



AGENDA

Meeting of the
Scotts Valley Planning Commission
In-Person and Remote Access
Date: January 25, 2024
Time: 6:00 PM

CONTACT INFORMATION	MEETING LOCATION	POSTING
City of Scotts Valley 1 Civic Center Drive Scotts Valley, CA 95066 (831) 440-5600	City Council Chambers 1 Civic Center Drive Scotts Valley, CA 95066 OR Zoom Video Conference: https://us02web.zoom.us/j/88671741298	The agenda was posted on 1-19-2024 at City Hall, SV Public Works Building, SV Senior Center and online at www.scottsvally.org .

COMMISSIONERS	CITY STAFF MEMBERS
Lori Gentile, Chair Chuck Maffia, Vice Chair David Hodgin, Commissioner Shawn Mosley, Commissioner Steve Simonovich, Commissioner	Taylor Bateman, Community Development Director Sarah Wikle, Senior Planner Gabriela Cortez, Associate Planner Susie Pineda, Consulting Planner Cathie Simonovich, City Clerk

MEETING NOTICE AND AGENDA PACKET MATERIALS
Notice regarding Planning Commission Meetings: The Planning Commission meets regularly on the 2nd Thursday of each month (unless otherwise noticed) at 6pm in the City Hall Council Chambers located at 1 Civic Center Drive, Scotts Valley, CA 95066. Currently meetings are being held remotely. Agenda and Agenda Packet Materials: The Planning Commission agenda and the complete agenda packet are available for review by 5pm the Friday before the Thursday meeting on the Internet at the City's website: https://www.scottsvally.gov/129/Agendas-Minutes Public Participation: The meeting will be available in person and on Zoom. For those wishing to participate via Zoom, you can join from a PC, Mac, iPad, iPhone or Android device by entering or clicking on the following URL: https://us02web.zoom.us/j/88671741298 You will be given an opportunity to provide public comment at the appropriate times throughout the meeting via Zoom. How to comment via Zoom:

1. At the appropriate times during the meeting for public comment on items not on the agenda and on specific agenda items, the Planning Commission Chair will announce that public comment will be accepted. Our usual time limits of three minutes per individual, or five minutes for an individual who is representing a group of three or more, will apply. Please note that per our standard practice, this is not a question and answer time, but simply a time for you to provide comments to the Planning Commission.
2. There is an option on Zoom to raise your hand. Please click on this option when the Chair announces that public comments will be taken. If you are participating via dial-up only, use *9 to raise your hand at the requested time. Zoom places people in line automatically. When it is your turn, you will be un-muted and you will be able to make your comments based on the above time frames. Once your time is up, you will once again be muted and the next person in line will be given their opportunity to speak.

CALL TO ORDER 6:00 PM

(The Planning Commission Chair calls the meeting to order.)

PLEDGE OF ALLEGIANCE

ROLL CALL

(Planning Department staff conduct roll call of the Planning Commission.)

PUBLIC COMMENT TIME

This is the opportunity for individuals to make and/or submit written or oral comments to the Commission on any items within the purview of the Commission, which are NOT part of the Agenda. No action on the item may be taken, but the Commission may request the matter be placed on a future agenda.

ALTERATIONS TO CONSENT AGENDA

(The Commission can remove or add items to the Consent Agenda.)

CONSENT AGENDA

(The Consent Agenda is comprised of items which appear to be non-controversial. Persons wishing to speak on any items may do so raising their hand to be recognized by the Chair. These items will be acted upon in one motion unless they are removed from the consent agenda for discussion by the Commission.)

1. Approve Planning Commission Regular Meeting Minutes of 11-16-2023 and Planning Commission Special Meeting Minutes of 12-07-2023

ALTERATIONS TO PUBLIC HEARING AGENDA

(Commission can remove or add items to the Regular Agenda.)

PUBLIC HEARING AGENDA

(Persons wishing to speak on any item may do so by raising their hand to be recognized by the Chair.)

1. Consideration of a Negative Declaration, General Plan Amendment, Zone Change, Planned Development Zoning application, Design Review application, Use Permit application and Cultural Resources Alteration application to allow for the construction of a 52,822 sf three story commercial development on a 1.35 acre site located at 125 Bethany Drive (APN 023-102-15). Proposed land uses would include 10,465 sf of professional and administrative office space, and 42,357 sf of storage for up to 227 users.
2. Consideration of a Use Permit (U23-003) to allow a 1,168 square foot fitness studio in an existing commercial tenant space located in the Commercial - Service (C-S) Zoning District at 6006 La Madrona Drive, Suite B (APN 021-141-25).
3. Consideration of an amendment to a previously approved Planned Development Permit and Design Review Permit to modify the Planned Sign Program (PD22-001.1, DR22-006.1) for the Hangar at Skypark located at 262 Mount Hermon Road (APNs 022-231-27, and -28).

DISCUSSION ITEMS AND FUTURE AGENDA ITEMS

(The Planning Commission or Community Development Director may request to schedule items on future agendas.)

WRITTEN COMMUNICATIONS – FOR INFORMATION ONLY DIRECTOR UPDATES

(The Community Development Director may provide any department or city updates that are available.)

ADJOURNMENT

(Adjournment shall be no later than 11pm unless extended by a four-fifths vote of all Planning Commission members or a unanimous vote of the members present per City Municipal Code Section 2.21.010.)

The City of Scotts Valley does not discriminate against persons with disabilities. The City Council Chambers is an accessible facility. If you wish to attend a Planning Commission meeting and require assistance such as sign language, a translator, or other special assistance or devices in order to attend and participate at the meeting, please call the Community Development Department at 831-440-5630 five to seven days in advance of the meeting to make arrangements for assistance. If you require the agenda of a Planning Commission meeting be available in an alternative format consistent with a specific disability, please call the Community Development Department. The California State Relay Service (TTY/VCO/HCO to Voice: English 1-800-735-2929, Spanish 1-800-855-3000; or, Voice to TTY/VCO/HCO: English 1-800-735-2922, Spanish 1-800-855-3000), provides Telecommunications Devices for the Deaf and Disabled and will provide a link between the TDD caller and users of telephone equipment.



MINUTES

Meeting of the
Scotts Valley Planning Commission
Date: November 16, 2023
Time: 6:00 PM

CONTACT INFORMATION	MEETING LOCATION	POSTING
City of Scotts Valley 1 Civic Center Drive Scotts Valley, CA 95066 (831) 440-5600	City Council Chambers 1 Civic Center Drive Scotts Valley, CA 95066 OR Zoom Video Conference: https://us02web.zoom.us/j/88671741298	The agenda was posted on 11-09-2023 at City Hall, SV Senior Center, SV Public Works Building, and on the Internet at www.scottsvally.gov .

CALL TO ORDER 6:00 PM

The Planning Commission meeting was called to order at 6:00 PM.

PLEDGE OF ALLEGIANCE

ROLL CALL

PLANNING COMMISSIONERS PRESENT:

Lori Gentile, Chair
Chuck Maffia, Vice Chair
David Hodgin, Commissioner
Shawn Mosley, Commissioner
Steve Simonovich, Commissioner

CITY STAFF MEMBERS PRESENT:

Taylor Bateman, Community Development Director
Sarah Wickle, Senior Planner
Cathie Simonovich, City Clerk

PUBLIC COMMENT TIME

None.

ALTERATIONS TO CONSENT AGENDA

None.

CONSENT AGENDA

1. Approve action meeting minutes from October 12, 2023

M/S: Hodgin/Mosley

To approve the Consent Agenda.

Carried 5/0 (AYES: Gentile, Maffia, Hodgin, Mosley, Simonovich)

ALTERATIONS TO PUBLIC HEARING AGENDA

None.

PUBLIC HEARING AGENDA

1. Consider a recommendation to the City Council to adopt the Scotts Valley General Plan Update to replace the existing adopted General Plan, adopt a statement of overriding considerations for significant and unavoidable impacts, and certify the General Plan Final Impact Report (FEIR).

CDD Bateman introduced Bill Wiseman, the City's Consultant from Kimely-Horn. Mr. Wiseman presented this item and responded to questions from the Commissioners.

Chair Gentile opened the Public Hearing at 6:24 PM.

No one from the public came forward.

Chair Gentile closed the Public Hearing at 6:24 PM.

Chair Gentile shared her experience on the General Plan Advisory Committee, and she thanked the staff for their hard work on the General Plan update.

M/S: Maffia/Mosley

To adopt a Resolution recommending the City Council adopt the updated General Plan to replace the existing adopted General Plan, adopt a statement of Overriding Considerations for the significant and unavoidable impacts of the project and certify the General Plan Final Environmental Impact Report.

Carried 5/0 (AYES: Gentile, Maffia, Hodgin, Mosley, Simonovich)

2. Consider a recommendation to the City Council to establish a Vehicle Miles Traveled (VMT) Policy inclusive of establishing VMT as the appropriate metric for evaluating transportation impacts under CEQA, establishing VMT

thresholds of significance, establishing screening criteria, and Transportation Demand Management (TDM) strategies.

The City's Consultant, Bill Wiseman from Kimley-Horn, presented this item and responded to questions from the Commissioners.

Chair Gentile opened the Public Hearing at 6:57 PM.

No one from the public came forward.

Chair Gentile closed the Public Hearing at 6:57 PM.

M/S: Hodgin/Mosley

To adopt a resolution recommending the City Council approve a VMT Policy inclusive of: establishing VMT as the appropriate metric for evaluating transportation-related impacts under CEQA, establishing VMT thresholds of significance, establishing screening criteria, and establishing transportation demand management (TDM) strategies.

Carried 5/0 (AYES: Gentile, Maffia, Hodgin, Mosely, Simonovich)

DISCUSSION ITEMS AND FUTURE AGENDA ITEMS

None.

WRITTEN COMMUNICATIONS – FOR INFORMATION ONLY DIRECTOR UPDATES

None.

ADJOURNMENT

The meeting adjourned at 7:00 PM.



MINUTES

Special Meeting of the
Scotts Valley Planning Commission
Date: December 7, 2023
Time: 6:00 PM

CONTACT INFORMATION	MEETING LOCATION	POSTING
City of Scotts Valley 1 Civic Center Drive Scotts Valley, CA 95066 (831) 440-5600	City Council Chambers 1 Civic Center Drive Scotts Valley, CA 95066 OR Zoom Video Conference: https://us02web.zoom.us/j/88671741298	The agenda was posted on 12-1-2023 at City Hall, SV Senior Center, SV Public Works Building, and on the Internet at www.scottsvally.gov .

CALL TO ORDER 6:00 PM

The Planning Commission meeting was called to order at 6:02 PM.

PLEDGE OF ALLEGIANCE

ROLL CALL

PLANNING COMMISSIONERS PRESENT:
Lori Gentile, Chair
Chuck Maffia, Vice Chair
Dave Hodgins, Commissioner
Steve Simonovich, Commissioner
ABSENT:
Shawn Mosley, Commissioner

CITY STAFF MEMBERS PRESENT:
Taylor Bateman, Community Development
Director
Sarah Wickle, Senior Planner
Cathie Simonovich, City Clerk

PUBLIC COMMENT TIME

None.

ALTERATIONS TO PUBLIC HEARING AGENDA

None.

