acceptable levels of service, and will remain there through Cumulative conditions. The study project will not shift intersection traffic operations into a deficient level of service. Despite this, the formalizing of the fourth leg of this intersection will trigger the need for various signal and roadway restriping improvements, including a new eastbound left turn lane and various signal pole and head upgrades. Additional curb improvements and turning restrictions are also recommended.

If you have any questions regarding this letter or need additional information, please contact me at your convenience. Thank you for the opportunity to assist you with this project.

Very truly yours,

Hatch Mott MacDonald



Keith B. Higgins, CE, TE
Vice President
T 408.848.3122 F 408.848.2202
keith.higgins@hatchmott.com

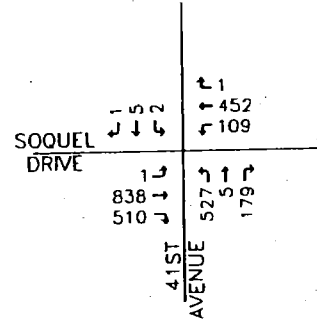
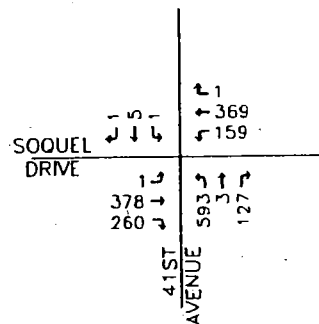
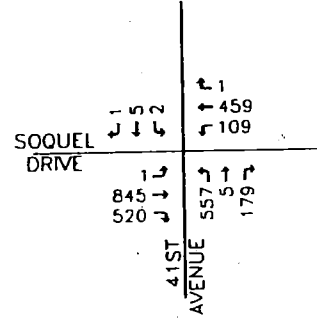
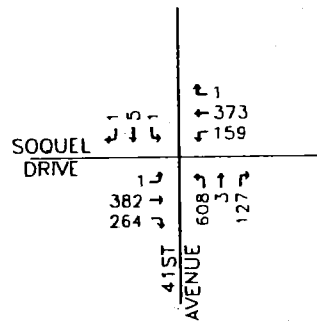
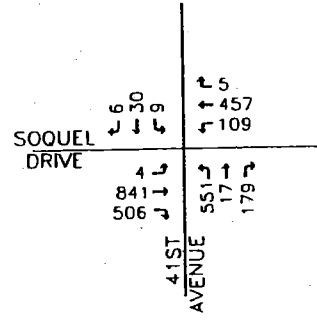
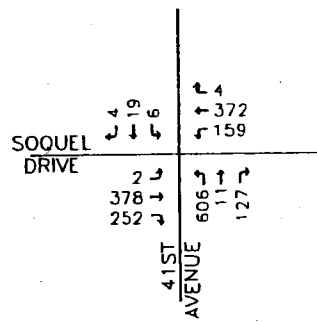
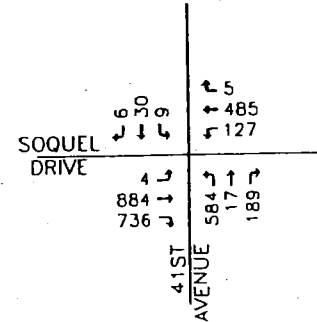
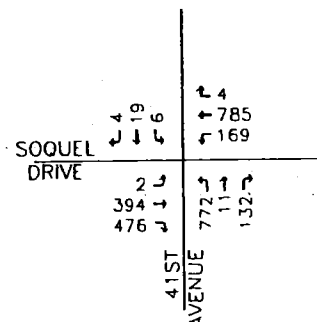
khh:jmw
enclosures

cc: Steve Elmore, Steve Elmore Architect

265900



NO SCALE

AM PEAK HOUR**PM PEAK HOUR****EXISTING****BACKGROUND****BACKGROUND PLUS PROJECT****CUMULATIVE PLUS PROJECT**
EXHIBIT 1
INTERSECTION
TRAFFIC VOLUMES

Drawing: J:\2008\265900 - 41st-Soquel\Exhibit1.dwg
 Layout: Exhibit 1
 Aug 24, 2009, 6:16pm



Hatch Mott
MacDonald

1300-B First Street
Cilroy, CA 95020
T 408-848-3122 www.hatchmott.com

February 2, 2009

Mr. Norm Bei
Bei-Scott, LLC
410-1 May Avenue
Santa Cruz, CA 95060

**Re: 4101 Soquel Drive Commercial Project, Soquel, California – Status of 41st Avenue
Improvements**

Dear Mr. Bei,

Hatch Mott MacDonald (formerly Higgins Associates) has prepared this letter regarding your proposed commercial development at 4101 Soquel Drive, at the intersection of 41st Avenue and Soquel Drive, in Soquel, Santa Cruz County, California. This letter addresses the recent implementation of a series of intersection improvements to the 41st Avenue corridor. These improvements were intended to improve operations and lessen impacts of other approved developments along the corridor.

Hatch Mott MacDonald has previously prepared multiple traffic analyses for this project, including a trip generation and traffic analysis in October 2005, and an analysis of the 41st Avenue corridor with the re-opening of the Safeway supermarket in July 2007.

Subsequent to the release of the July 2007 analysis, Santa Cruz County indicated that three improvements were proposed along the corridor. These improvements consisted of the following:

1. A new traffic signal at the main entrance to the new Safeway and Home Depot stores on 41st Avenue north of Highway 1;
2. Reconfiguration of the 41st Avenue bridge over Highway 1 to accommodate three southbound through lanes, through median narrowing and lane restriping; and
3. Coordination of the traffic signals at the 41st Avenue intersections with the Highway 1 southbound ramps and Gross Road.

All of the above improvements would improve operations along 41st Avenue and its intersections, by increasing traffic capacity and efficiency.

As of this writing, all of the aforementioned roadway improvements have been completed and opened to traffic. The traffic signal at the entry to the Home Depot/Safeway shopping center on 41st Avenue has been operational since 2008. The reconfiguration of the 41st Avenue bridge was completed within the past couple of months. Finally, the coordination of the two 41st Avenue traffic signals has been completed since 2007, in conjunction with a widening of the Gross Road approach to 41st Avenue to accommodate a second eastbound left turn lane. These roadway and intersection improvements have enhanced traffic flow along the 41st Avenue corridor.

In summary, a series of roadway and intersection improvements have been implemented to the 41st Avenue corridor. These improvements have improved traffic operations by increasing traffic capacity and efficiency, both at the corridor and intersection levels.

F:\2009\Jobs\257664 - 4101 41st Avenue\257665 Letter2.dnr

EXHIBIT D



Hatch Mott
MacDonald

If you have any questions regarding this letter, please do not hesitate to contact me or Jeff Waller at your convenience. Thank you for the opportunity to assist you with this project.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Keith B. Higgins', with a long horizontal flourish extending to the right.

Keith B. Higgins, CE, TE
Vice President
T 408.848.3122 F 408.848.2207
keith.higgins@hatchmott.com

kbh:jmw

Cc: Steve Elmore, Steven A. Elmore Architect



HIGGINS ASSOCIATES

CIVIL & TRAFFIC ENGINEERS

October 3, 2005

Mr. Steve Elmore
780 Volz Lane
Santa Cruz, CA 95062

Re: 4101 Soquel Drive Trip Generation, Santa Cruz County, California

Dear Steve,

Higgins Associates has compiled the estimated trip generation and distribution for the proposed commercial development to be constructed on Soquel Drive at 41st Avenue in Santa Cruz County, California. Per the standard criteria of the Santa Cruz County Public Works Department for new development, Higgins Associates has first prepared the estimated trip generation and distribution for the project, as a precursor to the traffic analysis for the project. This letter report contains the trip generation estimate for the project, and our anticipated project trip distribution within the greater Capitola/Soquel area.

A. Trip Generation:

Trip generation for the study project, has been estimated by Higgins Associates, based in part upon the previous study trip generation estimate and our discussions. Exhibit 1 contains the trip generation estimate for the study project. The project would construct a 16,710 square foot retail/office center, with 13,080 square feet of retail, 3,630 square feet of professional office space, and a caretaker's apartment unit. The project site is made up of five existing and adjacent parcels that are currently occupied by a vacuum cleaner repair shop and associated storage sheds, two single-family homes, storage space for an auto repair shop located adjacent to the project site, a painting contractor's storage area, and a tree-trimming business yard.

The trip generation for the future use was based upon trip generation rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation*, 7th Edition, 2003.

A reduction was taken to account for the trips currently generated on the project site by existing uses. Subtractions were made for trips generated by the site's current uses. The trip generation for these existing uses was estimated based upon the ITE trip rates for all but one of the uses. Trip generation for the tree-trimming business was estimated based upon the assumptions that each of the business' four employees generate 6 daily trips, and that the business hours of operation begin during the AM peak hour and end during the PM peak hour. Those traffic volumes were subtracted from the project trips to estimate the net increase in trip generation at the project site due to the proposed project.

Mr. Steve Elmore

October 3, 2005

Page 2

In total, the project would generate a net 498 daily trips, with a net 12 trips (9 in, 3 out) during the AM peak hour, and a net 26 trips (10 in, 16 out) during the PM peak hour.

B. Trip Distribution:

The anticipated project trip distribution is shown on Exhibit 2, and repeated below:

Direction	Percent	AM Peak Hour	PM Peak Hour
<u>To/From the North:</u>	5%	1	1
via Porter St/San Jose-Soquel Rd - 5%		1	1
<u>To/From the South:</u>	35%	4	9
via 41 st Avenue - 25%		2	7
via Bay Avenue/Porter Street - 5%		1	1
via Robertson Street/Wharf Road - 5%		1	1
<u>To/From the East:</u>	25%	3	7
via Highway 1 - 15%		2	4
via Soquel Drive - 10%		1	3
<u>To/From the West:</u>	35%	4	9
via Highway 1 - 20%		2	5
via Soquel Avenue/Soquel Drive - 10%		1	3
via Thurber/Winkle/Dover Neighborhoods - 5%		1	1
TOTAL:	100%	18	39

This distribution is based upon the proposed land use, and the likely areas from which it would attract visitors. The project is a small retail/office center, with many smaller-sized shops and offices. These types of businesses, being small, would primarily attract customers from the local area, i.e. Capitola, Soquel, and, to a lesser extent, Live Oak, rather than more regionally. The trip distribution is based upon the relative size of the residential neighborhoods accessible via the arterial and state highway street network in the project vicinity.

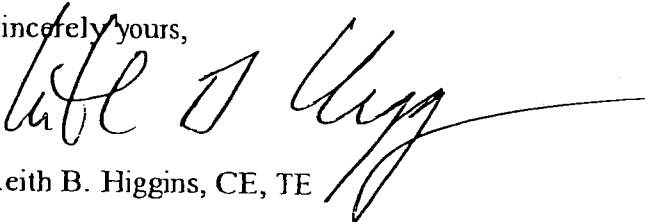
Mr. Steve Elmore
October 3, 2005
Page 3

C. Conclusion:

In summary, the study project is estimated to generate a net 498 daily trips, over and above the estimated existing site trip generation. The project trip distribution also has been derived.

Thank you for the opportunity to assist you with this analysis. If you have any questions, please contact either myself or Jeff Waller at (408) 848-3122.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Keith B. Higgins", with a long horizontal flourish extending to the right.

Keith B. Higgins, CE, TE

khh:jmw

Attachments

**4101 Soquel Drive
Santa Cruz County, California
Trip Generation**

	ITE CODE	PROJECT SIZE	WEEKDAY DAILY TRIPS	WEEKDAY							
				AM PEAK HOUR		PM PEAK HOUR					
				TOTAL PEAK HOUR	IN	OUT	TOTAL PEAK HOUR	IN	OUT		
<u>TRIP GENERATION RATES¹</u>											
Specialty Retail Center (per 1,000 sq. ft.) ²	814		44.32	1.33	50%	50%	2.71	44%	56%		
General Office Building (per 1,000 sq. ft.)	710		11.01	1.55	88%	12%	1.49	17%	83%		
Apartment (per unit)	220		6.72	0.51	20%	80%	0.62	65%	35%		
Single-Family Dwelling Unit (per unit)	210		9.57	0.75	25%	75%	1.01	63%	37%		
Warehouse (per 1,000 sq. ft.)	150		4.96	0.45	82%	18%	0.47	25%	75%		
Light Industrial (per 1,000 sq. ft.)	110		6.97	0.92	88%	12%	0.98	12%	88%		
Tree-Trimming Business (per employee) ⁶	.		6.00	2.00	50%	50%	2.00	50%	50%		
<u>NEW TRIPS</u>											
Commercial/Retail ²		13,080 sq. ft.	580	17	9	8	35	15	20		
Professional Office Space		3,630 sq. ft.	40	6	5	1	5	1	4		
Caretaker's Apartment Unit		1 Unit	7	1	0	1	1	1	0		
Subtotal			627	24	14	10	41	17	24		
<u>EXISTING TRIPS</u>											
Existing Vacuum Repair Business		1,800 sq. ft	-80	-2	-1	-1	-5	-2	-3		
Existing Residences		2 Units	-19	-2	0	-2	-2	-1	-1		
Existing Auto Repair Shop Storage ⁴		760 S.F.	-4	0	0	0	0	0	0		
Existing Painting Contractor's Shed ⁵		220 S.F.	-2	0	0	0	0	0	0		
Existing Tree-Trimming Business Yard ⁶		4 employees	-24	-8	-4	-4	-8	-4	-4		
Subtotal			-129	-12	-5	-7	-15	-7	-8		
<u>NET NEW TRIPS</u>											
			498	12	9	3	26	10	16		

Notes:

1. Trip generation for based upon rates published in Institute of Transportation Engineers (ITE) *Trip Generation*, 7th Edition, 2003, unless otherwise noted.
2. ITE does not provide AM peak hour trip generation rates for Specialty Retail land use. Trip generation uses rates provided in *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, San Diego Association of Governments, July 1998.
3. Vacuum Repair Business square footage includes accessory storage buildings currently used for inventory storage.
4. Trip generation for auto repair shop storage estimated as warehousing.
5. Trip generation for painting contractor's shed estimated as light industrial land use.
6. Trip generation for tree-trimming business is estimated based upon assumptions of 6 daily trips per employee, and operating hours that begin during the AM peak hour and end during the PM peak hour.