PUBLIC HEARING AGENDA

1. Consider a recommendation to the City Council to adopt the 2023-2031 Housing Element update

Community Development Director Bateman introduced Consultant Bill Wiseman from Kimley-Horn who attended the meeting in-person, and Consultant Ines Galmiche from Kimley-Horn who presented this item virtually.

Chair Gentile opened the public hearing at 6:26 PM. No public came forward to comment, and Chair Gentile closed the public hearing at 6:27 PM.

M/S: Maffia/Hodgin

To adopt Resolution No. 1790 recommending that the city Council adopt a General Plan amendment to repeal the 2015-2023 Scotts Valley Housing Element and adopt the 2023-2031 Housing Element of the General Plan for the period of 2023-2031 and adopting findings that the project is exempt from the California Environmental Quality Act (CEQA), in compliance with State Housing Element law.

Carried 4/0 (AYES: Gentile, Maffia, Hodgin, Simonovich; ABSENT: Mosley)

DISCUSSION ITEMS AND FUTURE AGENDA ITEMS

None.

WRITTEN COMMUNICATIONS – FOR INFORMATION ONLY DIRECTOR UPDATES

None.

ADJOURNMENT

The meeting adjourned at 6:29 PM.

City of Scotts Valley
PLANNING COMMISSION STAFF REPORT

Date: January 25, 2024

**Applicant/
Property Owner:** Heritage Real Estate Ventures, LLC

Applications: Environmental Assessment EA 20-001
General Plan Amendment GPA 20-001
Zone Change ZC 20-001
Planned Development PD 23-001
Use Permit UP 20-002
Design Review DR 20-005
Cultural Resource Alteration Application CR23-001

Location: 125 Bethany/APN 023-102-15

General Plan/Zoning: Commercial Professional/C-P

Environmental Status: Negative Declaration

Request: Consideration of a Negative Declaration, General Plan Amendment, Zone Change, Planned Development Zoning and Planned Development Permit, Use Permit, Design Review application and Cultural Resources Alteration application to allow for the construction of a 52,822 sf three story commercial development on a 1.35-acre site located at 125 Bethany Drive, on the north side of Scotts Valley Drive between Tabor Drive and Bethany Drive. Proposed land uses would include 10,465 sf of professional and administrative office space, and 42,357 sf of storage for up to 227 users.

Staff Planner: Susie Pineda, Consulting Planner, (408) 331-7987
spineda@m-group.us

STAFF RECOMMENDATION

Staff recommends that the Planning Commission hold a public hearing and provide input and direction on the proposed project.

BACKGROUND

The project site (APN 023-102-15) is located at 125 Bethany Drive, at the intersection of Bethany Drive, Scotts Valley Drive, and Tabor Drive (Attachment 1: Location map). The subject site is approximately 1.35-acres. Current land uses include two existing one- and two-story commercial buildings, totaling 12,200 sf, and associated parking. Surrounding land uses include an elementary school to the west, residential to the south, and Highway 17 to the south and east.

The site was previously known as Bethany Park and the existing buildings were used as support offices for Bethany University. The property was sold to Heritage Real Estate Ventures, LLC when Bethany University was redeveloped as the 1440 Multiversity Campus. The site is currently used as office space.

PROJECT DESCRIPTION

The proposed project includes demolition of the existing commercial buildings and construction of a three-story commercial redevelopment which consists of one 52,822 square feet (sf) building (Attachment 2: Sheet A2.1 Site Plan). This building would include 10,465 square feet of professional and administrative office space, and 42,357 square feet of storage for up to 227 user spaces. The first and second floors of the building will be bifurcated by an internal drive aisle that allows vehicles to park for loading and unloading. The third floor will be continuous over the internal drive aisle. There will be three office spaces on the first floor, six office spaces on the second floor and six office spaces on the third floor, although it is important to note that while Sheet A2.2 of the plan set shows a total of 13 office/storage spaces, the project, as proposed, would allow the applicant to demise the interior space into 227 individual storage spaces, if desired. The project would provide 54 parking spaces located on the north and south extents of the project site, and along a central corridor which would also include loading spaces.

As shown on the Building Elevations (Attachment 2: Sheets A4.1 – A4.3), the exterior building materials would include vertical “board and batten” metal siding, low clear glass windows in white vinyl frames, veneer stone, single composite siding, wood soffit details, roll-up steel doors, and standing seam metal roofs. The project would include sustainable features including energy-efficient lighting and HVAC systems, energy efficient windows, and water-conserving fixtures such as low-flow toilets and drought-resistant landscaping.

Access to the project site would be from three driveways on Tabor Drive and two driveways on Bethany Drive, one of which would function as an exit-only driveway, providing egress access to the internal drive aisle.

As shown on the Tree Removal Plan (Attachment 2: Sheet T1), a majority of the existing landscaping would be removed and replaced with a variety of trees, shrubs and perennials, and groundcovers and grasses. Trees along the perimeter of Bethany Drive and Tabor Drive would include Chinese pistache and Coast live oaks.

As shown on the Lighting Plan (Attachment 2: Sheet E1), 19 pole-mounted light fixtures, 15 feet in height, would be installed on the project site. These LED fixtures would be directed downward to limit lighting on the project site, with the exception of one freestanding pole adjacent to the residential units to the north of the site where light leakage is shown.

PROPOSED ENTITLEMENTS

The project requires the following planning permits:

1. Negative Declaration
2. General Plan Amendment to change from the existing Commercial Service to Light Industrial
3. Zone Change from the C-P zoning designation to I-L / Planned Development
4. Planned Development in conjunction with the Zone Change request to allow for the approval of a general development plan incorporating alternative development standards
5. Use permit
6. Design Review permit to evaluate the site design and architecture
7. Cultural Resource Alteration Application

The following sections provide a discussion of the relevant planning, entitlement and environmental issues associated with the proposed project.

General Plan

General Plan Amendment

The project site has a current General Plan land use designation of Commercial Professional which allows administrative, business and professional offices in which merchandise is not manufactured or sold. Examples of uses in this category include insurance offices, tax consulting services, real estate agencies, banks and other financial and investment services, architects and other design professionals, doctors and dentists, attorneys, and similar business and professional offices.

The applicant proposes a General Plan Amendment to change from the existing Commercial Professional land use designation to Light Industrial (see Attachment 3: General Plan Amendment Map) to accommodate a large portion of the project which is comprised of storage use. Storage facilities are not allowed in the Commercial districts; therefore, the applicant is requesting a land use change to Light Industrial. The General Plan defines the Light Industrial designation as “industrial and industrial related land uses that are neither commercial/retail, nor residential, but may create noise, odor, dust, glare, traffic, or impacts on the aquifer and/or air quality. In addition, the General Plan states that planning review shall ensure that activities conducted on the property do not unreasonably interfere with the character of adjoining land uses.”

When considering a General Plan Amendment, the City must find that the project is in the public interest. The Planning Department has concerns that the Light Industrial land use designation may not be compatible with surrounding land uses and development

patterns in the area given the adjacent residential and the elementary school located across the street. This proposed change in land use may negatively impact the existing adjacent land uses and create unnecessary nuisance. For example, while the site is currently used for office purposes, the proposed project allows for up to 227 separate storage units which would generate trips that are industrial in nature and may be incompatible with pedestrian and vehicular traffic associated with the elementary school. The operation of the roll up doors on the northern elevation of the proposed building may create unwanted noise for nearby residents, and the trash enclosure, located within 50' of the residential to the north may also create noise during pick up, and potentially emit odor.

In addition to the General Plan Amendment and Zone Change, this project also would also require a Planned Development permit and a Use permit which would serve to limit land use to those specifically included in this application (discussed in further detail below). While these permits would serve as useful mechanisms for restricting land use for this project, it is important to note that General Plan designations lay the groundwork for long-term planning in the City. Changing the designation from Commercial Professional to Light Industrial may create land use compatibility issues with the adjacent residential and school.

General Plan – Housing Element

The Housing Element includes an inventory of available housing sites to enable the City to meet its Regional Housing Needs Allocation (RHNA). During the Housing Element update process, the project site was included on the inventory of available sites. While it had the potential to accommodate a portion of the required residential units, it was removed from the list by the City Council, per the owner's request.

General Plan Consistency

Concurrent with City Council approval, the project would be consistent with the amended Light Industrial General Plan land use category.

Zone Change

The proposed project includes a Zone Change from the C-P Professional Commercial zoning designation to I-L Light Industrial/Planned Development (Attachment 4: Zone Change Map). Per SVMC Section 17.26.010, the I-L district is intended to apply to all lands designated in the General Plan as "light industrial." This land use classification is designed to accommodate industrial and industrially related land uses and provide a location for businesses that are inappropriate in commercial or residential zones because of their operations or sizes and because they may create noise, odor, dust or glare and create impacts to traffic, the aquifer or air quality. Uses in this classification shall not encroach upon the character of adjoining land uses and will not expose adjoining uses to hazardous conditions. Permitted uses in the I-L industrial zoning district include warehousing of non-toxic materials, automobile repairs, manufacturing, assembling, processing and packaging of components and finished materials where

significant amounts of hazardous materials are not being used. Storage facilities are a conditionally permitted use which may be appropriate with conditions to mitigate any potential impacts on the surrounding neighborhood.

As proposed, the project requires a Planned Development permit and a Use permit which would serve to restrict and limit land use to those specifically included in this application and serve to make the project consistent with surrounding neighborhood.

Planned Development Zoning

The proposed project includes a request for a Planned Development Zoning. The purpose of Planned Development Zoning is to provide the means to tailor zoning regulations and to apply specific standards for the development of a particular site. This process enables the Planning Commission and City Council to consider the unique characteristics of a site and its surroundings to better implement the citywide objectives, goals and policies of the General Plan and to provide site-specific development standards. Whenever Planned Development zoning is utilized, the standards established for the zoning district, which reflects the General Plan designation, are tailored as part of a planned development. Tailored zoning regulations include, but are not limited to, lot size and shape, intensity, coverage, and appearance of structures.

In addition to several development exceptions that will be discussed in the analysis below, the Planned Development zoning would also be used to limit land uses on site to administrative/professional office and storage only, as specifically requested in this application. Any other land uses identified in the zoning code as permitted or conditionally permitted in the I-L zoning district would not be allowed on site with approval of this application.

Use Permit

In addition to the previous applications, this project would also require a Use Permit. SVMC Section 17.50.020, states that “due to their unusual characteristics, conditional uses require special consideration so that they may be located properly with respect to the objectives of the zoning ordinance and with respect to their effects on surrounding properties.”

The use permit is intended to protect the existing adjacent residential and school from all permitted uses in the Light Industrial Zoning district by restricting land uses allowed on the property to professional/administrative office use and associated storage only. In addition, the Use Permit would limit the number of storage spaces allowed on site to a maximum of 227, which is directly related to the amount of parking provided on site.

To approve a Conditional Use Permit, the Planning Commission must find that:

1. The proposed location of the conditional use is in accordance with the objectives of the zoning ordinance and the purposes of the district in which the site is located.

2. The establishment, maintenance or operation of the use or building will not, under the circumstances of the case, be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing or working in the neighborhood of the proposed use or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the city.

As mentioned previously, the Planning Department has concerns that the Light Industrial General Plan land use designation may not be compatible with surrounding land uses, and development patterns in the area, given the adjacent residential and the elementary school located across the street.

Planned Development Permit/Design Review

The proposed project is required to obtain both Design Review and Planned Development Permit approvals.

The design review process includes project review by City Staff, Planning Commission, and City Council. This review serves as a basis for evaluating proposals for quality of design. The City's review process is designed to encourage the highest level of design quality, while at the same time providing the flexibility necessary to encourage creativity on the part of the project designers.

Per Chapter 17.38 of the City's Municipal Code, Planned Development (PD) districts must be combined with a base zoning district, which in this case, is I-L Industrial. The development regulations in the zoning code provide the framework for evaluating the proposed project. The following development standards, as defined in the zoning code, apply to the project:

Zoning Compliance Table				
Light Industrial				
	Standard	Proposed	Compliance	Comment
Minimum Lot Area	40,000 sf	Approx.. 57,500 sf	Yes	
Minimum Lot Width	100'	Not less than 100'	Yes	
Minimum Lot Depth	100'	Not less than 100'	Yes	
Minimum Lot Frontage	100'	Not less than 100'	Yes	
Maximum Building Coverage	50%	20,124 sf = 35%	Yes	
Front Setback	15'	20'	Yes	
Side Setback	0'	10'	Yes	
Rear Setback*	0'	67'-10"	Yes	
Height	35'	34'-10"	Yes	

Solid wall, fence or shrub abutting residential	6' in height on property line	Maintaining original fence	Yes	
Landscaping (permanently maintained) abutting residential	Minimum of 5'	5'	Yes	
Landscaping (permanently maintained, not within the ROW) adjoining a street	Not less than 10'	Not less than 10'	Yes	
Landscaping (permanently maintained)	Not less than 10%		No	Exception requested
Parking spaces	See parking data table below			
Parking space dimensions			No	Exception requested
Parking lot drive aisle width	Not less than 26'	26'	Yes	
Shade trees in parking lot	1 shade tree/4 parking stalls		No	Exception requested
Loading Spaces**	Max of 2 loading spaces permitted on the street side of any building within 65' of the street right of way		No	Exception requested
Trash Disposal	Adequate and accessible in accordance with Section 17.44.020	Designed to city standards	Yes	
Outdoor Storage***	Prohibited next to housing	None proposed		

*Minimum yard setback abutting residential/open space: 1' shall be added to each setback requirement for each 3' of building height above 16'

** Loading spaces shall not interfere with required parking, access or circulation.

*** Outdoor storage requires design approval and a use permit.

As shown in the table above, this project would require exceptions to zoning code requirements. These exceptions, as well as additional site design issues are discussed in further detail in the discussion and analysis below.

DISCUSSION AND ANALYSIS

The discussion and analysis below provides additional details about the proposed exceptions and site design issues related to the project.

Site Design

Trash enclosure

The trash enclosure is located to the rear of the site, within the parking lot, and adjacent to the residential, as shown on Attachment 1: Site Plan, Sheet A2.1.

The Planning Department is concerned that the trash enclosure may interfere with parking spaces numbers 39 and 44, as shown on the site plan. Vehicles will have limited space to maneuver out of the stalls. In addition, the trash enclosure is located within 50 feet of residential land uses, which may be a nuisance to neighbors, creating noise on trash pick-up days, and, though it is required to be covered, could potentially create odors.

The Planning Department discussed relocation of the trash enclosure with the applicant, possibly locating the trash enclosure within the access drive that runs through the building, but that, in turn created impacts to required parking on site.

Retaining Walls

Due to the design of the stormwater treatment areas and the overall topography of the site, the proposed project would require several retaining walls. Please refer to the Manufacturers Detail in the plan set, Attachment 2: Sheet CB2, for color and design details.

The parking lot located to the rear of the building, at the northern end of the project site, would require retaining walls within the parking lot, along Bethany Drive (Attachment 1: Building Sections, Sheet A5.1 and Exterior Elevations, Sheet 4.1). To soften the appearance and provide screening for the retaining walls, the project includes a planter strip at the base to soften and provide screening for the retaining walls in the lower parking lot, visible from Bethany Drive.

In addition to the retaining wall in the parking lot, the project would also require four retaining walls along Bethany Drive, to achieve storm water treatment on site. None of these proposed retaining walls would exceed 3' in height. Stormwater treatment features are typically specific landscape-based items such as rain gardens, swales or infiltration basins that capture pollutants and prevent them from reaching the storm drain. While there are a variety of methods that can be used to achieve stormwater treatment, as designed for this project, several retaining walls would be required along Bethany Drive.

Parking and Parking Lot Design

The proposed project requires 54 parking spaces, as shown in the table below.

Parking Requirements*		
Land Use	Required	Proposed
Business and professional use	one (1) space per 250 square feet gross floor area	10,465 sf/250 sf = 42 spaces required
Self Storage	four (4) spaces plus additional space as required by the Planning Commission 4 spaces required	For storage, applicant used 1/3500 sf 42,357 sf/3500 = 12 spaces
Bicycle spaces		4 short term 4 long term
Loading spaces	Two (2) required loading spaces (SVMC section 17.44.030(L) (3))	Loading zone is included as an 8' x 60' space located inside the internal drive aisle
Future EV parking		6 spaces
Accessible parking		6 spaces

The parking table provided on Attachment 1: Sheet A2.2 of the plan set appears to demonstrate compliance, however, many of the parking spaces are not dimensioned and previous plans reviews indicated that approximately 30% were undersized and do not comply with the requirements of SVMC Section 17.44.030(G). As proposed, the project would require an exception.

The Zoning Code requires that the proposed project comply with the standards for Off Street Parking facilities, including parking space dimensions. Each full-sized space shall be 9'x20,' each compact sized space shall be 9'x16,' and no more than 20% of the parking spaces may be compact.

The Planning Department has concerns about the size of some of the parking spaces as well as the overall parking lot design in the rear lot. As shown on Attachment 1: Sheet C2.1 of the plan set, many of the proposed parking spaces do not meet these requirements and many of the parking spaces do not include dimensions to demonstrate compliance. In addition, all of the spaces along the access drive that runs through the building are undersized, measuring only 8' in width.

In addition to the undersized parking spaces, the Planning Department also has concerns about the parking lot design. As shown on Attachment 1: Sheet C2.1 of the plan set, and mentioned previously, parking spaces 39 and 44 would be difficult to maneuver in and out of as the trash enclosure does not allow for adequate turning movements or back up space.

Parking Lot Lighting

The Planning Department has concerns about one of the free-standing light fixtures located at the rear of the project site, adjacent to the residential uses where the photometric plan shows light leak to the adjacent property (Attachment 1: Sheet E1). If approved, the project would include a condition of approval that would require all lighting footprints to be fully contained on site.

Loading Zone

The SVMC Section 17.44.030(L)(3), requires each loading space to be at least 45' long and 12' wide. The Zoning Code also requires that the loading spaces should not interfere with required parking, access or circulation. As proposed, the project does not comply with the Zoning Code and would require an exception.

As shown on Attachment 1: Sheet C2.1 of the plan set, the proposed project includes a loading zone located within the internal drive aisle. The drive aisle is 13.6' wide and includes eleven 8' x 20' parking spaces on both sides.

The applicant has designed the loading space to be flex space, functioning as either three parking stalls or one loading zone. They anticipate the largest trucks to be the size of a UPS truck that would come and go, and employees would park in the parking lots. In addition, the applicants propose to install signage to restrict parking in the loading spaces to 20 minutes only. The applicant believes this is sufficient space and would meet the needs of the project.

The Planning Department has several concerns about the loading zone. First, Attachment 1: Sheet C2.1 Site Improvements, shows the proposed loading space to be 8'x60', which does not satisfy the Zoning Code requirement of two 12'x45' spaces. Second, when the loading zone is in use, it blocks parking spaces limiting the amount of required parking on site. Third, if the parking spaces were in use when a truck needed to use the loading space, the truck could potentially park in the drive aisle, and this could create queuing problems on and potentially off site. Finally, if a large truck were parked in the loading zone, and the parking spaces on the opposite side were in use, the drive aisle could potentially be blocked, which could also create a queuing problem.

Landscaping

As shown in the Landscape Plan (Attachment 1: Sheets L1, TR-1 and TR-2), the project proposes to remove a majority of the existing landscaping on site and replace it with a variety of trees, shrubs and perennials, and groundcovers and grasses. Trees along the perimeter of Bethany Drive and Tabor Drive would include Chinese pistache and Coast live oaks.

The Zoning Code includes several provisions regarding landscaping, and as proposed, the project would require two exceptions, discussed below.

- SVMC Section 17.44.030(G)(6), requires that 10% of the required parking area shall be landscaped; the landscaping shall be evenly distributed throughout the area and adjacent to buildings. The minimum planter width shall be five feet.

- Per SVMC Section 17.44.030(G)(7), landscaped areas within or adjacent to the parking area shall provide for a minimum of one shade tree for every four parking stalls. This is a Zoning Code requirement, and there is also a shade requirement in the California Green Building Standards that will apply to this project. While trees are included around the perimeter of the parking lots, shade trees are not provided within the parking lot, therefore, the proposed project would require an exception.

Since compliance with these sections of the Code would result in the loss of additional on-site parking spaces, the applicant is requesting exceptions to these requirements.

Trees

As described in the Arborist Report (Attachment 5), a total of 45 trees were surveyed on the project site. Of these 18 are protected and 27 are not protected. The dominant species and most of the “protected” trees were liquidambar, (*Liquidambar styraciflua*). Other frequently planted species include olive (*Olea europaea*) and purple-leaf plum, (*Prunus cerasifera*). Two London plane trees, (*Platanus x hispanica*), are the largest specimens on the property. Two trees on an adjacent property, one Japanese maple, (*Acer palmatum*), and one purple-leaf plum were also surveyed.

Most of the trees were identified as being in good or fair condition. Only one tree was found in poor condition, a severe drought stressed European white birch (*Betula pendula*). The management of trees on the property was good except for the purple-leaf plums and a group of evergreen pear (*Pyrus kawakamii*) trees. These trees had been topped at 10 feet above grade and the resulting re-growth was identified as being poorly attached.

The project would remove 13 protected trees (10 liquidambar and three olive). As shown on Sheet L1: Landscape Plan, new trees will be installed at a recommended tree replacement to compensate for their removal at a minimum 2:1 tree replacement using 15-gallon or 24-inch box size trees. This recommendation is consistent with City regulations, as described above.

If the project were approved, standard conditions of approval would be included to require the project applicant to implement all measures contained within the Arborist Report for the protection of existing trees to remain, including but not limited to the required procedures and sequence, required tree replacement, tree preservation and protection, and appraised value of preserved trees in the report.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The proposed project has been reviewed in accordance with the State of California Public Resources Code and the California Environmental Quality Act. With the

implementation of identified standard conditions of approval, the Initial Study did not identify any potentially significant impacts on the environment. The project would not have the potential to significantly degrade the environment; would have no significant impact on long-term environmental goals; would have no significant cumulative effect upon the environment; and would not cause substantial adverse effects on human beings, either directly or indirectly. Based on this review, a proposed Negative Declaration is hereby made on this proposed project. The reason for this determination is that the project will not result in significant adverse impacts to the environment.

The proposed Negative Declaration, including the Initial Study, was made available at the Community Development Department, as well as posted online. Neighbors within 300 feet were notified by mail. The Public Review Period for the proposed Negative Declaration began on July 24, 2023 and closed on August 24, 2023. Public comments were received and attached, for your reference (Attachment 6: Negative Declaration Public Comment). In response to concerns regarding traffic in general, as well as the Vehicles Miles Travelled analysis in the traffic study, the City hired the environmental consultant, Kimley Horn, to prepare a memo to provide further clarification (Attachment 7).