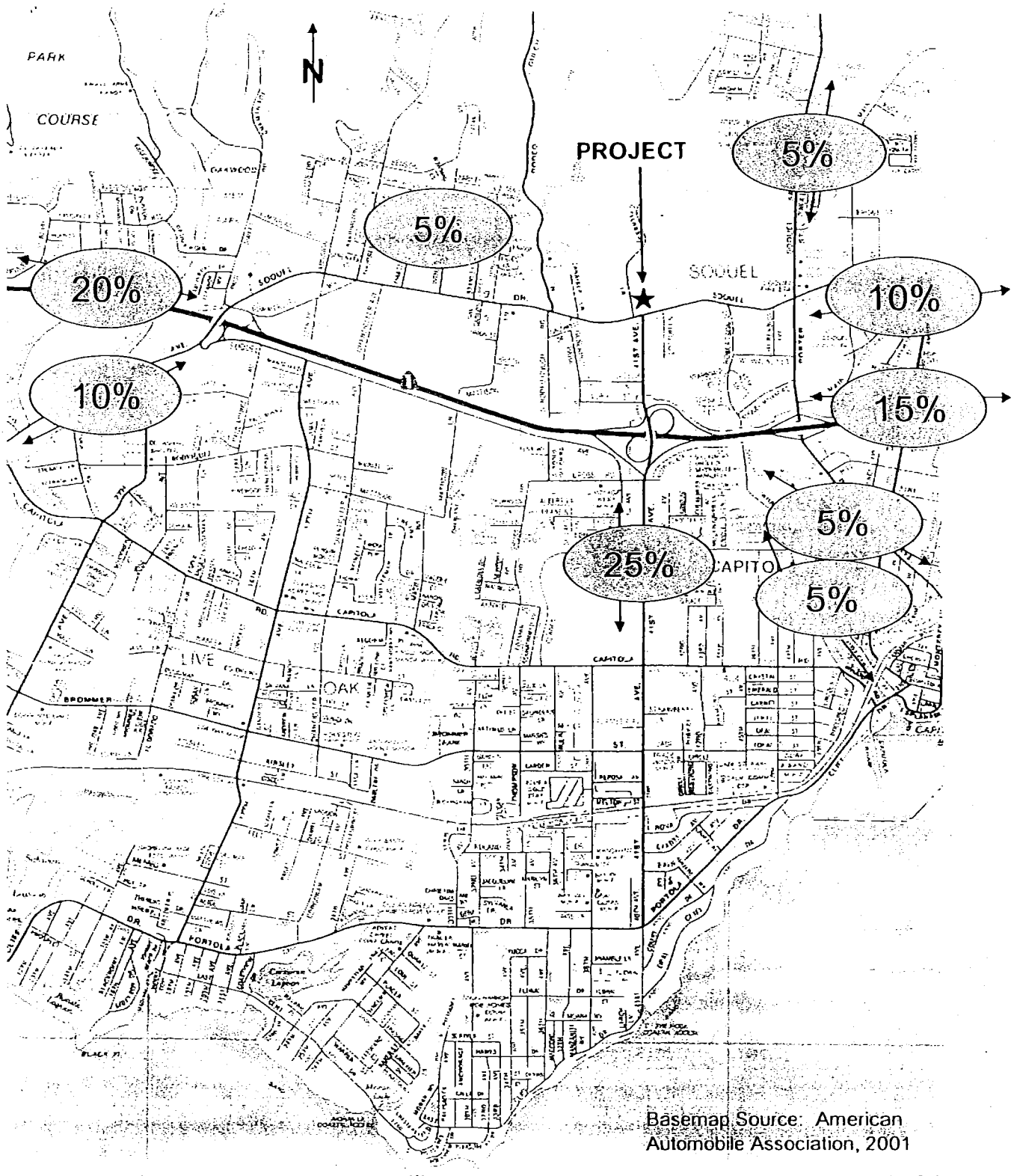
EXHIBIT D

ATTACHMENT C

HIGGINS ASSOCIATES

S-095TripGen - Project Trip Gen

**EXHIBIT 1
Project Trip Generation**



FOR TAX PURPOSES ONLY

THE ASSESSOR MAKES NO GUARANTEE AS TO THE ACCURACY OF THE ASSUMES ANY LIABILITY FOR OTHER USES. NO IT'S BEING USED. ALL RIGHTS RESERVED.
© COPYRIGHT SANTA CRUZ COUNTY / ASSESSOR 1998

POR. RANCHO ARROYO DEL RODEO
SEC. 9 & 10, T.11S., R.1W., M.D.B. & M.

(34)

Tax Area Code
96-103

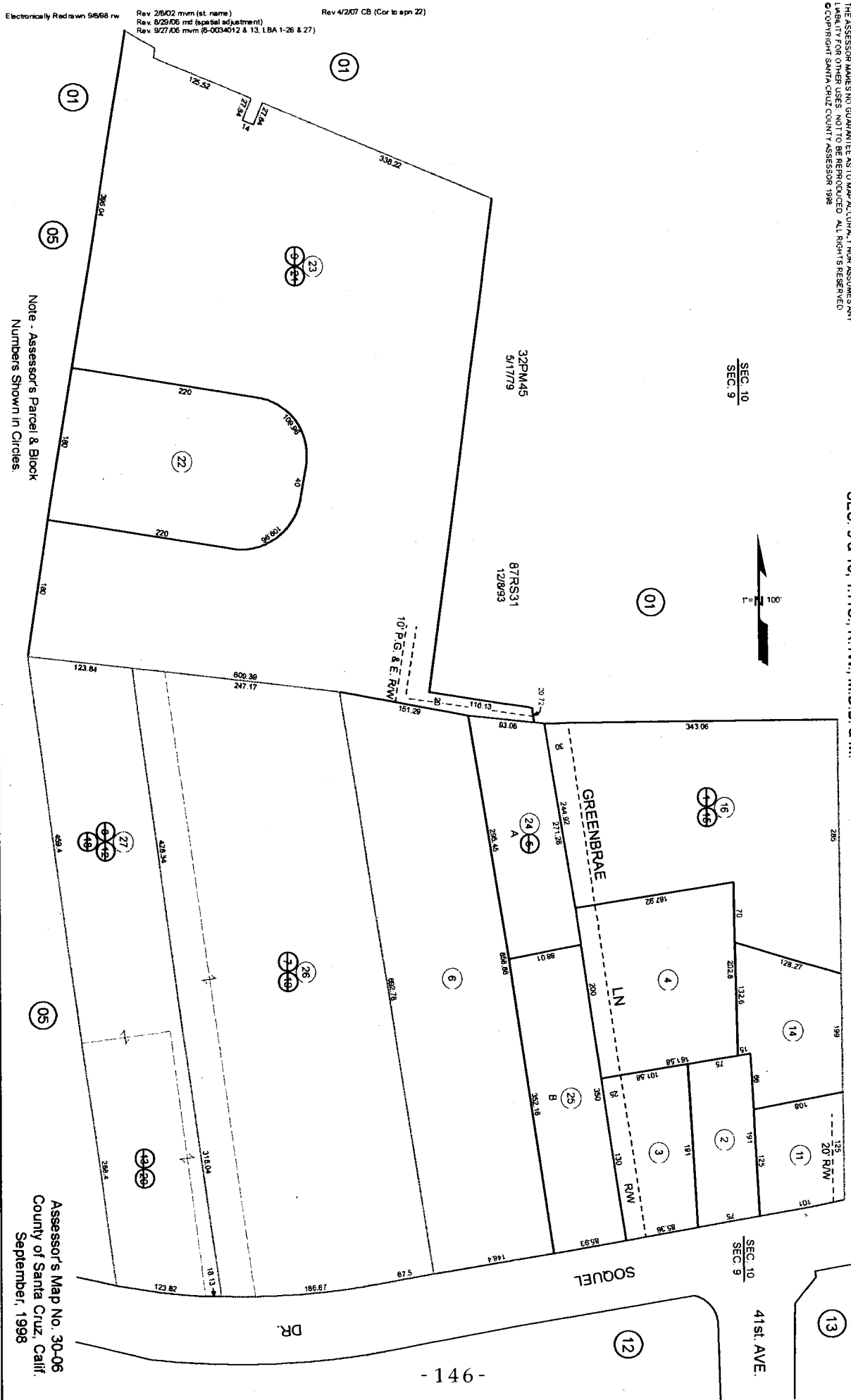
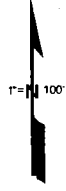
30-06

(13)

SEC. 10
SEC. 9

SEC. 10
SEC. 9

41st. AVE.



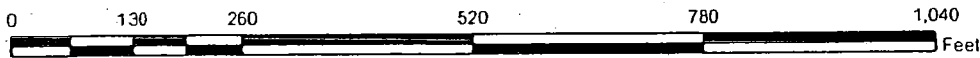
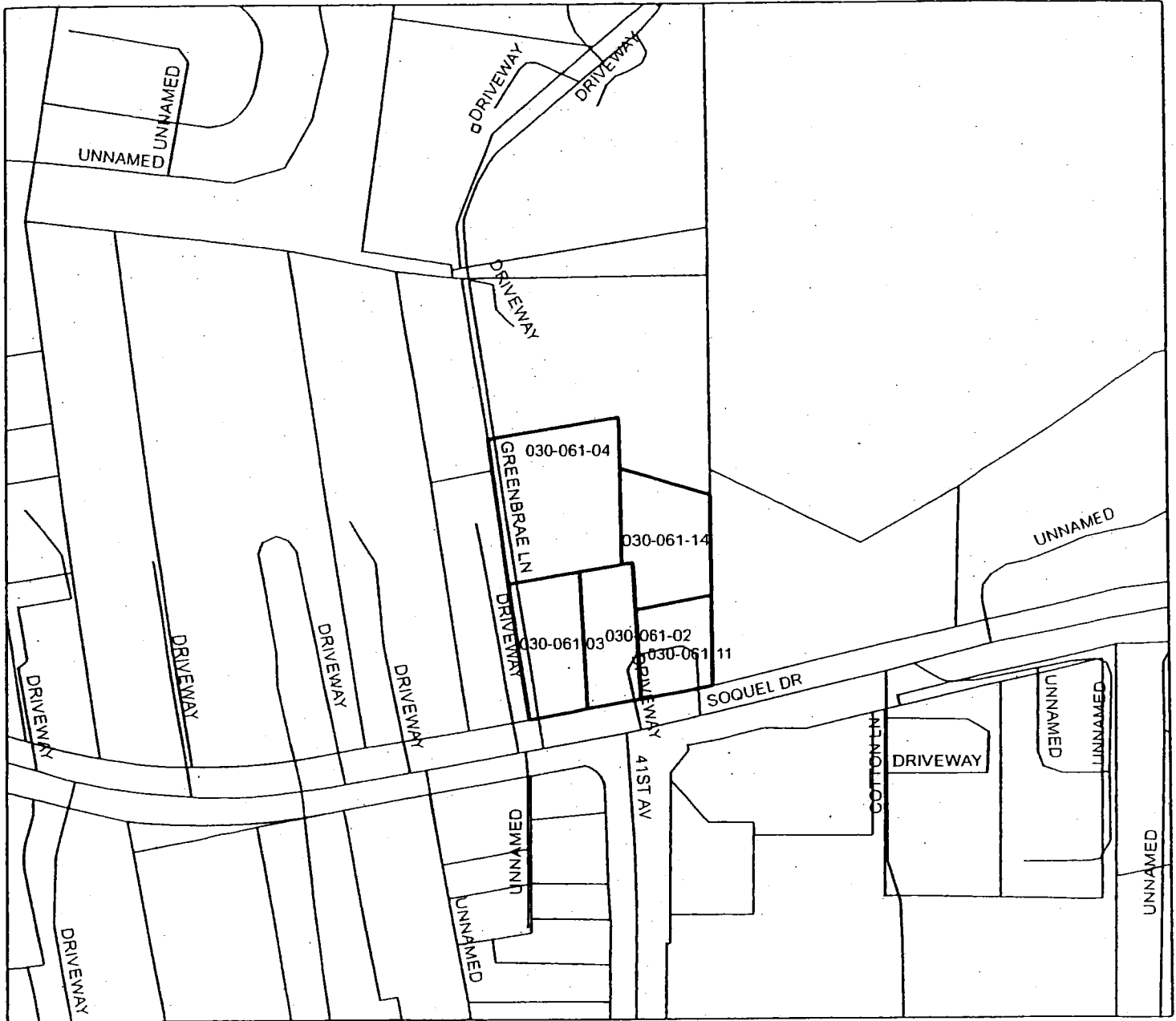
Electronically Redrawn 9/8/98 nw
Rev. 2/6/02 mvm (st. name)
Rev. 8/29/06 mnd (spatial adjustment)
Rev. 9/27/06 mvm (S-0034012 & 13, LBA 1-26 & 27)
Rev. 4/2/07 CB (Cor to spn Z2)

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





Assessor's Map No. 30-06
County of Santa Cruz, Calif.
September, 1998

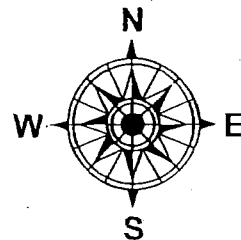


Location Map



LEGEND

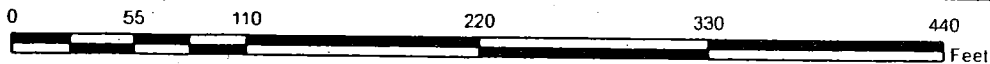
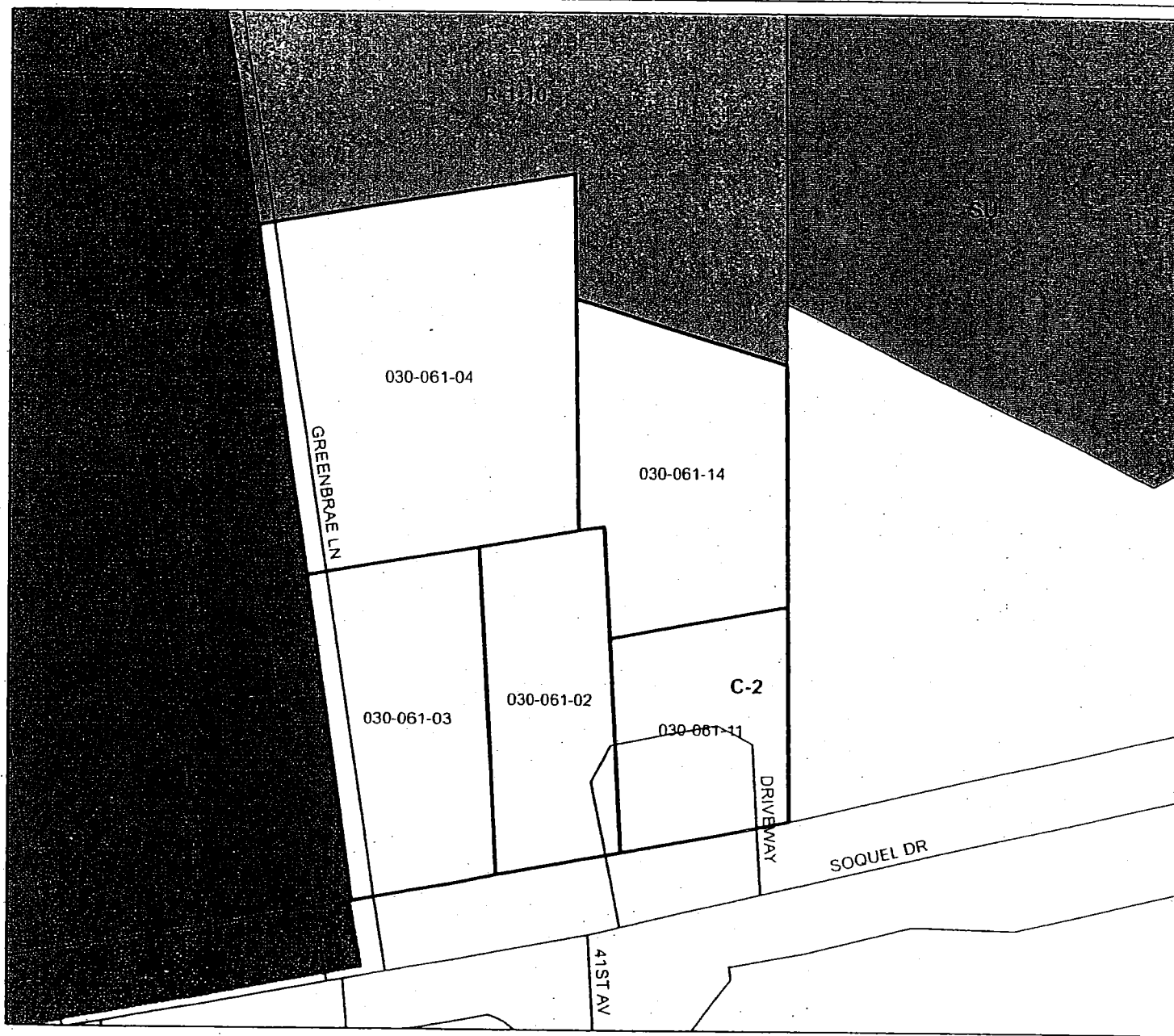
-  APNS: 030-061-02,03,04,11,14
-  Streets
-  Assessors Parcels
-  State Highways











Map created by
County of Santa Cruz
Planning Department
August 2007

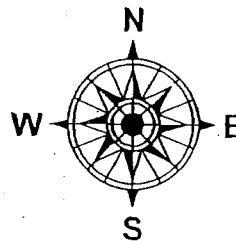


Zoning Map



LEGEND

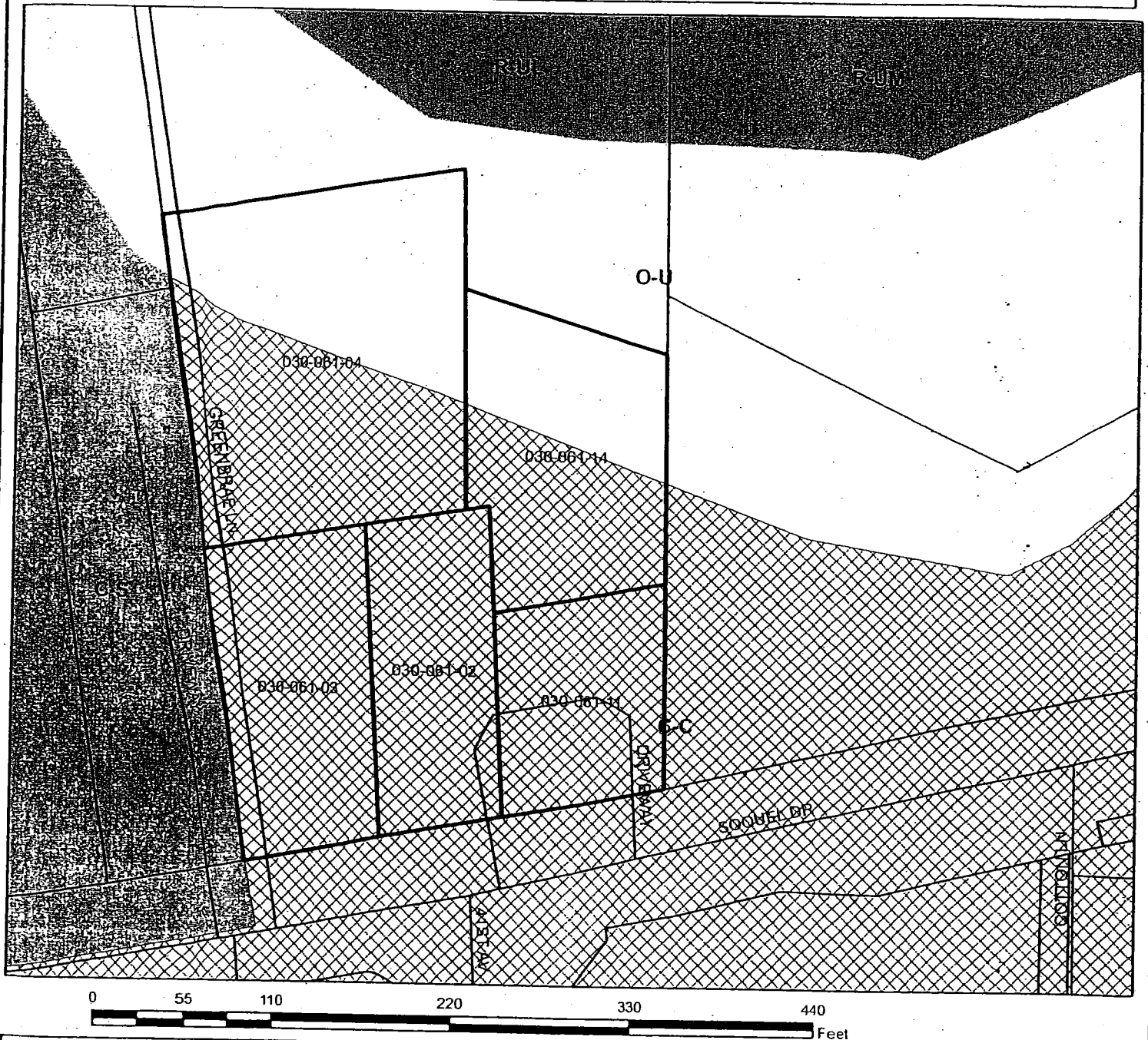
-  APNS: 030-061-02,03,04,11,14
-  Streets
-  Assessors Parcels
-  State Highways
-  COMMERCIAL-SERVICE
-  COMMERCIAL-COMMUNITY
-  RESIDENTIAL-SINGLE FAMILY
-  SPECIAL USE



Map created by
County of Santa Cruz
Planning Department
August 2007



General Plan Designation Map



LEGEND

APNS: 030-061-02,03,04,11,14

Streets

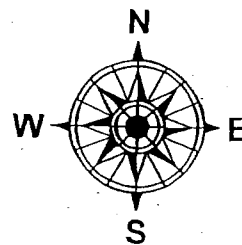
Assessors Parcels

State Highways

Commercial-Community

Commercial-Service

Urban Open Space



Map created by
County of Santa Cruz
Planning Department
August 2007

SANTA CRUZ COUNTY SANITATION DISTRICT
INTER-OFFICE CORRESPONDENCE

DATE: OCTOBER 12, 2005 (DRG MEETING OCTOBER 20, 2005)
TO: PLANNING DEPARTMENT: CATHLEEN CARR
FROM: SANTA CRUZ COUNTY SANITATION DISTRICT
SUBJECT: CONDITIONS OF SERVICE FOR THE FOLLOWING
PROPOSED DEVELOPMENT
APN: 030-061-02, -03, -04, -11 & -14 APPLICATION NO.: 05-0609
PARCEL ADDRESS: 4101, 3931, VACANT, 4109 AND 4105 SOQUEL DRIVE
PROJECT DESCRIPTION: DEMOLISH EXISTING COMMERCIAL AND
RESIDENTIAL STRUCTURES AND CONSTRUCT 4 ONE AND TWO STORY
COMMERCIAL BUILDINGS (OFFICE/RETAIL) AND A CARETAKERS UNIT
(SEWER PLAN NOT INCLUDED FOR REVIEW OF THIS PROJECT)

This notice is effective for one year from the issuance date to allow the applicant the time to receive tentative map, development or other discretionary permit approval. If after this time frame this project has not received approval from the Planning Department, a new availability letter must be obtained by the applicant. Once a tentative map is approved this letter shall apply until the tentative map approval expires.

•A complete engineered sewer plan, addressing all issues required by District staff and meeting County "Design Criteria" standards, is required.
District approval of the proposed discretionary permit is withheld until the plan meets all requirements. The following items need to be shown on the plans:

Proposed location of on-site sewer lateral(s), clean-out(s), and connections(s) to existing public sewer must be shown on the plot plan.

A backflow prevention device may be required on the sewer lateral. Show finished floor and nearest public upstream sewer manhole or cleanout elevations on plans for backflow prevention device requirement determination.

Note on plans that the existing sewer laterals must be properly abandoned and inspected by the District. prior to issuance of demolition permit or relocation or disconnection of structure. An abandonment permit (no charge) for disconnection must be obtained from the District and the abandonment and inspection shall be completed prior to issuance of demolition permit or relocation or disconnection of structure.

CATHLEEN CARR

Page -2-

- If a food service is planned for within the new development, a District-approved grease interceptor will be required to remove fats, oils and grease from sanitary sewer water emanating from the kitchen prior to discharge.

All sinks and floor drains in the kitchen must be routed through the interceptor. The interceptor size must be approved by the District. Prior to the approval of the plans, the District must be allowed to review any proposed plans for grease interceptors. Sizing criteria and design criteria will be provided at the discretionary phase if food service is included in the new development.

Floor drains must be installed with screens that prevent solids from blocking the facility's pipes and from entering the sanitary sewer.

- The Sanitation District's conditions for service in the Master Plan are:

All future change of use in tenants shall require a review by the Sanitation District for additional connection permit fees and pretreatment device requirements.

All applicants shall provide estimated water use and additional information to assist staff in developing permit fees and pretreatment. A review of all changes in tenancy shall be required and no "over the counter" approvals shall be granted.

The District shall review all future building permits for tenant improvements.

All changes to plumbing fixtures shall be reviewed by the District. All changes shall be accompanied by a plumbing plan and list of plumbing fixtures per the UPC as stated in table 7-3.

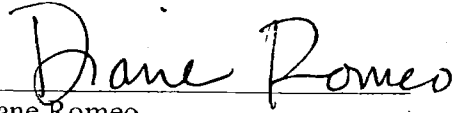
Pretreatment may be required if food preparation or medical/dental offices are proposed.

Water use data (actual or projected), and other information as may be required for this project at the discretionary phase and must be submitted to the District for review, fee determination and waste pretreatment requirements if requested.

CATHLEEN CARR

Page -3-

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



Diane Romeo
Sanitation Engineering

DR/dr

c: Water and Wastewater Operations – Jo Fleming

Applicant: Steve Elmore ✓
780 Voltz Lane
Santa Cruz, CA 95062

Property Owner: Bei-Scott Company LLC
410 May Avenue
Santa Cruz, CA 95060



WATER DEPARTMENT

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

August 22, 2007

Bei-Scott Co.
c/o Steve Elmore
780 Volz Ln.
Santa Cruz, CA 95062

Re: APN 030-061-02, 03, 11 & 14; 4101 Soquel Dr./Demo Existing Buildings, Proposal to Combine 5 Lots to 1 (Proposal to include APN 030-061-04 Which is Not Located Within SCWD Service Area) and Construct Approximately 24,499 SF of Commercial, Office, Retail Space & Parking Garages

Dear Customer,

This letter is revised for the subject development and replaces the Water Available Letter dated August 2, 2007. Please note that APN 030-061-04 is currently not located within the City of Santa Cruz Water Department Service Area and must go through LAFCO to be approved for inclusion. This letter is to advise you that APN 030-061-02, 03, 11 & 14 of the subject parcels are located within the service area of the Santa Cruz Water Department and potable water is currently available for normal domestic use and fire protection.

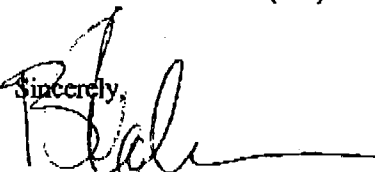
Service will be provided to APN 030-061-02, 03, 11 & 14 of the development upon payment of the fees and charges in effect at the time of service application and upon completion of the installation, at developer expense, of any water mains, service connections, fire hydrants and other facilities required for the development under the rules and regulations of the Santa Cruz Water Department. The development will also be subject to the City's Landscape Water Conservation requirements.

At the present time:

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

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

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

Sincerely,

Bill Kocher
Director

BK/sr
P:\WTEN\EngTech\Sherry's\Water Availability 030-061-02-03-11-14.doc
Cc: SCWD Engineering - 153 -

FVUIDIT E

NEW WATER SERVICE INFORMATION FORM

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

APN: 030-061-02

Multiple APN? ☒ Y

Project Address: 4101,2,5,9 Soquel Dr.

Date: 10/10/2005

Revision 1: 8/20/2007

Revision 2:

PROJECT DESCRIPTION:

EST FEES - Demo on com & res structures & constr 4 new com bldgs 1) 2,408 sf; 2) 2,112 sf; 3) 6,497 sf w/5,056 pkg gar & 4) 4,778 sf w/3,648 sf pkg gar. Also lots 3,4,11,14. APN 030-061-04 not located in SCWD Service Area, please see Sect 4 COMMENTS.

APPLICANT INFORMATION:

Name: Bel-Scott Co. c/o Steve Elmore

Phone: () 462-1102

Mailing Address: 780 Volz Ln.

Cell:

City/State/Zip: Santa Cruz CA 95062-

Fax:

REPRESENTATIVE INFORMATION:

Name:

Mailing Address:

City/State/Zip:

EMail:

Phone:

Cell:

Fax:

SECTION 1 EXISTING MAIN AND SERVICES

Main Size/Type/Age: 10" CI & 10" PVC

Elevation zone: N No connection fee credit(s) for services inactive over 24 months

Size	Account #'s	Old SID #'s	Status	Date Closed	Type
3/4" C	085-2015		Active		mr2/4101-3
3/4" C	065-2000		Active		sfd
3/4" C	065-1988		Active		sfd & Vacuum

SE 1	ION 2	Flow w/20# Res.	FF Date	Location
2253	01/04			41st S of Soquel (x stre

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

Plan Review Fees:

Service/Hydrant Eng	\$200	Service/Hydrant Install	\$360.00
Backflow	\$150	Backflow	\$360.00
Irrigation	\$160	St. Opening	\$0.00
		Misc Fees	\$300.00
Totals	\$510		\$1,020.00

Permit Fees:

Meter Inst Fees:

Water Conn Fees:

Sewer Conn Fees:

Zone Cap Fees:

Credits:

Total Due:

SECTION 4:

BPN:

PLAN APP # 07-0406

PLANNER Cathy Graves

REVIEWED BY Sherry Reiker

ADDITIONAL

COMMENTS

8/20/07 COMMENTS FOR PLNG APPL 07-0406: APN 030-061-04 IS NOT LOCATED IN SCWD SERVICE AREA AND MUST GO THROUGH LAFFCO TO BE APPROVED FOR INCLUSION. PLEASE SEE CORRECTED LETTER OF WATER AVAILABILITY. Fees shown are only estimated. All lots must be combined to 1 lot with principle frontage on Soquel Dr. on the 10" water main, which can provide fireflows and domestic pressure per Hyd 866 fireflows and pressure listed above. Actual water services would be sized with fees adjusted per review of the approved building permit plans. Please provide a utility site plan with existing & proposed water service & backflow device locations and sizes at that time. Unused existing water services would need to be retired.