PUBLIC NOTICE/COMMENT

On January 12, 2024, public hearing notices were posted at City Hall and were mailed to surrounding property owners located within 300 feet of the subject property, pursuant to State law. In August 2023, a notice of proposed development was posted on site. The Planning Department has received public comments from neighbors and interested parties expressing concern regarding the proposed project and the applicant has forwarded letters in support. All comments are attached, for reference (Attachment 8).

CONCLUSION

In summary, the Planning Department is requesting Planning Commission input and direction on the requested entitlements. This report does not include a resolution or request for action. The Planning Department has identified two options for Planning Commission consideration:

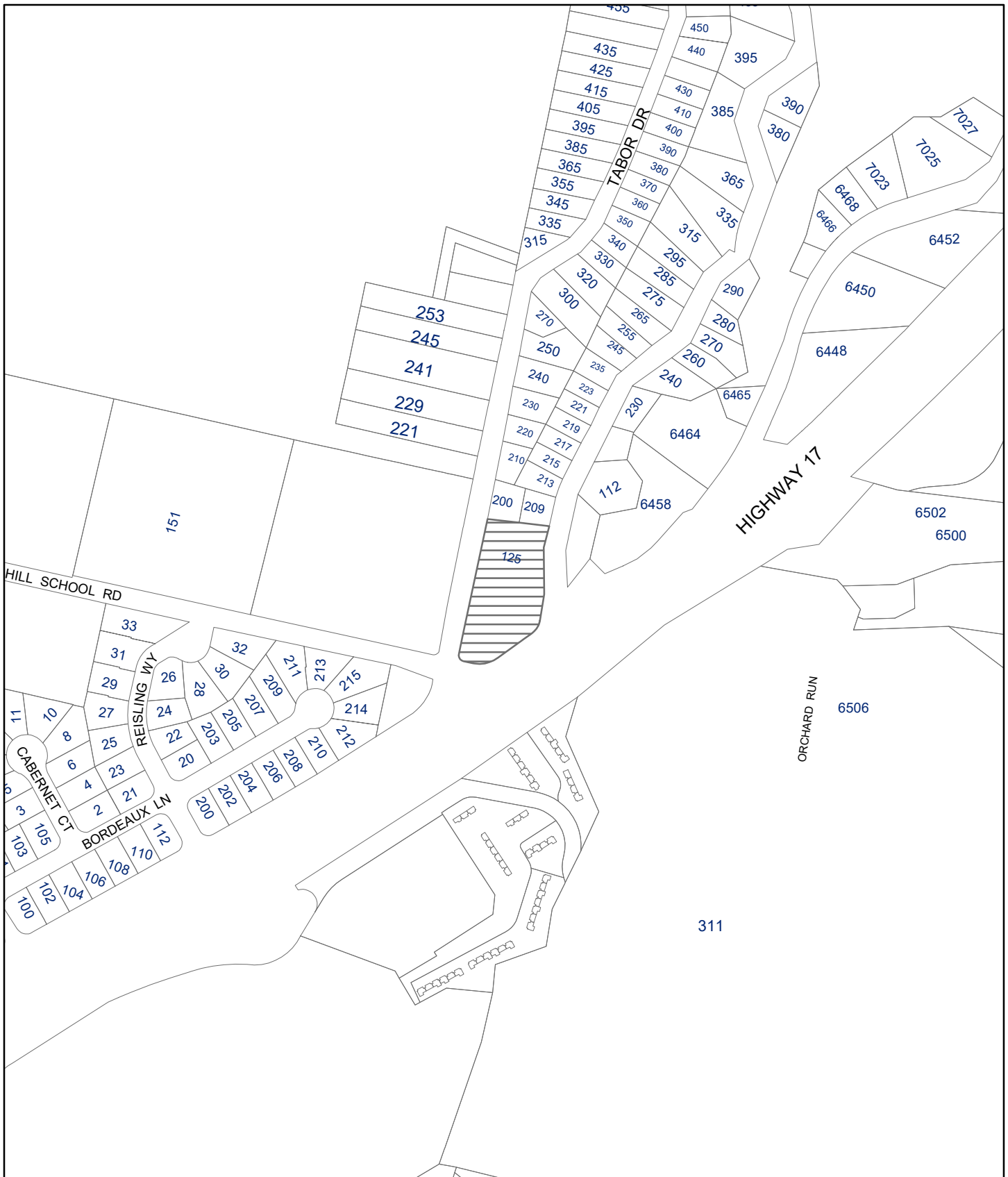
1. If it is determined that a change in the General Plan land use designation from Commercial Professional to Light Industrial is appropriate and that the issues associated with the proposed project are adequately addressed, the Planning Commission could direct staff to prepare a resolution recommending approval for consideration at a future Planning Commission meeting. The final recommendation would then be forwarded to the City Council for consideration.
2. If it is determined that a change in the General Plan land use designation from Commercial Professional to Light Industrial is not appropriate, or the issues associated with the proposed project are not adequately addressed, the Planning Commission could direct staff to prepare a recommendation of denial for

consideration at a future Planning Commission meeting. The final recommendation would then be forwarded to the City Council for consideration.

ATTACHMENTS

1. Location Map
2. Project Plans
3. General Plan Amendment Map
4. Zone Change Map
5. Negative Declaration
6. Negative Declaration Public Comment
7. Response to Negative Declaration Public Comment re: Traffic
8. Public Comment

125 Bethany Drive / APN 023-102-15



REDEVELOPMENT PLANS FOR BETHANY PROFESSIONAL COMMERCIAL PROPERTY

125 BETHANY DR, SCOTTS VALLEY, CA

ABBREVIATIONS

AB	Anchor Bolt	(E)	Existing	PLY WD	Plywood
ABV	Above	EA	Each	PSF	Pounds per Square Foot
ACI	American Concrete Institute	EN	Edge Nailing	PSI	Pounds per Square Inch
ALT	Alternate	ENGR	Engineer	PTDF	Preservative Treated Douglas Fir
APA	American Plywood Association	EXT	Exterior	RDWD	Redwood
ARCH	Architect	FLR	Floor	REINF	Reinforcement
ATR	All Thread Rod	FND	Foundation	REQD	Required
CBC	California Building CodeBoard	FOC	Face of Concrete	RF	Roof
BD	Block	FOS	Face of Stud	RM	Room
BLK(G)	Block(ing)	FRMG	Framing	RTW	Retaining Wall
BLW	Below	FT	Foot or Feet	SAD	See Architectural Drawings
BM	Beam	FTG	Footing	SB	Solid Blocking
BN	Boundary Nailing	GALV	Galvanized	SF	Square Foot
BP	Base Plate	GL	Glued Laminated	SIM	Similar
BRG	Bearing	GYP	Gypsum	SPEC	Specifications
CL	Center Line	HD	Holdown	SO	Square
CLG	Ceiling	HDR	Header	STD	Standard
CLR	Clear, Clearance	HORIZ	Horizontal	STL	Steel
COL	Column	HT	Height	SKYLT	Skylight
CONC	Concrete	INT	Interior	T&B	Top and Bottom
CONN	Connection	JST(S)	Joist(s)	T&G	Tongue and Groove
CONT	Continuous	MB	Machine Bolt	TOC	Top of Concrete
CNTR	Center	MI	Malleable Iron	TOW	Top of Wall
DBL	Double	MIN	Minimum	TYP	Typical
DF	Douglas Fir	(N)	New	UNO	Unless Noted Otherwise
DIA	Diameter	OC	On Center	Ø	Diameter
DTL	Detail	OH	Opposite Hand		
DWG	Drawing	OPNG	Opening		
		PAF	Powder Actuated Fastener		
		PL	Plate of Property Line		

DEFERRED SUBMITTALS

A LICENSED DESIGNER / INSTALLER SHALL PREPARE AND SUBMIT (2) SETS OF PLANS, CALCULATIONS, AND CUT SHEETS FOR THE AUTOMATIC FIRE SPRINKLER SYSTEM TO MEET NFPA 13-D TO THE FIRE DEPARTMENT AGENCY FOR REVIEW AND APPROVAL. THE CUT SHEETS SHALL INCLUDE, BUT ARE NOT LIMITED TO, PIPING, VALVES, GUAGES, AND SPRINKLER HEADS.

THE JOB COPIES OF THE BUILDING AND FIRE SYSTEM PLANS AND PERMITS SHALL BE ON-SITE DURING INSPECTIONS

A MINIMUM OF 48 HOURS NOTICE TO THE FIRE DEPARTMENT SI REQUIRED PRIOR TO INSPECTIONS

WATER:
SCOTTS VALLEY WATER DISTRICT
2 CIVIC CENTER DRIVE
SCOTTS VALLEY, CA 95066
831-438-2363

FIRE
SCOTTS VALLEY FIRE PROTECTION DISTRICT
7 ERBA LANE
SCOTTS VALLEY, CA 95066
831-438-0211

CODES

2022 CALIFORNIA RESIDENTIAL CODE
2022 CALIFORNIA PLUMBING CODE
2022 CALIFORNIA MECHANICAL CODE
2022 CALIFORNIA ELECTRICAL CODE
2022 CALIFORNIA FIRE CODE
2022 CALIFORNIA GREEN BUILDING CODE
2022 CALIFORNIA ENERGY EFFICIENCY STANDARDS

CONSULTANTS

HUGH ZIKE ARCHITECT
838 WESTERN DR, SANTA CRUZ, CA 95060
831-818-5808

C2G CIVIL CONSULTANTS GROUP, INC
TODD CREAMER
4444 SCOTTS VALLEY DR, SCOTTS VALLEY, CA 95066
831-438-4420

ALPHA SURVEY
TODD CREAMER
4444 SCOTTS VALLEY DR, SCOTTS VALLEY, CA 95066
831-438-4420

ROCK SOLID ENGINEERING, INC
GEOTECHNICAL ENGINEERING
YVETTE WILSON
1100 MAIN STREET, SUITE A, WATSONVILLE, CA 95076
831-724-5868

ANIMATEHOUSE RENDERING
ALAN HYMES
831-295-2719

PROJECT DATA

DEMOLISH AND REMOVE EXISTING MIXED USE OFFICE STORAGE STRUCTURES.
CONSTRUCT NEW 52,822 SF THREE STORY LIGHT GUAGE METAL FRAME MIXED USE OFFICE - STORAGE STRUCTURE.