QUALIFICATIONS

Service will be furnished upon: (1) payment of the required fees due at the time service is requested (a building permit is required), and; (2) installation of the adequately sized water services, water mains and fire hydrants as required for the project under the rules and regulations of the Santa Cruz Water Department and the appropriate Fire District and any restrictions that may be in effect at the time application for service is made.

NOTICE: This form does not in any way obligate the city. It is provided only as an estimate to assist you in your planning and as a record for the Water Department. The requirements set forth on this form may be changed or corrected at any time without prior notice. Fees collected by other agencies are not included on this form.

SECTION 5 WATER SERVICE FEE DETAILS APN: 030-061-02

SECTION 5 WATER SERVICE FEE DETAILS															Totals					
SIO Info										SIO Fees					Permit Fees					
Use	Mtr ID	Mtr Size	Mtr Type	Num Units	Inst Fee	Water	Sys Dev Chgs Sewer	Zone Capacity	Insp Fee	Eng Hrs	Eng Rvw Fee	BF Rvw	Backflow Permit Type	# Dev	Fee	Totals				
Lat Size / Br Config																				
6" FS	Fire	5/8	Disc	0	\$263		\$0	\$0.00	180		\$50	\$50	DCDA	1	\$120	\$483.00				
				Credits	\$0		\$0	\$0.00												
				Sub total Fees:	\$263		\$0	\$0.00												
				Sub total Credits:	\$0		\$0	\$0.00												
				SIO Totals:	\$263		\$0	\$0.00												
SIO Info										SIO Fees					Permit Fees					Totals
Use	Mtr ID	Mtr Size	Mtr Type	Num Units	Inst Fee	Water	Sys Dev Chgs Sewer	Zone Capacity	Insp Fee	Eng Hrs	Eng Rvw Fee	BF Rvw	Backflow Permit Type	# Dev	Fee					
2 2"x 1-1/2	Business mitigation	3/4	Disc	0	\$285	\$9,795	\$0	\$0.00	180		\$50	\$50	RP	1	\$120	\$7,616.00				
				Credits	\$0	\$6,530	\$0	\$0.00												
	Business business	1	Disc	0	\$311	\$16,325	\$0	\$0.00		2	\$100	\$50	RP	1	\$120					
				Credits	\$0	\$13,060	\$0	\$0.00												
				Sub total Fees:	\$596	\$26,120	\$0	\$0.00												
				Sub total Credits:	\$0	\$19,590	\$0	\$0.00								\$7,616.00				
				SIO Totals:	\$596	\$6,530	\$0	\$0.00												
Grand Totals:										\$859	\$6,530	\$0	\$0.00	4	\$200	\$150	3	\$360	\$8,099.00	

- 155 -

Total Permit Insp Fees: 380

C O U N T Y O F S A N T A C R U Z
DISCRETIONARY APPLICATION COMMENTS

Project Planner: Robin Bolster
Application No.: 07-0406
APN: 030-061-02

Date: December 6, 2010
Time: 09:46:25
Page: 1

Environmental Planning Completeness Comments

===== REVIEW ON AUGUST 23, 2007 BY CAROLYN I BANTI =====

The following are Completeness Comments in regards to soils and grading issues:

All onsite fill material must be removed and replaced as engineered fill. This will require a riparian exception; please see additional Environmental Planning comments.

The current riparian setback is defined relative to the existing tree dripline and break in slope. Since grading activities will remove the existing trees and the fill that defines the break in slope, the setback line, as defined in Riparian Pre-site 05-0207, must be surveyed in the field and shown on the plans.

The soils report has not been accepted. Please see letter dated 8/23/07.

The soils report must be revised to address the removal and replacement of all on-site fill soils.

All development, including structures and paving, must be located outside of the riparian buffer and setback as defined in the Riparian Pre-site by Jessica deGrassi dated April 28, 2005.

Please provide pad elevations for each of the buildings.

Please provide top-of-wall and bottom-of-wall elevations for all proposed retaining walls. Note: The retaining wall shown adjacent to the parking area at the rear of the property may be as much as 4-feet in some areas. Also, it appears that a retaining wall may be necessary adjacent to the drive leading to parking for Building C, as proposed grades differ from adjacent natural grades by up to 5 feet. Please show either grading or a retaining wall as necessary.

Please revise the grading quantities to include overexcavation and recompaction as well as the removal and replacement of all onsite fill material. Please provide totals for each grading source separately.

Please include existing and proposed contours on the drainage plan.

Please revise the grading plan to delineate the approximate area subject to fill removal.

Prior to the discretionary application being deemed complete a plan review letter shall be submitted to environmental planning. The plan review letter shall be written by the author of the soils report and shall state that the plans comply with the report's recommendations. Please note that the plan review letter shall be submitted after the soils report has been accepted.

===== UPDATED ON AUGUST 29, 2007 BY ANTONELLA GENTILE =====

Submit a habitat restoration plan for the area to be regraded within the riparian corridor, buffer, and setback area. The plan should be prepared by a qualified

Discretionary Comments - Continued

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professional experienced in riparian restoration, who should coordinate with the soils engineer and project civil engineer.

Submit recommendations from the project arborist regarding protection of all mature trees to be preserved outside of the recompaction area.

===== UPDATED ON SEPTEMBER 3, 2008 BY CAROLYN I BANTI =====

- Second Review Comments - Soils and Grading -

The soils report has been accepted. Please see letter dated 9/3/08.

The proposed grading plan includes grading across the eastern property line. This activity will require an owner-agent agreement accompanied by a letter from the adjacent property owner stating what activities are allowed on the property, trees to be removed, etc.

Where contours daylight on the eastern grading boundary, they should transition smoothly. This is presented as a completeness comment due to the fact that the limits of grading will affect the scope of the aforementioned owner-agent agreement.

Please be aware that changes to the grading plans will require a revised plan review letter from the soils engineer that references the final plan set. ===== UPDATED ON SEPTEMBER 3, 2008 BY ANTONELLA GENTILE =====

Previous comments dated 8/29/07 have not been addressed. Please provide the required information, as specified above. ===== UPDATED ON MAY 29, 2009 BY CAROLYN I BANTI =====

The information requested in completeness comments regarding soils and grading has been provided. Please see compliance comments for further information. ===== UP- DATED ON MAY 29, 2009 BY ANTONELLA GENTILE =====

This project has been deemed complete by Environmental Planning. See compliance comments for further information.

Environmental Planning Miscellaneous Comments

MISCELLANEOUS COMMENTS: ===== REVIEW ON AUGUST 23, 2007 BY CAROLYN I BANTI===== The following are Compliance Comments in regards to soils and grading issues:

No additional comments

The following are Miscellaneous Comments/Conditions of Approval in regards to soils and grading issues:

Please include the following on plans submitted with the building permit application:

Please show outlet points for all proposed retaining wall backdrains.

Provide details for the drainage outlet structure. Note that the pipe running down the slope to the outlet structure should be sized larger than the minimum necessary to carry drainage; this is to minimize the potential for drainage to bypass or

Discretionary Comments - Continued

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damage the pipe during large storm events.

Plan review letters from the soils engineer will be required at the time of building permit submittal as well as the improvement plan submittal. The letters shall reference the final set of plans (accepted by all reviewing agencies) by both drawing and revision dates.

===== UPDATED ON SEPTEMBER 3, 2008 BY CAROLYN I BANTI===== Second Review
Compliance Comments - Soils and Grading-

No Additional Comments

- Second Review Miscellaneous Comments - Soils and Grading -

Please show keyway and bench drain outlets on the improvement plans.

Winter grading will not be approved for this project.

Include earthwork quantities for overexcavation and recompaction beneath the buildings as necessary. Include these as a separate line item.

Update the soils report to provide seismic design parameters and recommendations in accordance with the updated 2007 CBC.

===== UPDATED ON SEPTEMBER 3, 2008 BY ANTONELLA GENTILE===== Riparian Pre-site 05-0207 by Jessica Degrassi called for a 10-foot buffer plus 10-foot setback from the top of the existing slope to the proposed development. Subsequently, the soils engineer has required restabilization of the slope which will require removal of all vegetation in the vicinity of the grading work. Therefore the 10-foot setback is no longer required.

===== UPDATED ON MAY 29, 2009 BY CAROLYN I BANTI AND ANTONELLA GENTILE =====

Third review compliance comments

- Soils and Grading -

The proposed grading along the eastern property line does not comply with County Code Section 16.20.160, which indicates the limit of grading should be set back from the property line a distance equal to half the slope height.

It appears that grading along the eastern property line will exceed the 2:1 slope allowed by County Code Section 16.20.150 (the resulting slope will be 1:1). The soils engineer has recommended erosion control, but must elaborate on the stability of the slope as no reinforcement has been recommended.

Please note: the limits of grading must include the area required for keyways and benches to tie grading into adjacent slopes. This limit cannot cross property boundaries without an owner-agent agreement specifically authorizing the work.

Discretionary Comments - Continued

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The proposed fill slope along the eastern property line appears to tie into an erosional feature on the adjacent slope. This does not appear to be a stable configuration and must be specifically addressed by the soils engineer.

- Riparian Resources -

A restoration plan shall be required for the 10-foot buffer and the engineered fill slope as a condition of approval of this permit.

Please note that the original 10-foot setback from the 10-foot buffer has been eliminated due to the fact that the unclassified fill, debris, and invasive species will be removed from the slope to allow for stabilization and restoration of the bank. The 10-foot buffer will extend from the top of the newly engineered bank toward the development. Restabilization of the slope within the corridor and reestablishment of the 10-foot buffer in addition to restoration are exempt from the Riparian Ordinance per section 16.30.050(d) of the County Code.

The arborist's report submitted did not include the referenced site plan that shows the numbered trees. Additionally, there are several portions of the report that remain incomplete. Please revise the report, once the grading plan has been revised, to list the trees that will be removed as part of this project, and detail the health and requirements for retaining trees that may be affected by the proposed development but are proposed to be retained. Please also provide the referenced site plan (updated as necessary) so that a thorough evaluation can be performed. It is advised that the arborist meet with me prior to revising the report.

Dpw Drainage Completeness Comments

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

===== REVIEW ON AUGUST 20, 2007 BY ALYSON B TOM ===== Application with civil plans dated 6/12/07 has been received. Please address the following. (Please note that many of these comments are repeated from DRG application 05-0609)

1) Please submit an assessment of the downstream drainage path. Limits for this study should be between the project and Soquel Creek using the entire tributary drainage area and assuming full build out. Provide drainage area maps with the analysis. The study shall evaluate the impact of the timing of increased runoff from the project on downstream flood routing for both design and safe overflow storm events based on the size of the watershed area. Previous recent studies may be utilized as part of the assessment. The analysis shall evaluate deficiencies in the system (if any) and proposed measures to correct them as well as expected floodwater elevations at the site. The results of the analysis will be used to determine the off site and on site stormwater design requirements for the project. Further comments and conditions may arise based on the review of the assessment.

2) This project is required to limit post development runoff rates to pre development levels for a range of storms up to and including the 10 year storm (or more depending on the results of the assessment required in comment No.1). The pre development rates should be based on permitted impervious areas on the site. Are

Discretionary Comments - Continued

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facilities that retain and infiltrate added runoff due to additional impervious areas feasible on this site? If so please incorporate these into the storm water design. If not, please submit technical reasons of infeasibility for review and incorporate other measures to mitigate for impacts to small storms in the project design.

3) How much runoff is received on site from upslope properties and how is this runoff to be controlled? Show (quantitatively if necessary) that the proposed drainage plan is adequate in this respect.

4) Provide detailed plans and analysis for the proposed on site system demonstrating compliance with the County Design Criteria requirements.

5) All runoff from parking and driveway areas should go through water quality treatment prior to discharge from the site.

6) Section 1 for building B suggests grading and drainage from the new building grade towards Soquel Drive. This is contrary to existing drainage patterns. Please confirm that existing drainage patterns will be maintained.

7) You may be eligible for fee and impact credits for pre existing impervious areas to be demolished. Please submit documentation of permitted structures, paving, and baserock areas to establish eligibility. Documentations such as assessor's records, survey records, permit records, dated photos, or other official records that will establish and determine dates built, the impervious area footprint, or to confirm previous permits received is acceptable. If it is documented that impervious areas will be constructed prior to 1969 permit documentation is not needed.

All submittals should be made through the Planning Department. For questions regarding this review Public Works stormwater management staff is available from 8-12 M-F.
===== UPDATED ON AUGUST 21, 2008 BY ALYSON B TOM ===== Application with civil plans dated July 3, 2008 has been received. Previous comments are still applicable.

===== UPDATED ON SEPTEMBER 18, 2008 BY ALYSON B TOM ===== See miscellaneous comments.

Dpw Drainage Miscellaneous Comments

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

===== REVIEW ON AUGUST 20, 2007 BY ALYSON B TOM ===== The following are compliance or permit conditions/additional information needed for this project.

1) Recorded maintenance agreement(s) are required for proposed structural water quality treatment, detention and retention facilities. See the design criteria for an example agreement that can be updated for use for this project.

2) Provide permanent markings at each inlet that read "No Dumping Drains to Bay" or equivalent. The property owner is responsible for maintaining these markings.

3) Zone 5 fees will be assessed based on the net increase in impervious area due to

Discretionary Comments - Continued

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the project.

- 4) No connections from the roofed parking areas to the storm drain system will be allowed as these areas should not receive any rainfall or produce stormwater runoff.
- 5) Provide spot elevations or other details describing how the trash enclosure has been designed to minimize storm water pollution.
- 6) The applicant is responsible for obtaining and/or providing any necessary drainage easements.
- 7) Submit a review letter from the geotechnical engineer approving of the final drainage plan. Please note that it appeared that the plan as proposed was in conflict with the geotechnical recommendation to set back improvements at least 20 feet from the top edge of the fill slope at the rear of the property.
- 8) Construction of the drainage related items will be inspected by Public Works staff. Once all other agencies have approved of the building permit application plans provide a copy of reproducible final civil plan sheets with DPW signature block along with the engineer-s estimate for the drainage related items (a 2% inspection fee will be assessed at permit issuance). A hold will be placed on the building permit for final drainage inspection and receipt of engineered as-built plans.

For your information, construction activity resulting in a land disturbance of one acre or more must obtain coverage under the Construction Activities Storm Water General NPDES Permit from the State Water Resources Control Board. For more information see: <http://www.swrcb.ca.gov/stormwtr/constfaq.html>

===== UPDATED ON SEPTEMBER 18, 2008 BY ALYSON B TOM ===== Application with civil plans dated 8/26/08 and downstream assessment dated 9/18/08 has been received. The following are compliance or permit conditions/additional information needed for this project.

- 1) Provide information on the project plans confirming the statement that the site does not receive any upstream runoff, particularly along Greenbrae Lane.
- 2) Provide detailed plans and analysis for the proposed on site system demonstrating compliance with the County Design Criteria requirements. See figure SWM-6 and sections on detention and retention.
- 3) Recorded maintenance agreement(s) are required for proposed structural water quality treatment, detention/ retention facilities and pervious pavement. See the design criteria for an example agreement that can be updated for use for this project.
- 4) Update plans to include a clear visual/physical separation between the pervious and standard pavement areas for future maintenance & preservation of these surfaces. Include signage or other markings as needed.
- 5) The final plans should include maintenance requirements for the previous pavement and understorage facilities as well as identify the entity responsible for main-

Discretionary Comments - Continued

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tenance.

- 6) Update plans to include details for the outlet designs to the existing channel. Provide associated erosion analysis with submittal.
 - 7) Provide permanent markings at each inlet that read "No Dumping Drains to Bay" or equivalent. The property owner is responsible for maintaining these markings.
 - 8) Zone 5 fees will be assessed based on the net increase in impervious area due to the project. You may be eligible for fee and impact credits for pre existing impervious areas to be demolished. Please submit documentation of permitted structures, paving, and baserock areas to establish eligibility. Documentations such as assessor's records, survey records, permit records, dated photos, or other official records that will establish and determine dates built, the impervious area footprint, or to confirm previous permits received is acceptable. If it is documented that impervious areas will be constructed prior to 1969 permit documentation is not needed.
 - 9) Provide spot elevations or other details describing how the trash enclosure has been designed to minimize storm water pollution.
 - 10) The applicant is responsible for obtaining or providing any necessary drainage easements.
 - 11) Submit a review letter from the geotechnical engineer approving of the final drainage plan including the outfall designs. Please note that it appeared that the plan as proposed was in conflict with the geotechnical recommendation to set back improvements at least 20 feet from the top edge of the fill slope at the rear of the property.
 - 12) Construction of the drainage related items will be inspected by Public Works staff. Once all other agencies have approved of the building permit application plans provide a copy of reproducible final civil plan sheets with DPW signature block along with the engineer's estimate for the drainage related items (a 2% inspection fee will be assessed at permit issuance). A hold will be placed on the building permit for final drainage inspection and receipt of engineered as-built plans.
- For your information, construction activity resulting in a land disturbance of one acre or more must obtain coverage under the Construction Activities Storm Water General NPDES Permit from the State Water Resources Control Board. For more information see: <http://www.swrcb.ca.gov/stormwtr/constfaq.html>
===== UPDATED ON MAY 21, 2009 BY ALYSON B TOM ===== Application with civil plans dated September 25, 2009 has been received. Please address the following in addition to previous miscellaneous comments :
- 13) Update legend on sheet C1 so that the pervious pavement areas are accurately represented and consistent with analysis.
 - 14) Final drainage plans should clearly describe how all areas on the parcel will drain. Add spot elevations, drainage arrows, or notes for description. This is par-
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Discretionary Comments - Continued

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particularly needed for the paved area to the SW of Building B, landscaped areas and roof areas. Final plans should be consistent with drainage area maps used in analysis for the areas draining to the retention facilities under the pervious surfacing.

15) Describe how the retention system has been designed to prevent clogging and minimize maintenance (ex: will runoff from landscaped areas be treated prior to discharge to the pervious surface?, etc.).

===== UPDATED ON AUGUST 16, 2010 BY ALYSON B TOM ===== Application with civil plans dated July 2, 2010 has been received. Please address the following in addition to previous miscellaneous comments:

16) The updated plans show the use of pavers as an alternative to the previously proposed pervious concrete. In order to accept this as an alternative the engineer needs to show that infiltration rates through the paver section are at least as high as expected rainfall rates for the required design storms or as high as the rates expected through the pervious concrete.

17) Update detail G/C5 to be consistent with sheet C3 in terms of the water quality treatment units. Detail G/C5 refers to detail B/C1 which is not part of the plan set, please update. Provide final analysis for the outfall design demonstrating stability both in terms of the flows and velocities expected at the outlets and stability of the rip rap and coupling design relative to expected flows in the channel.

Dpw Road Engineering Completeness Comments

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

===== REVIEW ON AUGUST 23, 2007 BY GREG J MARTIN =====

Completeness ----- 1. The entire intersection of 41st Avenue and Soquel Drive should be shown in plan view with all striping and signal equipment shown which will allow consideration of existing improvements and whether or not additional improvements and/or right-of-way dedications are required. It is recommended that the new driveway access be signalized but without curb returns - a standard driveway ramp is to be used instead.

----- A minimum of 100 feet of Soquel Drive in each direction is to be shown. Right-of-way dedication along Soquel Drive will be required either at ten feet from the curb face or at the back of the sidewalk, whichever is greater.

----- 2. A traffic impact study is required to evaluate the operations of the traffic signal at the 41st Avenue/Soquel Drive intersection. A preliminary trip generation and distribution analysis must be submitted to this department for review. The final scope of work will be dependent upon the potential net new trip generation of the proposed project. All existing trips to the site must be verified.

----- Compliance

Discretionary Comments - Continued

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----- 3. Forty
First Avenue may or may not be extended as identified in the General Plan and shown on the plan line for Soquel Drive, but the proposed project must allow for the future extension through this site. The site plan must be revised to set aside the potential right-of-way and alignment as indicated on the plan line. An offer of dedication for this right-of-way will be recommended as a condition of this project permit. Additional copies of the plan line are available at the surveyor-s counter within the Department of Public Works. The road right-of-way shall conform to the County of Santa Cruz Design Criteria standards as follows: 84 feet of right-of-way for the approach to the intersection through the project site (see preliminary alignment from previous County work) which includes:

58 feet curb face to curb face (four 12-foot wide travel lanes and two 5-foot wide bike lanes) two 6-foot wide separated sidewalks with two 4-foot landscaping strips on both sides.

Changes to this alignment and right-of-way requirement may be made based upon a traffic study identifying future general plan build-out conditions and levels of service at this intersection.

4. Public Works does not recommend that the proposed parking shown in the proposed right-of-way be considered towards the project-s required parking. We recommend that the required parking be established permanently for the proposed buildings on the project site. This will provide a guarantee that the proposed buildings will always have the required parking.

----- 5. Greenbrae
Lane intersects Soquel Drive on the west side of the project site and serves several residences and commercial uses. The existing right-of-way for Greenbrae Lane appears to be only 20 feet wide. The project is proposing two driveway connections to Greenbrae Lane which is anticipated to allow Greenbrae Lane traffic to use the traffic signal to enter/exit Soquel Drive and 41st Avenue. The applicant-s traffic engineer must also evaluate the mix of traffic and proposed circulation, and consider as an ultimate goal a separate right-of-way for Greenbrae Lane to intersect the future 41st Avenue extension without access through a parking lot.

----- 6. Soquel
Transportation Improvement Area (TIA) fees are required for all net new trips associated with development on this site.

7. The existing bus stop will be recommended to be relocated as a condition of approval. It should be noted that the relocation is a condition of approval of another

Discretionary Comments - Continued

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project so this condition may be met by others.

Miscellaneous

----- If you have
any questions please call Greg Martin at 831-454-2811. ===== UPDATED ON MAY 22,
2009 BY RODOLFO N RIVAS =====
Completeness -----

----- 1. The plans
must include a plan view of the intersection of 41st Avenue and Soquel Drive detail-
ing the traffic signal and striping modifications to accommodate the new develop-
ment. The driveway access to the project across from 41st Avenue must be included in
the traffic signal operations. Landscaping and trees should not interfere with the
operations of the traffic signal, particularly with regards to sight distance and
obstruction of traffic signal heads. The new signalized driveway must include
pedestrian crossings.

----- 2. Right-of-
way dedication along Soquel Drive will be required either at ten feet from the curb
face for four foot sidewalk or at the back of the sidewalk for six foot sidewalk,
whichever is greater. The right-of-way dedication at the intersection of the future
road with Soquel Drive must provide for 30 foot radius curb returns.

----- 3. Since the
pm peak hour is expected to generate over 20 trips a traffic impact analysis is re-
quired to evaluate the operations of the traffic signal at the 41st Avenue/Soquel
Drive intersection only for the following traffic volume scenarios: existing, exist-
ing plus background, existing plus background plus project, and cumulative.

Compliance

----- 4. Forty
First Avenue may or may not be extended as identified in the General Plan and shown
on the plan line for Soquel Drive, but the proposed project must allow for the fu-
ture extension through this site. The site plan must be revised to set aside the
potential right-of-way and alignment as indicated on the plan line. An offer of
dedication for this right-of-way is recommended to be a condition of this permit.
Additional copies of the plan line are available at the Surveyor-s counter within
the Department of Public Works. The road right-of-way shall conform to the County of
Santa Cruz Design Criteria standards for a four lane arterial street as follows: 82
feet of right-of-way for the approach to the intersection through the project site
(see preliminary alignment from previous County work) which includes: 58 feet curb
face to curb face (four 12-foot wide travel lanes and two 5-foot wide bike lanes),
plus 12 feet of additional right-of-way from face of curb on each side to accom-
modate a 6-foot wide separated sidewalk with a 4-foot landscaping strip. Four foot
sidewalks would require only 10 feet of additional right-of-way on each side. Six
foot sidewalks are standard for commercial arterial streets. An exception may be
granted by the approving body to allow four foot sidewalks and a reduced right-of-
way of 78 feet.

Discretionary Comments - Continued

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5. Changes to the alignment and right-of-way requirement may be requested based upon a traffic study identifying future general plan build-out conditions and levels of service at this intersection.

6. It is recommended that the required parking be established permanently for the proposed use on the project site outside of the road right-of-way for the extension of 41st Avenue. This will provide a guarantee that the proposed buildings will always have the required parking. There is an attachment to the March 12, 2009, Hatch Mott MacDonald letter to Mr. Norm Bei that shows a schematic of relocated parking from the 41st Avenue extension right-of-way to Greenbrae Lane. This layout is not acceptable as a future parking scenario.

7. Greenbrae Lane intersects Soquel Drive on the west side of the project site and serves several residences and commercial uses. The existing right-of-way for Greenbrae Lane appears to be only 20 feet wide and is located in its entirety on the project parcel. The applicant is proposing two driveway connections to Greenbrae Lane through the commercial parking lots which are anticipated to allow Greenbrae Lane traffic to use the traffic signal to enter/exit Soquel Drive and 41st Avenue. The applicant's traffic engineer must also evaluate the mix of traffic and proposed circulation, and consider as an ultimate goal a separate right-of-way for Greenbrae Lane to intersect the future 41st Avenue extension without access through a parking lot.

8. Soquel Transportation Improvement Area (TIA) fees are required for all net new trips associated with development on this site.

9. The existing Santa Cruz Metro bus stop fronting the parcel east of Greenbrae Lane is recommended to be relocated to the west of Greenbrae Lane with a full turn out. The exact design, location, and layout must be shown on the plans and be confirmed by Metro. Off-site improvements are eligible for TIA fee credit.

Miscellaneous

If you have any questions please call Greg Martin at 831-454-2811. =====
2009 BY RODOLFO N RIVAS =====
===== UPDATED ON AUGUST 23, 2010 BY RODOLFO N RIVAS =====

1. Right-of-way dedication along Soquel Drive will be required at the proposed back of the six foot sidewalk.

Discretionary Comments - Continued

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----- 2. Forty
First Avenue may or may not be extended as identified in the General Plan and shown on the plan line for Soquel Drive and the applicant is proposing a 28 foot right-of-way to accommodate the potential extension. This proposed right-of-way will not be acceptable for a County maintained road.

----- 3. The
project will be subject to Soquel Transportation Improvement Area (TIA) fees at a current rate of \$590 (\$295 for roadside improvement fees + \$295 for transportation improvement fees) per daily trip-end generated by the proposed development. The Trip Generation summary included with the Intersection Analysis report, dated August 26, 2009, prepared by Hatch Mott Macdonald, provides the new trip-ends generated by this development. A trip generation rate of 44.32 per 1,000 SF was used on the consultant's trip generation report to estimate trip-ends for retail use. However, the Board approved fee schedule allows a maximum trip rate of 40.00 per 1,000 SF be used for retail facilities which results in lower TIA fees as compared to using a trip rate of 44.32 trips per 1,000 SF. Based on the information above the TIA fees are calculated as follows: New trip-ends = 450. TIA fees = 450 X \$590 = \$265,500.00. Please note that the dimensions (SF) of the proposed Commercial facilities shown on the trip generation report are different than what is shown on the architectural plans. If necessary, please revise the Intersection Analysis report or the architectural plans and have the Traffic Engineering consultant determine the appropriate TIA fees based on the correct facility use and applicable dimensions.

Dpw Road Engineering Miscellaneous Comments

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

===== REVIEW ON AUGUST 23, 2007 BY GREG J MARTIN =====

===== UPDATED ON MAY 22, 2009 BY RODOLFO N RIVAS =====

===== UPDATED ON MAY 22, 2009 BY RODOLFO N RIVAS =====

NO COMMENT

===== UPDATED ON AUGUST 23, 2010 BY RODOLFO N RIVAS =====

NO COMMENT

Dpw Sanitation Completeness Comments

===== REVIEW ON AUGUST 15, 2007 BY AMY GROSS =====

Environmental Compliance Unit Review Comments Commercial Building Application No: 07-0406

1st Review Summary Statement: Any industrial use of the proposed building may require pretreatment of sanitary wastes prior to discharge. Before plans can be approved, if any industrial uses are planned for the building, you must submit plans to the Sanitation District for review.

Information Items: Industrial uses of the building will also require the installation of a sampling manhole on the property. The following activities may require pretreatment: photoprocessing, machine work, surfboard shaping, vehicle service, dentistry, medical facility, paint contractors, printers, and dry cleaners, and any other industrial sector that could potentially have an impact on the sewer system.

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If any food service is planned for the proposed building, a grease interceptor will be required. The Sanitation District must be allowed to review plans for the grease interceptor/trap(s) prior to issuance of a permit and to inspect the installation.

Food Service Facility Requirements:

- A District-approved grease interceptor will be required to remove fats, oils, and grease from sanitary sewer water emanating from the kitchen prior to discharge.
- All sinks and floor drains in the kitchen must be routed through the interceptor.
- The interceptor size must be approved by the District.
- Floor drains must be installed with screens that prevent solids from blocking the facility's pipes and from entering the sanitary sewer.