OWNER: HERITAGE REAL ESTATE VENTURES LLC
125 BETHANY DRIVE, SCOTTS VALLEY

DEVELOPER: BLACKCOMB PROPERTY GROUP

OCCUPANCY	B - S1
CONSTRUCTION TYPE	IIB FIRE SPRINKLED
SRA	LRA
APN	023-102-15
ZONING	CP
ADDRESS	125 BETHANY DRIVE, SCOTTS VALLEY, CA 95066

AREAS

AREA OF PROPERTY	57499.02 SF
BUILDING FOOTPRINT	18501.00 SF
MAXIMUM ALLOWABLE COVERAGE 35%	20124.66 SF

TOTAL BUILDING AREA	52,822.00 SF
MAXIMUM ALLOWABLE BUILDING AREA	91875.00 SF

SHEET INDEX

ARCHITECTURAL

A1.1	COVER SHEET
A2.1	SITE PLAN
A2.2	OFFICE STORAGE RATIO
A3.1	FIRST FLOOR PLAN
A3.2	SECOND FLOOR PLAN
A3.3	THIRD FLOOR PLAN
A3.4	ROOF PLAN
A4.1	EXTERIOR ELEVATIONS
A4.2	EXTERIOR ELEVATIONS
A4.3	PERSPECTIVE
A5.1	BUILDING SECTIONS
A6.1	ARCHITECTURAL DETAILS
CB1	COLOR BOARD 1
CB2	COLOR BOARD 2

CIVIL

C0.1	COVER SHEET
C1.1	EXISTING SITE AND DEMOLITION PLAN
C2.1	SITE IMPROVEMENTS
C3.1	GRADING PLAN
C3.2	STORM WATER CONTROL PLAN
C4.1	UTILITY AND FIRE SUPPRESSION PLAN
C5.1	EROSION CONTROL PLAN
C5.2	EROSION CONTROL DETAILS
C6.1	DETAILS
C6.2	DETAILS
C6.3	DETAILS
C6.4	SVVD DETAILS

LANDSCAPE

L1.1	LANDSCAPE PLANS
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ELECTRICAL

E1	LIGHTING PLAN
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ARBORIST

T1	TREE LOCATION
T2	TREE PROTECTION PLAN

PROJECT DESCRIPTION

The project site is a 1.35-acre parcel with two existing office and administrative buildings which contain approximately 13,500 gross square feet. The site is located at the intersection of Bethany Drive, Scotts Valley Drive, and Tabor Drive and is visible along the freeway frontage. The proposed project is a mixed-use commercial redevelopment which consists of gross 52,822 square feet, including 10,465 net square feet of professional and administrative office space, and 42,357 net square feet of storage. The new project utilizes the existing footprints of the current buildings. According to Scotts Valley's municipal code parking requirements for office use, the professional administrative use requires 42 parking spaces and the storage component only requires 12 parking spaces for a total of 54 parking spaces.

The new Bethany Business Center is a revitalization of the 65 year-old office buildings designed and used by Bethany Bible College back in the day for their needs at the time. The buildings are not only obsolete and antiquated, they are not energy and water efficient and do not comply with current ADA requirements. Perhaps more significantly, the buildings don't meet the needs of our current and future tenants-local service and business professionals.

The proposed new building represents a comprehensive redevelopment of the site and reflects the diverse new ways people are working and doing business. The new design is responsive to today's reduced demand for physical office space as well as the increased need for flexible storage for inventory, equipment, materials, and e-commerce operations, among other uses.

The new design is for a slightly reduced amount of office space available on-site today, but in a new energy efficient, sustainable, functional, and beautiful building. The proposed building would reduce existing impacts, while adding 39,000 (+/-) square feet of low impact, flexible, office-adjacent storage. This will primarily be completed through adding floors to the current building envelopes. This concept maintains the current level of parking and will give businesses the room and flexibility they need as they grow and change.

The design and desired use of the building is for businesses that have a need for office space as well as storage space of various proportions in one convenient location. The use case and demand for this mix-use commercial service and professional space is significant and well documented - as shown via half a dozen community support letters submitted from local businesses in favor of this design.

The building will have all of the same office uses as it has now, which can be defined within the Commercial Professional and Service zoning designations. The building will not allow any industrial users.

The new design includes elevators to make the property fully accessible, and a hidden drive-through lane in the middle of the building (East to West) along with a drop off feature that makes it extremely convenient and low impact. The addition of storage is an extremely benign use when it comes to impacts, while at the same time is the single most beneficial component that can be added to the office space needs of existing businesses at the building.

However, to ensure that the maximum potential impacts are evaluated in the planning and environmental review process, it is suggested that the impacts be assessed on the maximum potential number of storage users - 227. While it's highly unlikely there will be even a fraction of this many storage users, storage as a use is very low impact because it does not generate water or sewage use, while generating the lowest amount of traffic. Additionally, it is estimated that the office users in the aggregate, and at a minimum, will use storage at a rate of 3:1 to their office space.

The hours of operation for the building will remain the same as it currently is - Monday to Friday, 8am - 6pm. However, many office users currently come in on the weekend and the building management does not limit users' ability to access their office(s) outside of these times. For hours of operation for the storage component, access hours will be characterized as the same as office, from 8am - 6pm. However, if a business requires access to their storage outside of these access hours, management will allow access by prior arrangement.

The property will be highly secure utilizing state-of-the-art security and surveillance systems providing 24/7 monitoring, with key-padded access to all exterior entryways. In addition, there will be a full-time on-site property manager based out of one of the ground-level office spaces. The manager will assist with property upkeep and oversight, tenant relations, maintenance requests, leasing efforts, and many other similar tasks. Hours of operation for the on-site manager will be Monday to Friday, 9am - 5pm.

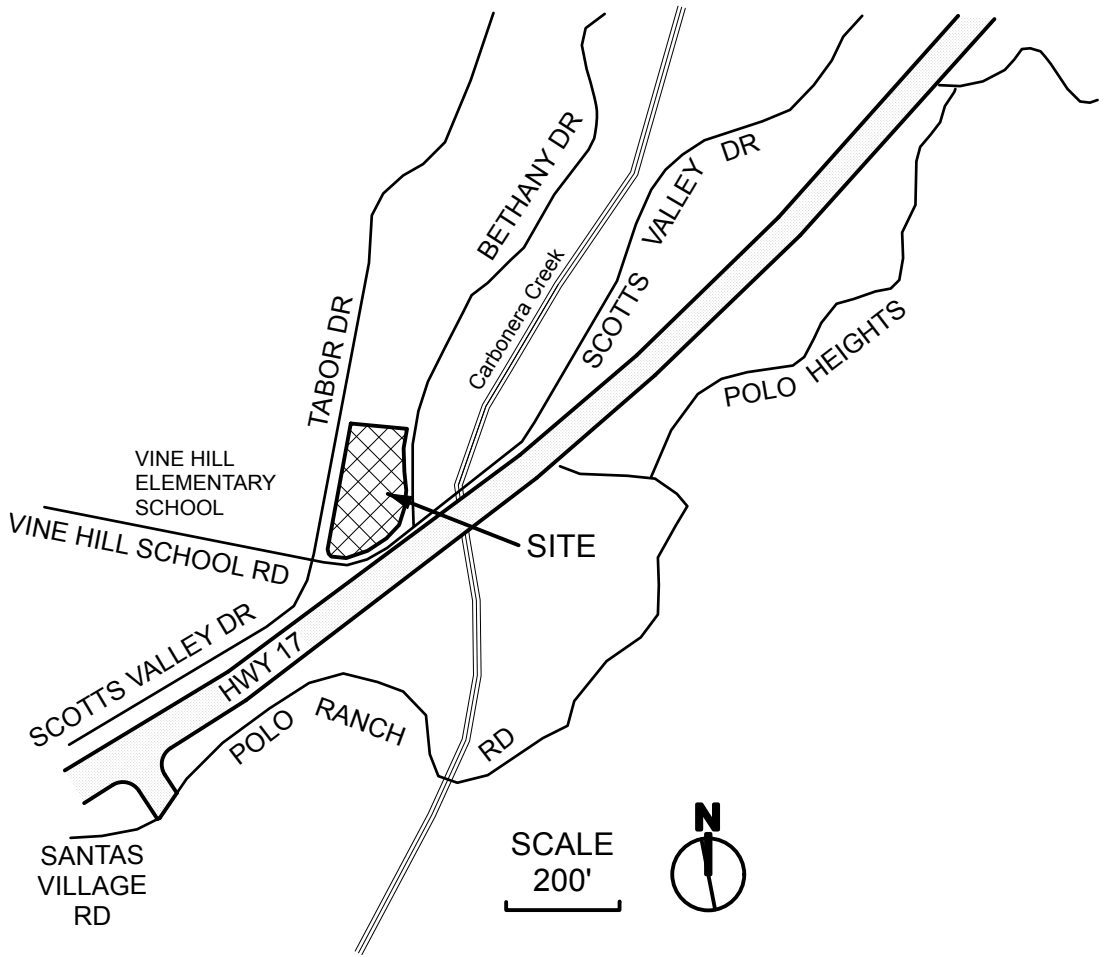
Noise generation from the property will be negligible and the professional noise study performed on the site found that proposed "project-generated noise levels and noise increases in the ambient conditions will be within the standards of the Municipal Code."

The property will also be designed with sustainable practices in mind, such as energy-efficient lighting and HVAC systems, energy efficient windows, as well as water-conserving features such as low-flow toilets, faucets, and drought-resistant landscaping. In fact, overall water impacts will be significantly reduced from the current structure since the proposed project replicates the existing office space available today but in a more energy efficient manner, and the additional storage space does not add any additional water usage.

The proposed project plans to use the property's existing monument signage. Additional signage will include directional signage around the building, a tenant directory (which now currently exists), as well as life-safety signage for elevators, electrical, fire department, etc.

By combining office space and storage space in one property, service and professional-based businesses will increase efficiency in managing their operations by being able to easily access equipment and supplies, without the need to travel to a separate facility, which will also reduce traffic trip generation.

VICINITY MAP



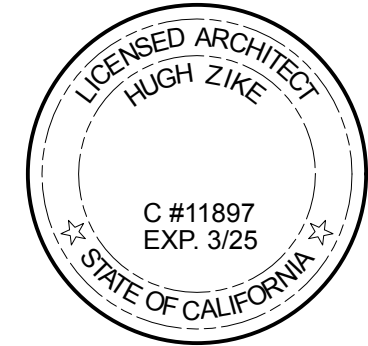
OFFICE - STORAGE AREA TABULATION

FIRST FLOOR					
OFFICE 1	2163 SF	20.7%	STORAGE 1	2128 SF	5.7%
OFFICE 2	188	1.8%	STORAGE 2	188	0.5%
OFFICE 3	184	1.8%	STORAGE 3	161	0.4%
SECOND FLOOR					
OFFICE 1	2935 SF	28.0%	STORAGE 1	NONE	
OFFICE 4	271	2.6%	STORAGE 4	338 SF	0.9%
OFFICE 5	344	3.3%	STORAGE 5	265	0.7%
OFFICE 6	216	2.1%	STORAGE 6	186	0.5%
OFFICE 7	481	4.6%	STORAGE 7	336	0.9%
OFFICE 8	301	2.9%	STORAGE 8	337	0.9%
THIRD FLOOR					
OFFICE 1	1678 SF	16.1%	STORAGE 1	772 SF	2.1%
OFFICE 9	334	3.3%	STORAGE 9	265	0.7%
OFFICE 10	298	2.8%	STORAGE 10	338	0.9%
OFFICE 11	481	4.6%	STORAGE 11	336	0.9%
OFFICE 12	301	2.9%	STORAGE 12	337	0.9%
OFFICE 13	271	2.6%	STORAGE 13	338	0.9%
TOTAL	10465		TOTAL	6695	
GENERAL STORAGE					
1st FLR	11599 - 15% CIRCULATION =		9859 SF	24.4%	
2nd FLR	15360 - 15% CIRCULATION =		13056	29.7%	
3rd FLR	15398 - 15% CIRCULATION =		13088	29.1%	
TOTAL	42357		36003		