A dishwasher is not permitted unless a minimum exterior 350-gallon grease interceptor is installed. - Grease additives or enzyme use in grease traps or lines, are not permitted in the County of Santa Cruz unless they have been approved for use by the District.

All resubmittals shall be made through the Planning Department. Materials left with Public Works will not be processed or returned.

Please call the Dept. of Public Works, Environmental Compliance Unit at 477-3907 if you have questions. ===== UPDATED ON AUGUST 17, 2007 BY DIANE ROMEO =====
No. 1 Review Summary Statement; Appl. No. 07-0406; APN: 30-061-02, -03, -04, -11, -14:

The Proposal is out of compliance with District or County sanitation policies and the County Design Criteria (CDC) Part 4, Sanitary Sewer Design, June 2006 edition, and also lacks sufficient information for complete evaluation. The District/County Sanitation Engineering and Environmental Compliance sections cannot recommend approval of the project as proposed.

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

Policy Compliance Items:

Item 1) This review notice is effective for one year from the issuance date allow the applicant the time to receive tentative map, development or other discretionary permit approval. If after this time frame this project has not received approval from the Planning Department, a new availability letter must be obtained by the applicant. Once a tentative map is approved this letter shall apply until the tentative map approval expires.

Information Items:

Item 1) A complete engineered sewer plan, addressing all issues required by District staff and meeting County -Design Criteria- standards (unless a variance is allowed), is required. District approval of the proposed discretionary permit is withheld un-

Discretionary Comments - Continued

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Date: December 6, 2010
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til the plan meets all requirements. The following items need to be shown on the plans:

Proposal does not include reconfiguration of parcels. Maintenance easements for sewer laterals must be recorded where required.

Show proposed sewer laterals (including length of pipe, pipe material, cleanouts located maximum of 100-feet apart along with ground and invert elevations) and slope noted (minimum 2%) and connection to the existing public sewer. Include profile of laterals to show cover and include extent d type of special provisions per Fig. SS-11.

Locate and show the existing sewer laterals and note -To be properly abandoned (including inspection by District) prior to issuance of demolition permit or relocation or disconnection of structure.- District abandonment requirements are included in Design Criteria.

It is recommended that trees not be planted above the sewer laterals in the event that the laterals need to be excavated for repair or replacement.

Include the installation of sewer overflow or backflow preventative device on all buildings.

A condition of approval for this application will be for an approved copy of the sewer system plan to be attached to the building permit submittal.

Add Sanitation "General Notes" to plan.

Any questions regarding the above criteria should be directed to Diane Romeo of the Sanitation Engineering division at (831) 454-2160. There are no miscellaneous comments.

===== UPDATED ON AUGUST 22, 2007 BY DIANE ROMEO =====

No. 2 Review Summary Statement; APN: Appl. No. 07-0406; APN: 30-061-02, -03, -0, -11, 14:

Sewer service is available for this project provided that the following completeness issues are addressed. The Proposal is out of compliance with District or County sanitation policies and the County Design Criteria (CDC) Part 4, Sanitary Sewer Design, June 2006 edition, and also lacks sufficient information for complete evaluation. The District/County Sanitation Engineering and Environmental Compliance sections cannot recommend approval the project as proposed.

This review notice is effective for one year from the issuance date to allow the applicant the time to receive tentative map, development or other discretionary permit approval. If after this time frame this project has not received approval from the Planning Department, a new availability letter must be obtained by the applicant. Once a tentative map is approved this letter shall apply until the tentative map approval expires.

Discretionary Comments - Continued

Project Planner: Robin Bolster
Application No.: 07-0406
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Reference for County Design Criteria: <http://www.dpw.co.santa-cruz.ca.us/DESIGNCRITERIA.PDF>

Completeness Items:

A complete engineered sewer plan, addressing all issues required by District staff and meeting County -Design Criteria- standards (unless a variance is allowed), is required. District approval of the proposed discretionary permit is withheld until the plan meets all requirements. The following items need to be shown on the plans:

Locate and show the existing sewer laterals on plans -To be properly abandoned (including inspection by District) prior to issuance of demolition permit or relocation or disconnection of structure.-

The project description and Improvement plans submitted for this application omits parcel consolidation or reconfiguration. As a result, maintenance easements for sewer laterals must be recorded where required and referenced on improvement plan. Include District-s -General Notes- on plans. Contact staff for electronic copy.

Provide pipe inverts for storm drain and lateral pipes that crosses lateral r building D to determine pipe separation. A concrete pipe saddle or cradle detail will be required for less than 1 foot vertical pipe separation.

Any questions regarding the above criteria should be directed to Diane Romeo of the Sanitation Engineering division at (831) 454-2160.

There are no miscellaneous comments.

===== UPDATED ON AUGUST 10, 2010 BY DIANE ROMEO =====

No. 4 Review Summary Statement; Appl. No. 07-0406; APN: 30-061-02, -03, -04, -05, -06, -07, -08, -09, -10, -11, -12, -13, -14: This review notice is effective for one year from the issuance date to allow applicant the time to receive tentative map, development or other discretionary permit approval. If after this time frame this project has not received approval from the Planning Department, a new availability letter must be obtained by the applicant. Once a tentative map is approved this letter shall apply until the tentative map approval expires. The sewer improvement plan submitted for the 4th routing for the subject project is approved by the District. The 4th submittal shows two basement areas which no plumbing fixtures are located. Future changes to these plans shall be routed to the District for review to determine if additional conditions are necessitated by changes. All changes shall be highlighted as plan revisions and changes may cause additional requirements to meet District standards. Any questions regarding the above criteria should be directed to Diane Romeo of the Sanitation Engineering division at (831) 454-2160. There are no miscellaneous comments. No. 4 Review Summary Statement; Appl. No. 07-0406; APN: 30-061-02, -03, -04, -05, -06, -07, -08, -09, -10, -11, -12, -13, -14: This review notice is effective for one year from the issuance date to allow applicant the time to receive tentative map, development or other discretionary permit approval. If after this time frame this project has not received approval from the Planning Department, a new availability letter must be obtained by the applicant. Once a tentative map is approved this letter shall apply until the tentative map approval expires. The sewer improvement plan submitted for the 4th routing for the subject project is approved by the District. The 4th submittal shows two basement areas which no plumbing fixtures are located. Future changes to these plans shall be routed to the District for review to determine if additional

Discretionary Comments - Continued

Project Planner: Robin Bolster
Application No.: 07-0406
APN: 030-061-02

Date: December 6, 2010
Time: 09:46:25
Page: 16

tional conditions are necessitated by changes. All changes s be highlighted as plan revisions and changes may cause additional requirem to meet District standards. Any questions regarding the above criteria should be directed to Diane Rome the Sanitation Engineering division at (831) 454-2160.

Dpw Sanitation Miscellaneous Comments

===== REVIEW ON AUGUST 22, 2007 BY DIANE ROMEO =====

There are no miscellaneous comments from the Engineering Division.

Accessibility: Project Comments for Development Review: 4th review for 07-0406

Commercial Plaza for Bei-Scott Company LLC
4101 Soquel, CA
APN: 030-061-02,06,04,11,14

Date: 8/18/10
Planner: Robin Bolster-Grant
Applicant: Steven Elmore, Architect

Dear Mr. Elmore,

A review of the revised project plans was conducted to determine accessibility issues. **The 2010 California Codes become effective January 1, 2011. These codes include a 2010 California Green Building Code. Plans submitted for a building permit on or after January 1, 2011 will need to comply with the new codes.**

Completeness Items

Please include the following on your accessibility site plan:

- Proposed topography along the walkways and entrances to the buildings that are not clear. The accessibility site plan, Sheet A1-3, does not correspond with the grading and drainage plan, Sheet C2. All paths of travel shall be accessible. Paths of travel that exceed 5 percent slope in the direction of travel, shall be accomplished with ramps. CBC, 1114B.1.2, 1133B)

Compliance Issues

Permit Conditions/Additional Information

Building Permit Items:

- Plans for a building permit will need to be prepared, stamped and signed by a California licensed professional(s).
- The building occupancies, construction type and allowable calculations will need to be included on the construction drawings for a building permit.
- Plumbing fixture numbers shall be based on the proposed uses and comply with CPC 412.
- Path of Travel Verification Form (refer to brochure)
To be submitted at the time of Building Permit application, as applicable.
- Signage details for accessibility will need to be included in the plans for a building permit application
- Elevator details and areas for evacuation assistance will need to be included in the plans for a building permit application per CBC, Ch. 30, 1114B.2 and 1116B

Please note that this is only a preliminary review to determine major accessibility issues. This is not a complete accessible plan check. A complete accessible plan check will be conducted at the time of building permit application review. The plans submitted for building plan check review will need to include complete details and specifications for all of the accessible issues in the California Building code. Therefore, there may be additional comments when applying for a building permit and responding to the Building Plan Check process.

Please contact me with any questions regarding these comments.

Laura Brinson
Senior Building Plans Checker
County of Santa Cruz Planning Department
(831) 454-3151
laura.brinson@co.santa-cruz.ca.us

INTEROFFICE MEMO

APPLICATION NO: 07-0406 (third routing)

Date: May 22, 2009

To: Robin Bolster-Grant, Project Planner

From: Larry Kasparowitz, Urban Designer

Re: Review of new commercial complex at Soquel Drive and 41st Avenue, Santa CruzDesign Review Authority

13.11.040 Projects requiring design review.

(e) All commercial remodels or new commercial construction.

Design Review Standards

13.11.072 Site design.

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

Safe and Functional Circulation			
Accessible to the disabled, pedestrians, bicycles and vehicles		✓	<i>Single van accessible spaces must have the loading zone on the passenger side.</i>
Solar Design and Access			
Reasonable protection for adjacent properties	✓		
Reasonable protection for currently occupied buildings using a solar energy system			N/A
Noise			
Reasonable protection for adjacent properties	✓		

13.11.073 Building design.

Evaluation Criteria	Meets criteria In code (✓)	Does not meet criteria (✓)	Urban Designer's Evaluation
Compatible Building Design			
Massing of building form	✓		
Building silhouette	✓		
Spacing between buildings	✓		
Street face setbacks	✓		
Character of architecture	✓		
Building scale	✓		
Proportion and composition of projections and recesses, doors and windows, and other features	✓		
Location and treatment of entryways	✓		
Finish material, texture and color	✓		
Scale			
Scale is addressed on appropriate levels	✓		
Design elements create a sense of human scale and pedestrian interest	✓		
Building Articulation			
Variation in wall plane, roof line, detailing, materials and siting.	✓		
Solar Design			
Building design provides solar access that is reasonably protected for adjacent properties.	✓		

Building walls and major window areas are oriented for passive solar and natural lighting.			N/A
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13.11.074 Access, circulation and parking.

Parking			
Minimize the visual impact of pavement and parked vehicles.	✓		
Parking design shall be an integral element of the site design.	✓		
Site buildings toward the front or middle portion of the lot and parking areas to the rear or side of the lot is encouraged where appropriate.	✓		
Lighting			
All site, building, security and landscape lighting shall be directed onto the site and away from adjacent properties.			<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>
Loading areas			
Loading areas shall be designed to not interfere with circulation or parking, and to permit trucks to fully maneuver on the property without backing from or onto a public street.	✓		
Landscape			
A minimum of one tree for each five parking spaces should be planted along each single or double row of parking spaces.	✓		
A minimum of one tree for each five parking spaces shall be planted along rows of parking.	✓		
Trees shall be dispersed throughout the parking lot to maximize shade and visual relief.	✓		

At least twenty-five percent (25%) of the trees required for parking lot screening shall be 24-inch box size when planted; all other trees shall be 15 gallon size or larger when planted.	✓		
Parking Lot Design			
Driveways between commercial or industrial parcels shall be shared where appropriate.	✓		
Avoid locating walls and fences where they block driver sight lines when entering or exiting the site.	✓		
Minimize the number of curb cuts	✓		
Driveways shall be coordinated with existing or planned median openings.	✓		
Entry drives on commercial or industrial projects greater than 10,000 square feet should include a 5-foot minimum net landscaped median to separate incoming and out going traffic, where appropriate.	✓		
Service Vehicles/Loading Space. Loading space shall be provided as required for commercial and industrial uses.	✓		
Where an interior driveway or parking area parallels the side or rear property line, a minimum 5-foot wide net landscape strip shall be provided between the driveway and the property line.	✓		
Parking areas shall be screened 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.	✓		
Parking Lot Landscaping			
It shall be an objective of landscaping to accent the importance of driveways from the street, frame the major circulation aisles, emphasize pedestrian pathways, and provide shade and screening.	✓		
Parking lot landscaping shall be designed to visually screen parking from public streets and adjacent uses.	✓		
Parking lots shall be landscaped with large canopy trees.	✓		
A landscape strip shall be provided at the end of each parking aisle.	✓		

A minimum 5-foot wide landscape strip (to provide necessary vehicular back-out movements) shall be provided at dead-end aisles.	✓		
Parking areas shall be landscaped with large canopy trees to sufficiently reduce glare and radiant heat from the asphalt and to provide visual relief from large stretches of pavement.	✓		
Variation in pavement width, the use of texture and color variation is paving materials, such as stamped concrete, stone, brick, pavers, exposed aggregate, or colored concrete is encouraged in parking lots to promote pedestrian safety and to minimize the visual impact of large expanses of pavement.	✓		
As appropriate to the site use, required landscaped areas next to parking spaces or driveways shall be protected by a minimum six-inch high curb or wheel stop, such as concrete, masonry, railroad ties, or other durable materials.	✓		
Pedestrian Travel Paths			
On-site pedestrian pathways shall be provided 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.	✓		
Plans for construction of new public facilities and remodeling of existing facilities shall incorporate both architectural barrier removal and physical building design and parking area features to achieve access for the physically disabled.	✓		
Separations between bicycle and pedestrian circulation routes shall be utilized where appropriate.			N/A



MONTEREY BAY

Unified Air Pollution Control District
serving Monterey, San Benito, and Santa Cruz counties

AIR POLLUTION CONTROL OFFICER
Douglas Quetin

24580 Silver Cloud Court • Monterey, California 93940 • 831/647-9411 • FAX 831/647-8501

August 14, 2007

Ms. Cathy Graves
County of Santa Cruz
701 Ocean Street, 4th Floor
Santa Cruz, CA 95060

Sent by Electronically to
pln810@co.santa-cruz.ca.us
Original by First Class Mail.

SUBJECT: PROPOSED DEMOLITION AND CONSTRUCTION
AT 4101 SOQUEL DRIVE

Dear Ms. Graves:

Demolition of Structures

Please contact Mike Sheehan of the District's Compliance Division regarding requirements for demolition of structures. For your reference, I have also attached District Rule 439, Building Removals.

Impacts of Fugitive Dust from Construction

- ♦ Limit grading to 8.1 acres per day, and grading and excavation to 2.2 acres per day.
- ♦ Water graded / excavated areas at least twice daily. Frequency should be based on the type of operations, soil and wind exposure.
- ♦ Prohibit all grading activities during periods of high wind (over 15 mph)
- ♦ Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days)
- ♦ Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations, and hydro-seed area.
- ♦ Haul trucks shall maintain at least 2'0" of freeboard.
- ♦ Cover all trucks hauling dirt, sand, or loose materials.
- ♦ Plant tree windbreaks on the windward perimeter of construction projects if adjacent to open land.
- ♦ Plant vegetative ground cover in disturbed areas as soon as possible.
- ♦ Cover inactive storage piles.
- ♦ Install wheel washers at the entrance to construction sites for all exiting trucks.
- ♦ Pave all roads at construction sites.

DISTRICT BOARD MEMBERS

CHAIR:
Reb Monaco
San Benito
County

VICE CHAIR:
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Monterey County

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Ellen Pirie
Santa Cruz
County

Simon Salinas
Monterey County

Sam Storey
Santa Cruz
County Cities


George Worthy
South Monterey
County Cities

Impacts of Diesel Exhaust

Prior to the issuance of the grading/building permit, the applicant shall contact the Monterey Bay Unified Air Pollution Control District to determine the current feasibility of diesel particulate matter emission controls and alternative diesel fuels. An emission control plan shall be developed and approved in consultation with the District for submittal to the City/County Building Department.

Thank you for the opportunity to comment on the project.

Yours truly,



Jean Getchell
Supervising Planner
Planning and Air Monitoring Division

Attachment

cc: Mike Sheehan, Compliance Division



at&t

CALIFORNIA

Right of Way
340 PAJARO ST
SALINAS, CA 93901
831-754-8165

Memorandum

To: Cathy Graves, Project Planner
County of Santa Cruz,
Planning Department
701 Ocean St.,
Santa Cruz, Ca 95060

From: Roxie Tossie (831) 754-8165
Date: **Tuesday, September 04, 2007**
Re: ***Application No.: 07-0406***

Location: 4101,3931,4109,4105 Soquel Dr. Soquel, CA 95073
APN: 030-061-02, APN 030-061-03, APN 030-061-04, APN 030-061-11,
APN 030-061-14

Message:

Per your request our AT&T Engineer Gina Quolas 831-728-1804, has reviewed the proposed project plans for Soquel Drive.

- AT&T has existing facilities serving the above parcels.
- AT&T will require a "Utility Easement" designated within Greenbrae Lane, (a private lane) for ingress/egress and utilities to maintain existing service and provision for future service requirements.
- If Utility Easement is included, AT&T will have no conflict with the proposed development plans.
- AT&T not responsible for accuracy
- Call USA 800.642.2444 before digging

Please call me if you require any additional information on 831-754-8165

Thank You,
Roxie



**CENTRAL
FIRE PROTECTION DISTRICT**
of Santa Cruz County
Fire Prevention Division

930 17th Avenue, Santa Cruz, CA 95062
phone (831) 479-6843 fax (831) 479-6847

Date: May 12, 2009
To: Bei-Scott Co.
Applicant: Steven A. Elmore
From: Tom Wiley
Subject: **07-0406**
Address: **4101 Soquel Dr.**
APN: 030-061-02
OCC: 3268
Permit: 20090141

We have reviewed plans for the above subject project.

We have reviewed plans for the above subject project. District requirements appear to have been met.

Please ensure designer/architect reflects equivalent notes and requirements on velums as appropriate when submitting for **Application for Building Permit**.

Prior to final inspection, provide to the Fire District a CD with a plot plan, building layout, exiting, riser location and knox box locations. The CD must be formatted in JPEG.

NOTE on the plans that these plans are in compliance with California Building and Fire Codes (**2007**) as amended by the Central Fire Protection District.

The job copies of the building and fire systems plans and permits must be on-site during inspections.

Submit a check in the amount of \$115.00 for this particular plan check, made payable to Central Fire Protection District. A \$35.00 **Late Fee** may be added to your plan check fees if payment is not received within 30 days of the date of this Discretionary Letter. **INVOICE MAILED TO APPLICANT**. Please contact the Fire Prevention Secretary at (831) 479-6843 for total fees due for your project.

If you should have any questions regarding the plan check comments, please call me at (831) 479-6843 and leave a message, or email me at tomw@centralfpd.com. All other questions may be directed to Fire Prevention at (831)479-6843.

CC: File & County

As a condition of submittal of these plans, the submitter, designer and installer certify that these plans and details comply with applicable Specifications, Standards, Codes and Ordinances, agree that they are solely responsible for compliance with applicable Specifications, Standards, Codes and Ordinances, and further agree to correct any deficiencies noted by this review, subsequent review, inspection or other source. Further, the submitter, designer, and installer agrees to hold harmless from any and all alleged claims to have arisen from any compliance deficiencies, without prejudice, the reviewer and the Central FPD of Santa Cruz County. 3268-051209



**CENTRAL
FIRE PROTECTION DISTRICT**
of Santa Cruz County
Fire Prevention Division

930 17th Avenue, Santa Cruz, CA 95062
phone (831) 479-6843 fax (831) 479-6847

September 2, 2008

Steven A. Elmore
780 Volz Lane
Santa Cruz, CA 95062

Re: Application #07-0406

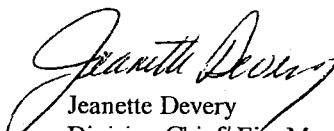
Dear Mr. Ellmore,

The Fire Chief and I have reviewed your plans dated July 2008, for the development of the property located at Greenbrae Lane and Soquel Drive, Application #07-0406, and have determined that the plans submitted meet the requirements of this district. Due to limited accessibility from Soquel Drive and the Wildland fire threat presented by the surrounding properties, the dual access is necessary for this project and two way traffic access must be maintained at all times from both parking lots to Greenbrae Lane for Emergency Access and Egress.

It will be required that the property frontage along Greenbrae Lane be improved to a minimum of 20 feet with "No Parking - Fire Lane" signs posted and maintained.

If you should have any questions you may contact Fire Chief Bruce Clark or me at 479-6842.

Respectfully,


Jeanette Devery
Division Chief/ Fire Marshal

March 31, 2008

Cathy Graves
Development Review Planner
Planning Department, County of Santa Cruz
701 Ocean Street, 4th Floor
Santa Cruz, CA 95060

Jack Sohriakoff
Civil Engineer
Department of Public Works, County of Santa Cruz
701 Ocean Street, Room 410

Re: Concerns about the Proposed Bei-Scott Development at 4101 Soquel Drive
Parcel #030-061-02

Dear Ms. Graves and Mr. Sohriakoff:

We are property owners and residents of Greenbrae Lane, a private one-lane road that originates at Soquel Drive near the intersection of 41st Avenue and Soquel Drive. Greenbrae Lane serves 13 households -- all with multiple occupants and vehicles -- and four businesses that involve vehicular traffic (body shop, smog check, auto repair, and towing service).

We are writing about the proposed Bei-Scott development at 4101 Soquel Drive (Parcel #030-061-02). Greenbrae Lane runs along the western boundary of the Bei-Scott parcel. Although we are pleased with the aesthetics and scale of the proposed project and look forward the visual improvement of this unsightly area, we have the following major concerns and requests.

TRAFFIC

Existing Problems: The entrance to/exit from Greenbrae Lane has the misfortune of being located 75 feet away from the intersection of 41st Avenue and Soquel Drive, one of the busiest intersections in the county. As the volume and speed of traffic has increased on these two major thoroughfares, entering and exiting Greenbrae Lane has become increasingly dangerous and frustrating. It is virtually impossible to turn left (east) on to Soquel Drive during commute hours, and risky at other times. To drive east often requires initially driving west and making a U-turn at Research Park Drive or Rodeo Gulch to enter the eastbound traffic. Even turning right (west) on to Soquel Drive has become increasingly challenging, as one attempts to dart out into heavy traffic that is often traveling at high speeds down Soquel Drive or around the corner from 41st Avenue. Over the years, there have been some serious accidents and numerous fender-benders involving cars exiting Greenbrae Lane. We estimate there are 80-100 vehicle trips per day in and out of Greenbrae Lane, and near misses are an almost daily occurrence.

The narrow entrance to Greenbrae Lane further compounds this dangerous situation. The entrance is not sufficiently wide to allow a vehicle to enter Greenbrae Lane if another vehicle is waiting there to exit on to Soquel Drive. In this situation, the driver attempting to enter Greenbrae Lane must stop (nearly in the center of the intersection) and hold up traffic on Soquel Drive until the other vehicle is able to exit.

There is significant congestion near the entry/exit of Greenbrae Lane due to shared residential and commercial use. Clients and employees of the four auto related businesses at the foot of Greenbrae Lane often use Greenbrae to enter, exit and park. This leads to further "competition" for the entrance/exit to Greenbrae Lane, and can obscure visibility and free passage. Furthermore, fire department personnel have asked us to keep the roadway clear to facilitate entry to emergency vehicles if required.

It appears that the permits for the businesses at 3921 Soquel Drive (Parcel #030-061-25) did not approve parking on Greenbrae Lane. We have asked the property owner, Scotts Valley Property Investors, to ensure that their tenants do not allow parking on Greenbrae Lane. Bei-Scott was similarly asked to inform the tow service on their property to stop parking vehicles on our road.

Traffic Concerns Regarding the Bei-Scott Development:

The proposed Bei-Scott development calls for modifying the traffic light at 41st Avenue and Soquel Drive to a two-way light controlling traffic entering and exiting the development in a north/south direction. Bei-Scott has recognized the problem we have turning left (east) on to Soquel Drive, and has generously offered to allow residents of Greenbrae Lane to drive through the development "in perpetuity" so that we may use the traffic light to turn east on to Soquel Drive. While we appreciate this offer, we question whether this is the best long-term solution. Having drivers from multiple households weave through commercial parking areas to enter and exit a private road seems a questionable design from a traffic flow perspective.

The proposed Bei-Scott design calls for two driveways connecting Greenbrae Lane to parking areas in the northwest and southwest quadrants of the development. Again, this was proposed by Bei-Scott in an attempt to accommodate residents of Greenbrae Lane. While we appreciate this effort, we fear it will encourage clients and employees of the new businesses to use Greenbrae Lane, further increasing congestion at the bottom of our road.

Finally, once the development is completed, attempting to turn right (west) on to Soquel Drive from Greenbrae Lane will be further complicated by the fact that there will be an additional "stream" of traffic to contend with. Currently we must negotiate traffic coming from three directions when attempting to turn right; in the future, traffic will be coming from four directions.

Steve Elmore, the architect for Bei-Scott, met with us on February 26 and listened to our concerns. He was sensitive to the issues we raised, and proposed some helpful solutions. We appreciated his accommodating attitude, and his prompt action in ensuring that the parking problem with the Bei-Scott tenant was resolved. As a result of our meeting with Mr. Elmore, we are proposing the following changes to the Bei-Scott design:

To reduce traffic using the lower end of Greenbrae Lane near Soquel Drive:

- Eliminate the "front" driveway connecting Greenbrae Lane to the parking area in the southwest quadrant of the development.
- Modify the "back" driveway connecting Greenbrae Lane to the employee parking area in the northwest quadrant to ONE-WAY traffic only, from Greenbrae Lane into the complex; NO EXIT on to Greenbrae Lane. If necessary, enforce one-way traffic flow with "spikes" in the asphalt.
- Post "No Parking" signs on both sides of Greenbrae Lane.

To facilitate traffic flow through the complex:

- Use paint striping on the roadway passing through the center of the development to clearly demarcate driving lanes ("in" versus "out").

To improve access to Greenbrae Lane from Soquel Drive:

- Widen and improve the entrance to Greenbrae Lane so that there is sufficient width for vehicles entering and exiting Greenbrae Lane to occupy the entrance at the same time. This may also eliminate the abrupt bump as one enters Greenbrae.
- Evaluate putting a second synchronized stop light at the entry/exit to Greenbrae Lane (as is currently being done near the Silver Spur on Soquel Drive) if this would improve traffic flow and/or safety.

Mr. Elmore preliminarily seemed willing to make these changes. **While we are hopeful that these changes will help mitigate traffic problems, we feel strongly that a thorough traffic review is essential for this project. Given the history of accidents and the ever-worsening conditions at the intersection of Greenbrae Lane and Soquel Drive, we suggest that a formal traffic study may be in order. We would greatly appreciate any steps that could be taken to improve traffic safety and flow at this difficult location.**

UTILITIES


Utility Right-of-Way: The former owner of the Bei-Scott property would not allow a utility right-of-way across the parcel for Greenbrae Lane residents. We are asking Bei-Scott to grant a utility right-of-way so that we have the potential to connect to utility services for water, sewer, and gas in the future. Nine of the thirteen households on Greenbrae Lane lie within the current urban services line. We understand that the businesses at the foot of Greenbrae Lane use Santa Cruz city water (not Soquel Creek Water District water).

Utility Connections: We also would like to work with Bei-Scott and the city to bring utility connections across the parcel to the perimeter of Greenbrae Lane. As you know, the Soquel Creek Water District is considering constructing a well and pumping station on the parcel directly to the east of the Bei-Scott development. This well would provide an estimated capacity of 500-1000 gpm. Since all 13 households on Greenbrae Lane rely on private wells for water, we are very concerned that construction of a major well on this site could cause our wells to run dry. If that occurs, it would be critical to have ready access to city water. Since Bei-Scott will be bringing utility services into the parcel during construction, it would seem cost effective to extend access to Greenbrae Lane at the same time.

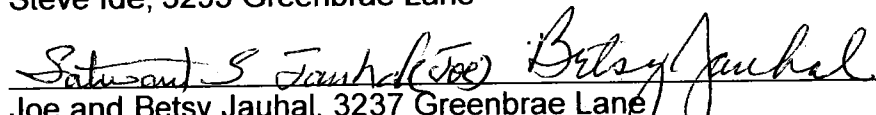
Thank you for your attention to our concerns. Nikki Simpson will be calling to arrange a meeting with you and/or someone from your staff to go over these requests.