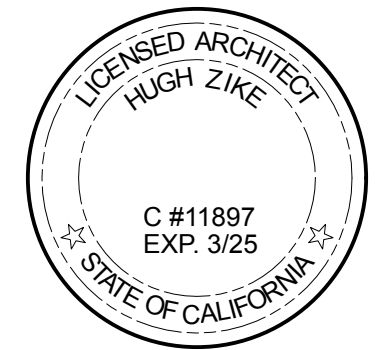
TOTAL GROSS STORAGE = 6695+35662= 42357 SF
TOTAL OFFICE 10465 SF STORAGE - CIR = 36003 SF
RATIO - OFFICE : STORAGE 1 : 3.44

OFFICE PARKING RATIO	1:250 SF
STORAGE PARKING RATIO	1:3500 SF
TOTAL PARKING REQUIRED	42357 SF / 3500 = 12 SPACES
TOTAL PARKING PROVIDED	= 54 SPACES

MAXIMUM POSSIBLE STORAGE AREA = 54 PARKING SPACES x 3500 SF/SPACE = 189,000SF > 62,469 TOTAL BUILDING AREA



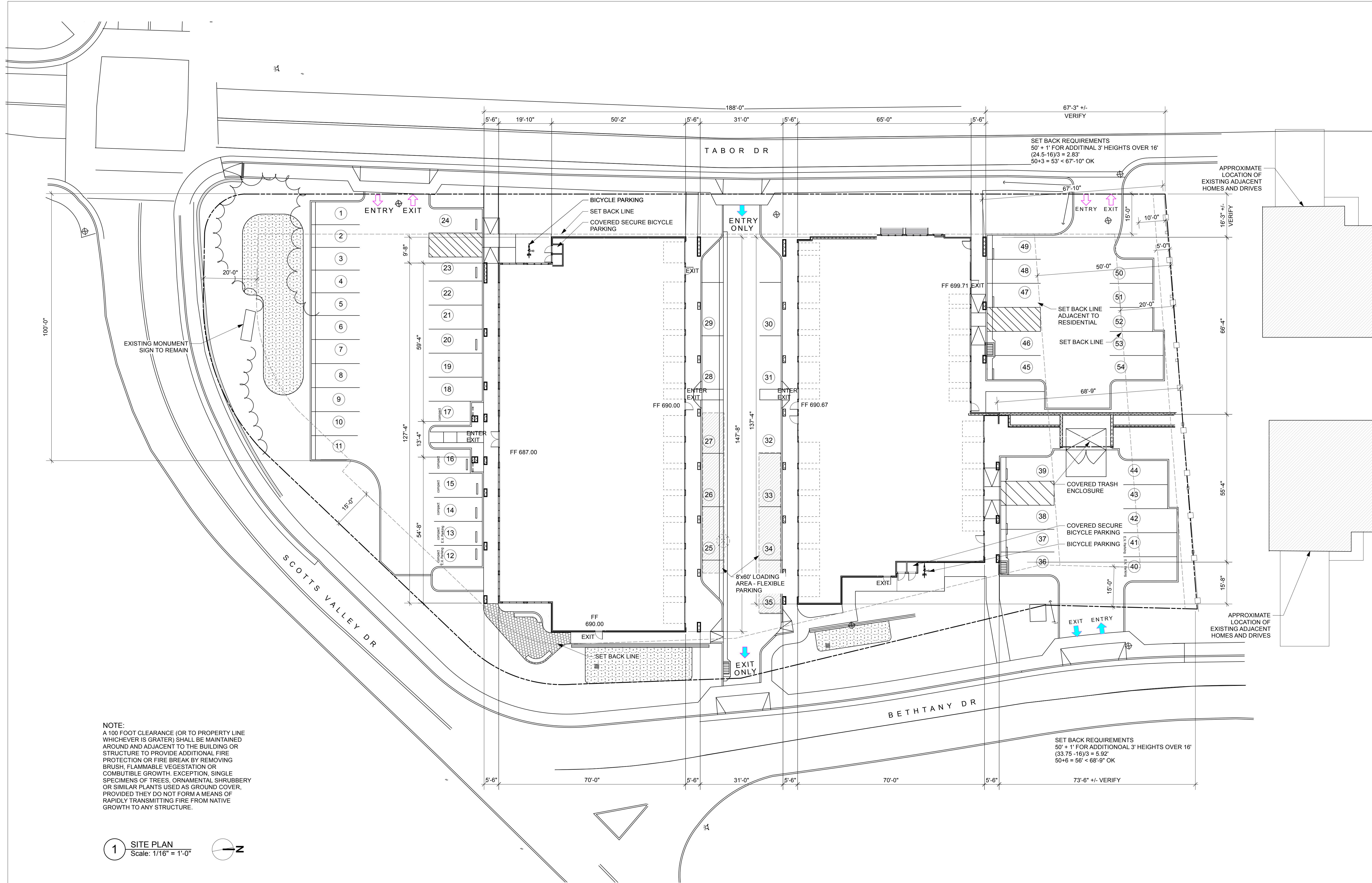
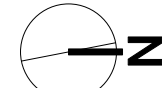
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						Zone
						Revision Notes
						Date
						No.
						Issue Notes
						Date
						No.
Designed By	Date	Revision	Project ID	Drawing Code	File Name	00/00/00
Drawn By	10-06-23	Revision	Store More Scotts Valley	Drawing Code	File Name	
Checked By				CAD File Name	File Name	
Reviewed By				Plot Date	File Name	
Submitted By						
Project Manager						
REDEVELOPMENT FOR 125 BETHANY DRIVE, SCOTTS VALLEY, CA APN 023-102-15						
COVER SHEET						
Scale						
Sheet No.						
A1.1						
of						
Total Sheets						



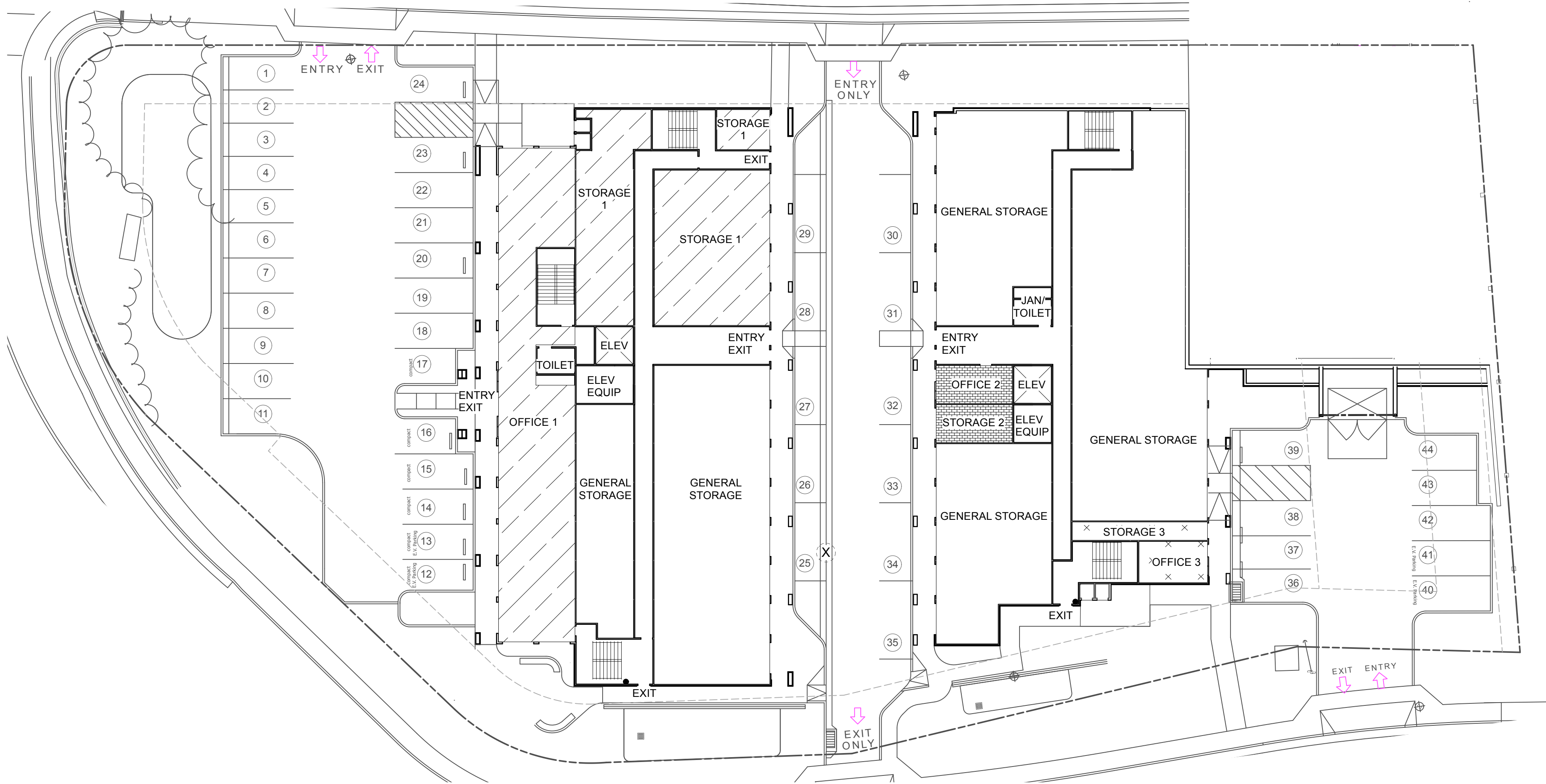
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Scale		1/16" = 1'-0"							
Sheet No.		A2.1		of		Total Sheets			
Design Firm		HUGH ZIKE AIA 838 WESTERN DR SANTA CRUZ, CA 95060 831-818-5808		Date		10-06-23			
Drawn By		Revision		No.		Date			
Checked By		Store More Scott's Valley		Issue Notes					
Reviewed By		Drawing Code							
Submitted By		CAC File Name							
Project Manager		File Name							
		File Date							
		00/00/00							

NOTE:
A 100 FOOT CLEARANCE (OR TO PROPERTY LINE
WHICHEVER IS GRATER) SHALL BE MAINTAINED
AROUND AND ADJACENT TO THE BUILDING OR
STRUCTURE TO PROVIDE ADDITIONAL FIRE
PROTECTION OR FIRE BREAK BY REMOVING
BRUSH, FLAMMABLE VEGETATION OR
COMBUSTIBLE GROWTH. EXCEPTION, SINGLE
SPECIMENS OF TREES, ORNAMENTAL SHRUBBERY
OR SIMILAR PLANTS USED AS GROUND COVER,
PROVIDED THEY DO NOT FORM A MEANS OF
RAPIDLY TRANSMITTING FIRE FROM NATIVE
GROWTH TO ANY STRUCTURE.

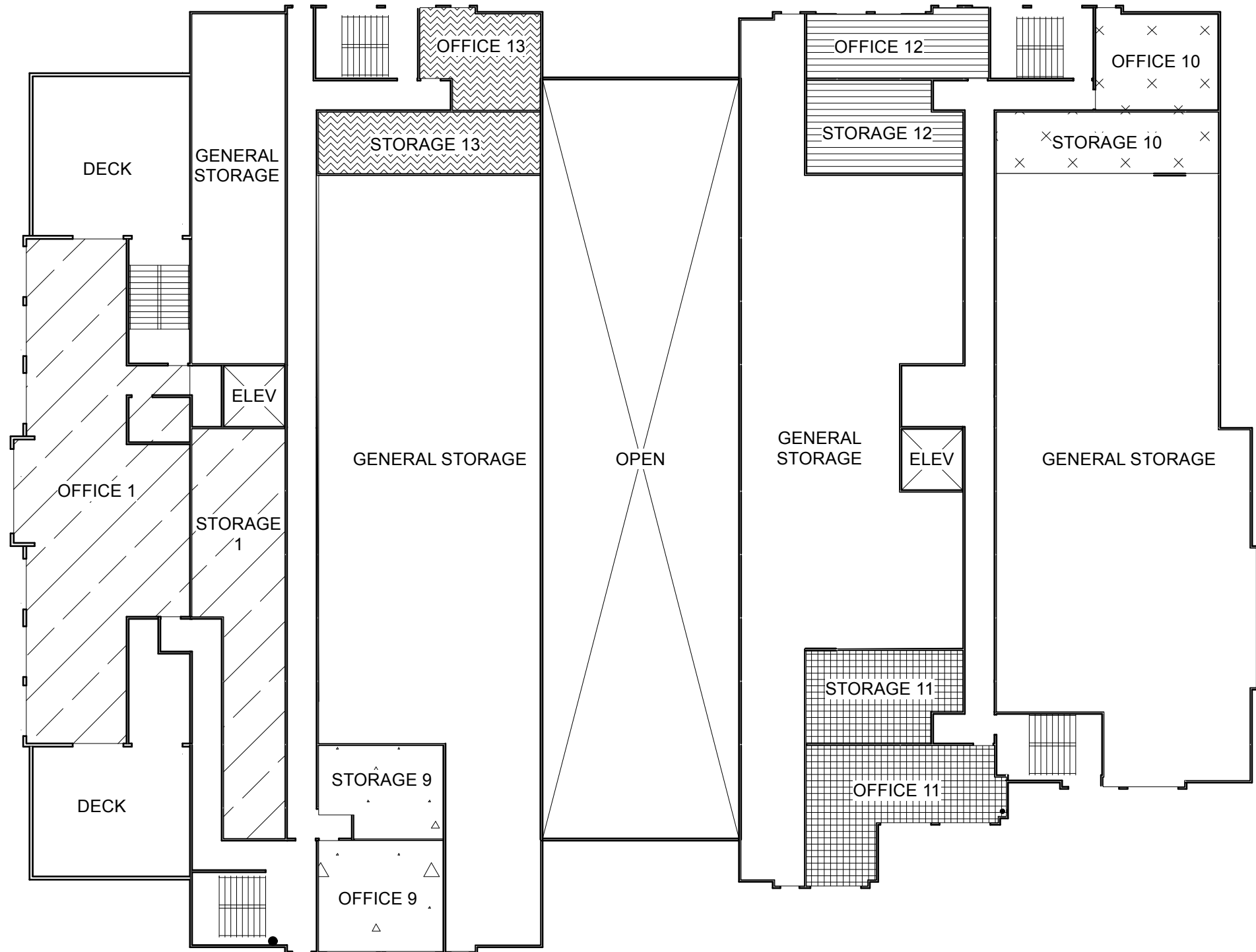
1 SITE PLAN
Scale: 1/16" = 1'-0"



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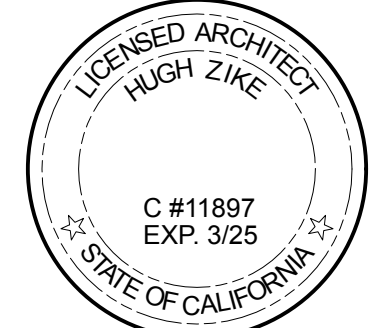
1 FIRST FLOOR OFFICE STORAGE CORRELATION PLAN
Scale: 1" = 20'-0"



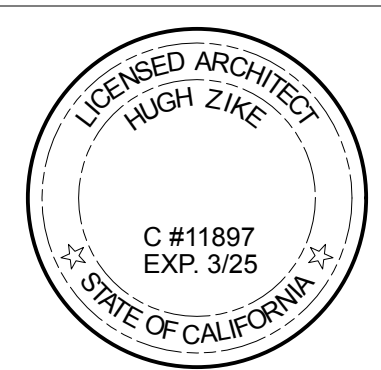
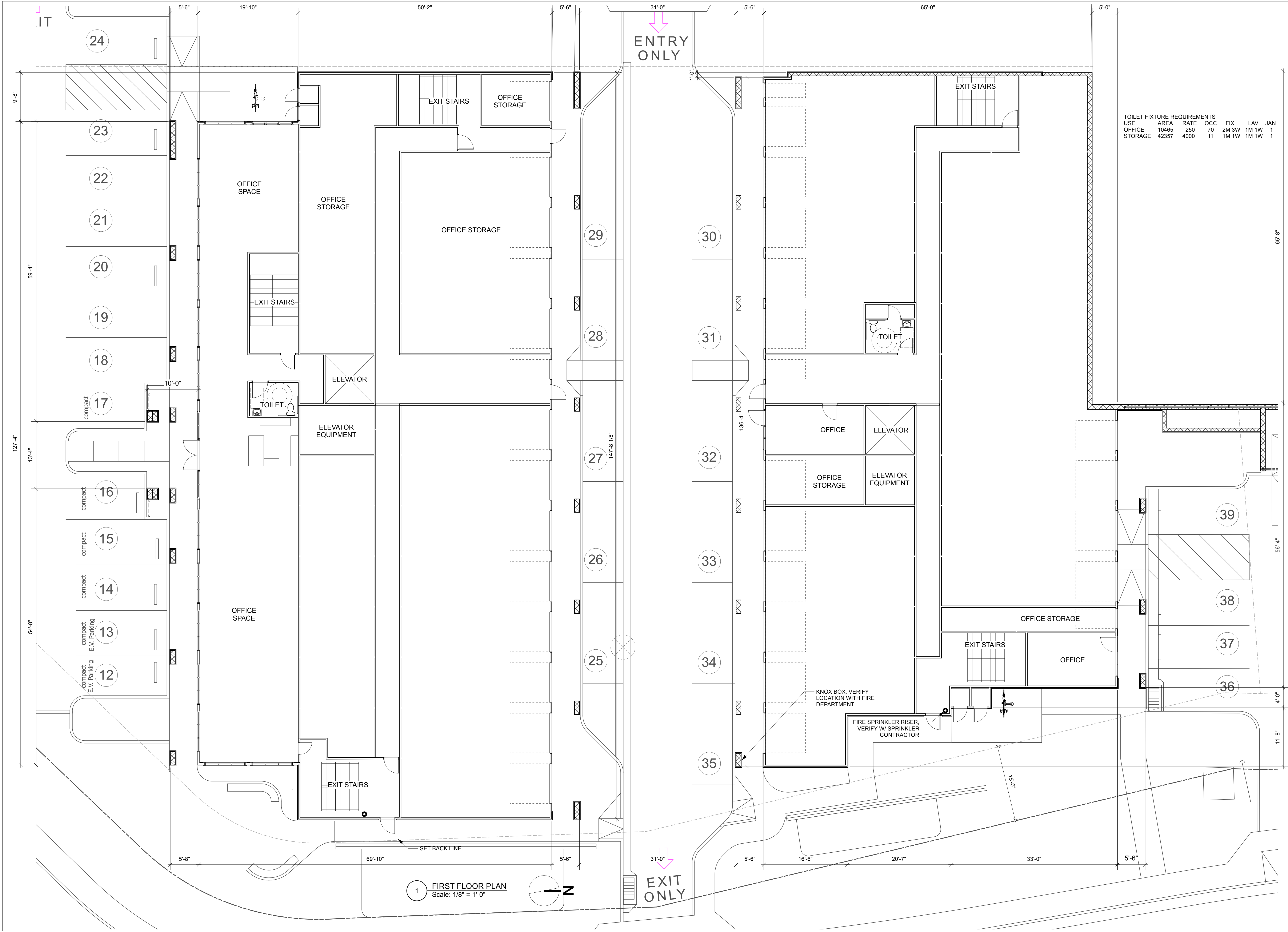
3 THIRD FLOOR OFFICE STORAGE CORRELATION PLAN
Scale: 1" = 20'-0"



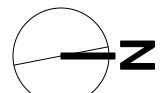
2 SECOND FLOOR OFFICE STORAGE CORRELATION PLAN
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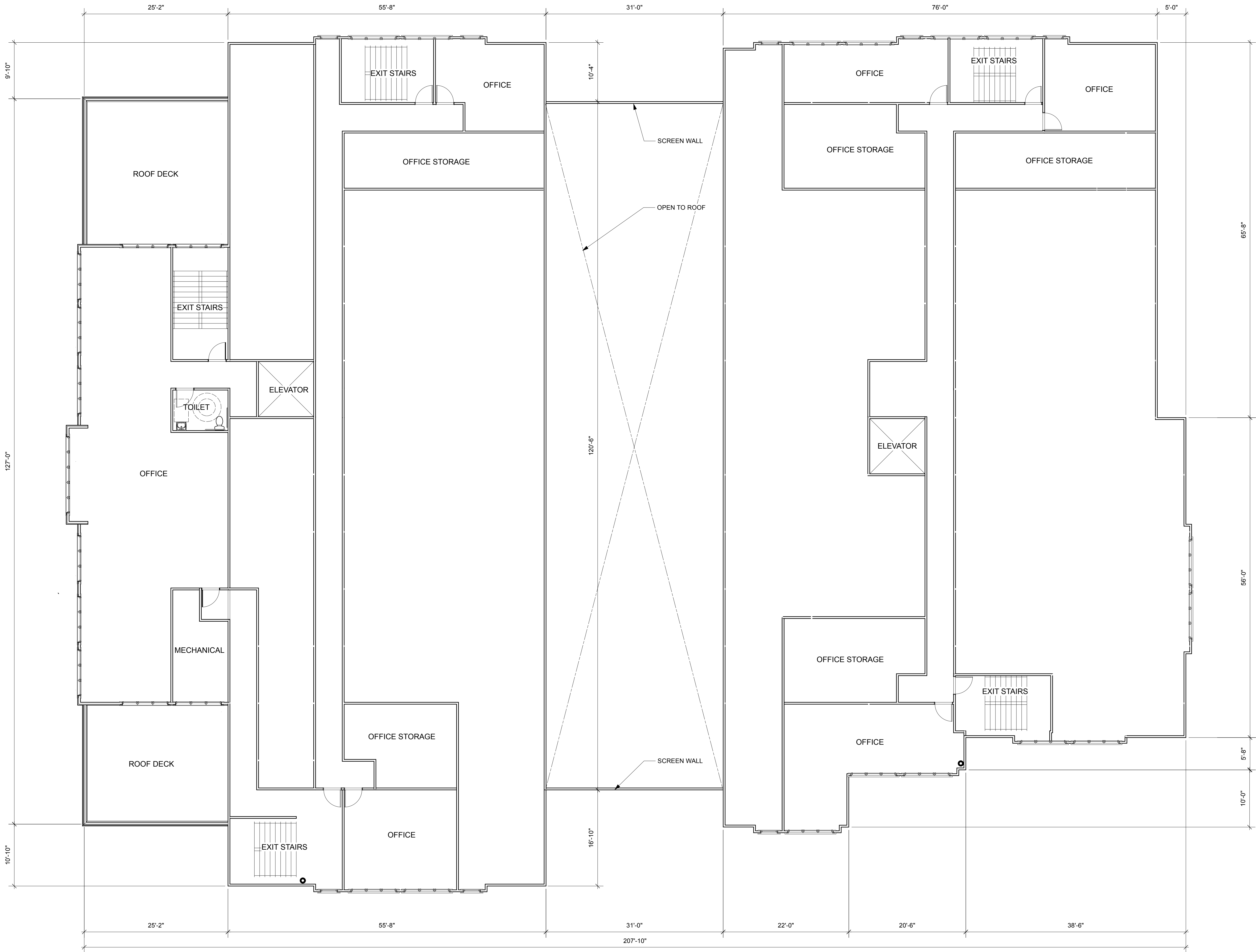