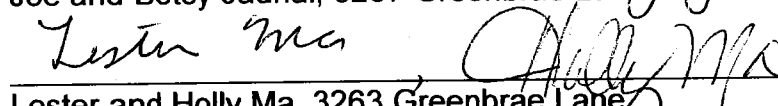
Sincerely,

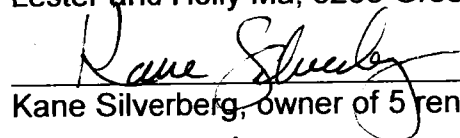

Josh and Suzette Birnbaum, 3300 Greenbrae Lane


Tom and Carolyn Curtiss, 3313 Greenbrae Lane


Not available for signature, but approved letter verbally
Steve Ide, 3255 Greenbrae Lane

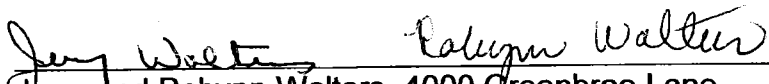

Joe and Betsy Jauhal, 3237 Greenbrae Lane


Lester and Holly Ma, 3263 Greenbrae Lane


Kane Silverberg, owner of 5 rentals at 3250 and 3253 Greenbrae Lane


Jane Simpson, 4002 Greenbrae Lane


Adam Turner, APN #030-061-24


Jerry and Robynn Walters, 4000 Greenbrae Lane

cc: Jan Beautz, Supervisor, 1st District
Bob Davidson, Scotts Valley Property Investors
Steve Elmore, Architect
Kathy Graff, Property Manager, Bei-Scott
Steve Kennedy, Soquel Neighbor's Alliance

Steven A.

Elmore - Architect 

780 Volz Lane Santa Cruz, CA. 95062 - 2887 831 - 462 - 1102

28 Dec 2007

Cathy Graves – Project Planner
County of Santa Cruz,
Planning Dept
701 Ocean Street, Suite 401
Santa Cruz, CA 95060

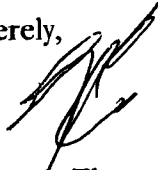
RE: 4101 SOQUEL DRIVE PROJECT- APPLICATION 07-0406
RESULTS OF NEIGHBORHOOD MEETING #1

On December 18, 2007, the neighborhood meeting was held @ Seaclyff Inn Meeting Room, all drawings and photo simulation renderings were presented to the meeting attendees, questions were answered and the project was thoroughly explained regarding design, layout and the concepts behind the project.

I agreed to the neighbors that Bei-Scott, LLC would allow utilities to come up Greenbrae Lane to their properties at their expense (which the previous land owner would not do).

Everyone attending the meeting liked and appreciated the scale and design of the project very much. Their main concern was the continued accessibility on Greenbrae Lane and the ability to run utilities up Greenbrae Lane.

Sincerely,



Steven A. Elmore, Architect

Steven A.

Elmore - Architect 

780 Volz Lane Santa Cruz, CA. 95062 - 2887 831 - 462 - 1102

22 Jan 2008

Cathy Graves – Project Planner
County of Santa Cruz,
Planning Dept
701 Ocean Street, Suite 401
Santa Cruz, CA 95060

RE: 4101 SOQUEL DRIVE PROJECT- APPLICATION 07-0406
RESULTS OF NEIGHBORHOOD MEETING #2 @ SOQUEL NEIGHBORHOOD
ALLIANCE

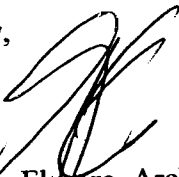
I was invited by Steve Kennedy to present this project to the Soquel Neighborhood Alliance. The meeting was held at Steve Kennedy's house in mid January.

The results of the meeting are as follows. The overall size, scale and design of the project were very much appreciated by the people at the meeting. One comment however, was that more wood be used in the design. My response was that, I would add wood trellis's over the main windows in the project, that concept was well received.

The other comment was regarding the top of the tower and its relationship to the old Gilroy City Hall design, which my client wanted to use, being inappropriate for this site. I told them that I would remove the top portion of the tower and make the tower roof a faceted hip roof, picking up on the design at the Soquel Elementary School in order to make the building tie in more with Soquel-which was my original intent.

Attached are written comments from the Soquel Neighborhood Alliance secretary.

Sincerely,



Steven A. Elmore, Architect

Steven A.

Elmore - Architect 

780 Volz Lane Santa Cruz, CA 95062 - 2887 831 - 462 - 1102

19 Apr 2008

Cathy Graves - Project Planner
County of Santa Cruz,
Planning Dept
701 Ocean Street, Suite 401
Santa Cruz, CA 95060

RE: 4101 SOQUEL DRIVE PROJECT- APPLICATION 07-0406
RESULTS OF NEIGHBORHOOD MEETING #3 @ SOQUEL NEIGHBORHOOD
ALLIANCE

I was asked to attend another Soquel Neighborhood Alliance meeting at the Porter Street Library, in order to present the project to some of the Greenbrae neighbors that could not make the first meeting.

These neighbors again appreciated the size, scale, design and the layout of the project. However, two very vocal Greenbrae neighbors were upset that cars from the business facing Soquel Drive continuously parked on the Greenbrae right-of-way. I said I would contact Bei-Scott to have them write the appropriate letters to the businesses to let them know parking was not allowed and that new **no parking signs** would be installed. Those letters were sent out and the signs were put up and the problem has apparently gone away according to Nicky Simpson, neighborhood correspondent.

There was an additional concern that a commercial project here would devalue their home prices, which I said was utterly ridiculous as a new project would entirely improve the situation.

Two people expressed concerns that they did not want traffic from the Bei-Scott commercial development to come on to the Bei-Scott owned Greenbrae right-of-way. However, they wanted to come across our property at any time and any place they want to access our traffic light, which I said they could and furthermore they wanted to have tire piercing plates to prevent access on the Greenbrae Lane from the new commercial retail center. I expressed that this was a ridiculous, however I would consider making the traffic one way but I warned them I needed to check with the Fire Department.

A subsequent review with the Central Fire Department revealed that they insisted that the entire project be two way traffic @ both driveways onto Greenbrae Lane to allow 24 hour fire protection and emergency access with no other option permitted. See letter from Central Fire Department dated September 2, 2008.

Sincerely,



Steven A. Elmore, Architect

Steven A.

Elmore - Architect



PLEASE SIGN-IN

780 Volz Lane Santa Cruz, CA 95062 - 2887 831 - 462 - 1102

18 DECEMBER 2007 - TUESDAY

RE: NEIGHBORHOOD MEETING FOR
IMPENDING COMMERCIAL DEVELOPMENT @ 41st AVE & SOQUEL DRIVE
NORTH SIDE OF INTERSECTION OF 41st & SOQUEL DRIVE INTERSECTION
(PROPERTY WHERE THE VACUUM/FAN SHOP IS LOCATED)

SIGN-UP SHEET:

~~Star~~ Satiwant & Brian Guehal 3237 Greenbrae Lane
Michael Beatty SNA #520 Lagunita Dr.
Steve Kennedy Soquel Neighbors Alliance 4445 Este Ln
Jane Simpson 4002 Greenbrae Ln Soquel
JERRY WALTERS 4000 GREENBRAE LANE SOQUEL
Betsey Lynberg 701 Ocean St. Rm 510, Santa Cruz CA
Pam Rodriguez 560 34th Ave Santa Cruz, CA 95062

Soquel Neighbors Alliance - Submitted
12-18-07 Steve Elmore - 8:00 meeting

Questions and critiques to the proposed Bei-Scott development on Soquel Drive

Materials

Exterior materials proposed for the project are stucco and rock with clay tiled roofing. The more a design incorporates the vernacular materials in the area, the more the building will look like it "fits" into the community. The vernacular materials in Soquel are wood and rock. With this in mind, the design would be greatly enhanced if wood is somehow incorporated into the exterior's building materials. The proposed rock will fit in nicely as it will tie into the new Safeway building across the street. A mix of materials (stucco, wood, rock) and textures, while incorporating vernacular materials, will give the project contemporary richness and a sense of belonging.

Form

The current design is stucco boxed walls with flushed, arched windows at the street side. The arched windows help give movement to the otherwise 2-D box, but the shape of the building could use more movement to give a more interesting 3-D effect. This could be achieved by either recessing the current arched windows or putting wood trellising over the windows. The trellises would have a dual benefit of not only being appealing, but they would also help with the harsh noon and mid afternoon sun.

Steve Elmore proposed that both concerns be addressed with wood trellising around the windows and at various junctures in the plan.

Overall Design Concept

Steve Elmore mentioned that Bei-Scott had him research architecture in the Gilroy area in order to come up with this design concept. I would hope, and would like to see that the design also embrace the architecture in Soquel and somehow incorporate this into the final design in order for the building to "fit" into the community. This shows a *sense of place* that is unique to each community but especially to the old communities that are rich with an architectural past, as in Soquel Village. The Soquel Neighbors Alliance group discussed how this might be accomplished in the design of the tower.

Sidewalk and Other Materials


Just as in the case of a mix in exterior materials adding richness and interest to the architecture, the same holds true for the materials used for sidewalks, steps, planters, etc. Mixing various colors of concrete or adding rock, tile, or imprinted concrete to the sidewalks and steps with possibly a tile or rock design at the main entrances will be a striking and cohesive finish. An added benefit of beautiful walkways is that the landlord and tenants will show more of an interest in maintaining and keeping them clean.

Landscaping

Trees and plants that accent the colors of the building and the natural backdrop will add interest.

Other Concerns

Drive though ability. I am concerned that the two "pop-outs" located on the east side of both back sections can be converted into drive-thrus, thus making them inviting to fast food chains. We do not want fast-food chains here and do not want architecture built to accommodate a fast-food drive-thru.

Steven A. Elmore - Architect 

780 Volz Lane, Santa Cruz, CA 95062 - 2887 831-462-1102/332-1366 1 Cell

4101 SOQUEL DRIVE, SOQUEL APP #07-0406 NEIGHBORHOOD MEETING

This is a list of properties that were sent a Notice for the Required Neighborhood Meeting held on 18 December 2007, Tuesday 7:00 PM at the Conference Room at Seaciff Inn:

A.P.N. 30-131-44

-45

-42

-37

-02

-03

A.P.N. 30-121-35

-36

-34

-06

-07

-08

-12

-13

-14

A.P.N. 30-011-31

-32

-33

-34

-36

-38

-03

-42

-43

-27

A.P.N. 30-061-02

-03

-04

-11

-14

-16

-24

-25

-06

-19

-18

-20

A.P.N. 30-061-10

-09

-08

-07

-04

-01

FROM : S ELMORE

FAX NO. : 831 4771354

07-0406
Dec. 05 2007 03:57PM P1

x 454-2131

Steven A.

Elmore - Architect



5 Dec 2007

780 Volz Lane Santa Cruz, CA 95062 - 2887 831 - 462 - 1102

TO CATHY GRAVES SEC PLANNING
3 DEC 2007

NEIGHBORS OF 41st AVENUE & SOQUEL DRIVE
INCLUDING GREENBRAE LANE

RE: NEIGHBORHOOD MEETING FOR
IMPENDING COMMERCIAL DEVELOPMENT @ 41st AVE & SOQUEL DRIVE
NORTH SIDE OF INTERSECTION OF 41st & SOQUEL DRIVE INTERSECTION
(PROPERTY WHERE THE VACUUM/FAN SHOP IS LOCATED)

DEAR NEIGHBORS

I AM THE ARCHITECT FOR THE ABOVE MENTIONED PROJECT. WE ARE
REQUIRED BY THE COUNTY PLANNING DEPARTMENT TO HAVE A NEIGHBORHOOD
MEETING REGARDING THIS PROJECT. AS SUCH YOU ARE INVITED TO A MEETING
ON 18 DECEMBER 2007 @ 6 P.M. @ SEACLIFF INN, 7500 OLD DOMINION COURT,
APTOS, OFF OF STATE PARK DRIVE BETWEEN SOQUEL DRIVE & HIGHWAY 1.

THE MEETING WILL BE HELD IN THE LARGE CONFERENCE MEETING ROOM.
COFFEE & WATER WILL BE SERVED.

I WILL BE SHOWING YOU THE DRAWINGS I HAVE PREPARED FOR THIS
PROJECT AND WILL BE AVAILABLE FOR ANY QUESTIONS YOU HAVE. THE
MEETING WILL ADJOURN AT 7:30 P.M. I HOPE YOU CAN ATTEND SO YOU CAN SEE
WHAT THIS PROJECT IS ALL ABOUT.

CORDIALLY

STEVEN A. ELMORE
ARCHITECT

SEE YOU TUESDAY 18 DEC 2007 @6:00 PM @ SEACLIFF INN MEETING ROOM

Cathy - I also met w/ SOQUEL
NEIGHBORS ALLIANCE guidance committee
-195-
3 Dec 2007

EXHIBIT 1



County of Santa Cruz

BOARD OF SUPERVISORS

701 OCEAN STREET, SUITE 500, SANTA CRUZ, CA 95060-4069
(831) 454-2200 FAX: (831) 454-3262 TDD: (831) 454-2123

JANET K. BEAUTZ
FIRST DISTRICT

ELLEN PIRIE
SECOND DISTRICT

NEAL COONERTY
THIRD DISTRICT

TONY CAMPOS
FOURTH DISTRICT

MARK W. STONE
FIFTH DISTRICT

WRITTEN CORRESPONDENCE AGENDA

2-26
February 12, 2008

Monique Waining
Soquel Neighbors Alliance
500 Lagunita Drive
Soquel, CA 95073

Dear Ms. Waining:

Thank you for your letter dated February 4, 2008, providing the comments of Soquel Neighbors Alliance with regard to Application No. 07-0406, submitted by Bei-Scott Company. As you are aware, this application proposes to demolish one retail building, two residences, eight accessory structures and one commercial storage structure and to construct four new commercial structures in their place. Review of this application is still in process by Planning staff. Accordingly, I have referred your letter to Cathy Graves, the Staff Planner, for inclusion in the public record on this application. I have also provided a copy of your letter to Supervisor Beautz.

Thank you again for sharing your comments with members of the Board.

Sincerely,

ELLEN PIRIE, Chairperson
Board of Supervisors

EP:ted

cc: Clerk of the Board
✓Cathy Graves, Planning Department
Supervisor Jan Beautz

4169C6

500 Lagunita Drive
Soquel, California 95073
(831) 475-9227

February 4, 2008

Santa Cruz Government
Board of Supervisors
701 Ocean Street
Santa Cruz, California 95060

Subject: Bei-Scott Commercial Development on Soquel Drive, Soquel

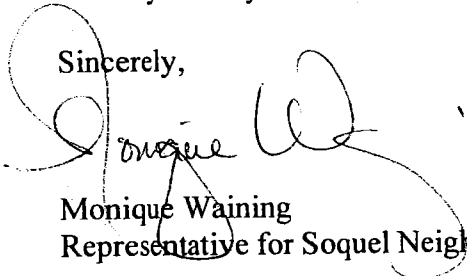
Dear Board of Supervisors,

Recently Steve Elmore, Architect for the proposed development on Soquel Drive by Bei-Scott Developers, met with our group, Soquel Neighbors Alliance, to introduce his design for this development.

Overall, our group reacted favorably to the project, but with some design reservations and planning concerns. I summarized the points we discussed with Steve Elmore regarding suggested changes to his overall design and have enclosed a copy for your review. Please consider these suggestions during the approval process.

Thank you for your attention to this matter.

Sincerely,



Monique Waining
Representative for Soquel Neighbors Alliance

Cc: Steve Elmore, Architect

Questions and critiques to the proposed Bei-Scott development on Soquel Drive

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