Project Title		Project No.		Revision Notes		Zone		Appr.	
REDEVELOPMENT FOR 125 BETHANT DRIVE SCOTT'S VALLEY, CA APN 023-102-15		00/00/00		00/00/00		00/00/00		00/00/00	
OFFICE STORAGE RATIO CORRELATION PLAN		00/00/00		00/00/00		00/00/00		00/00/00	
Project Title		Project No.		Revision Notes		Zone		Appr.	
REDEVELOPMENT FOR 125 BETHANT DRIVE SCOTT'S VALLEY, CA APN 023-102-15		00/00/00		00/00/00		00/00/00		00/00/00	
OFFICE STORAGE RATIO CORRELATION PLAN		00/00/00		00/00/00		00/00/00		00/00/00	
Project Title		Project No.		Revision Notes		Zone		Appr.	
REDEVELOPMENT FOR 125 BETHANT DRIVE SCOTT'S VALLEY, CA APN 023-102-15		00/00/00		00/00/00		00/00/00		00/00/00	
OFFICE STORAGE RATIO CORRELATION PLAN		00/00/00		00/00/00		00/00/00		00/00/00	
Project Title		Project No.		Revision Notes		Zone		Appr.	
REDEVELOPMENT FOR 125 BETHANT DRIVE SCOTT'S VALLEY, CA APN 023-102-15		00/00/00		00/00/00		00/00/00		00/00/00	
OFFICE STORAGE RATIO CORRELATION PLAN		00/00/00		00/00/00		00/00/00		00/00/00	
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OFFICE STORAGE RATIO CORRELATION PLAN		00/00/00		00/00/00		00/00/00		00/00/00	
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OFFICE STORAGE RATIO CORRELATION PLAN		00/00/00		00/00/00		00/00/00		00/00/00	
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OFFICE STORAGE RATIO CORRELATION PLAN		00/00/00		00/00/00		00/00/00		00/00/00	
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OFFICE STORAGE RATIO CORRELATION PLAN		00/00/00		00/00/00		00/00/00		00/00/00	
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OFFICE STORAGE RATIO CORRELATION PLAN		00/00/00		00/00/00		00/00/00		00/00/00	
Project Title		Project No.		Revision Notes		Zone		Appr.	
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OFFICE STORAGE RATIO CORRELATION PLAN		00/00/00		00/00/00		00/00/00		00/00/00	
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OFFICE STORAGE RATIO CORRELATION PLAN		00/00/00		00/00/00		00/00/00		00/00/00	
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OFFICE STORAGE RATIO CORRELATION PLAN		00/00/00		00/00/00		00/00/00		00/00/00	
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OFFICE STORAGE RATIO CORRELATION PLAN		00/00/00		00/00/00		00/00/00		00/00/00	
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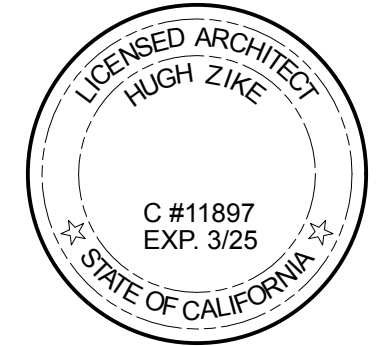
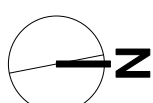


Project Title		Project No.		Revision Notes		Zone		Appr	
REDEVELOPMENT FOR		125 BETHANT DRIVE		SCOTT'S VALLEY, CA		APN 023-102-15		FIRST FLOOR PLAN	
Design Firm		HUGH ZIKE AIA		838 WESTERN DR		SANTA CRUZ, CA 95060		831-818-5808	
Scale		1/8" = 1'-0"		Sheet No.		A3.1		of	
Total Sheets		1		Revision Notes		Date		No.	
The data set forth on this sheet is the property of the architect and shall not be reproduced, copied, or used in any manner without the written consent of the architect. The architect shall not be responsible for the use of the sheet by anyone other than the architect.		Date		Revision		Project ID		Drawing Code	
Designed By		10-06-23		Revision		Store More Scott's Valley		Drawing Code	
Drawn By		Revision		Project ID		Drawing Code		File Name	
Checked By		Revision		Project ID		Drawing Code		File Name	
Reviewed By		Revision		Project ID		Drawing Code		File Name	
Submitted By		Revision		Project ID		Drawing Code		File Name	
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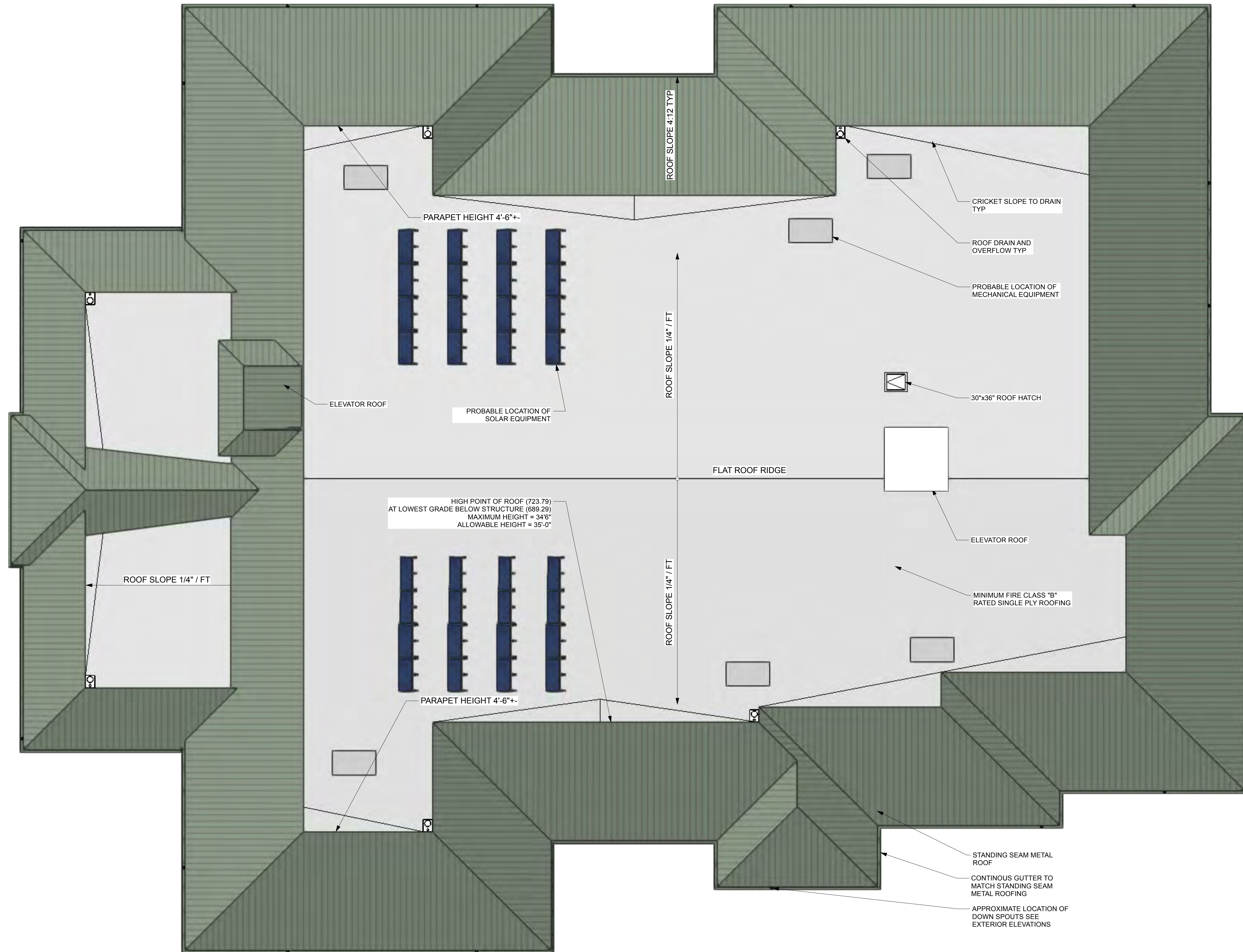
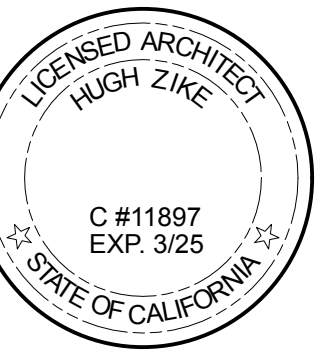




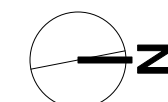
1 THIRD FLOOR PLAN
Scale: 1/8" = 1'-0"



Project Title		Design Firm		Date		No.		Date		Issue Notes		No.		Date		Revision Notes		Zone		Appr	
REDEVELOPMENT FOR 125 BETHANT DRIVE SCOTT'S VALLEY, CA APN 023-102-15		HUGH ZIKE AIA 838 WESTERN DR SANTA CRUZ, CA 95060 831-818-5808		10-06-23		Revision		00/00/00		The data set forth on this sheet is for the project and site only. It may not be altered, reproduced, or used for any other purpose without the written consent of the architect. The architect shall not be responsible for the use of this sheet for any other purpose without the written consent of the architect. UNAUTHORIZED USE IS PROHIBITED.		00/00/00		00/00/00		00/00/00		00/00/00		00/00/00	
THIRD FLOOR PLAN		Project Manager		Drawing Code		Store More Scott's Valley		Revision		Project ID		Drawing Code		Store More Scott's Valley		Revision		Project ID		Drawing Code	
A3.3		Project Manager		Drawing Code		Store More Scott's Valley		Revision		Project ID		Drawing Code		Store More Scott's Valley		Revision		Project ID		Drawing Code	
Total Sheets		Project Manager		Drawing Code		Store More Scott's Valley		Revision		Project ID		Drawing Code		Store More Scott's Valley		Revision		Project ID		Drawing Code	



1 ROOF PLAN
Scale: 1/8" = 1'-0"



1/8" = 1'-0"

No.

A3.4

of

Total Sheets

Sheet Title

Consultant

838 WESTERN DR
125 BETHANT DRIVE
SCOTT'S VALLEY, CA
APN 023-102-15

ROOF PLAN

Drawn By

Checked By

Reviewed By

Submitted By

Project Manager

Revision

Drawn By

Drawing Code

CAD File Name

File name

Revision

Store More

Scotts Valley

00/00/00

Plot Date

Issue Notes

Date

Revision Notes

Zone

Appr

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2 NORTH ELEVATION
Scale: 1/8" = 1'-0"

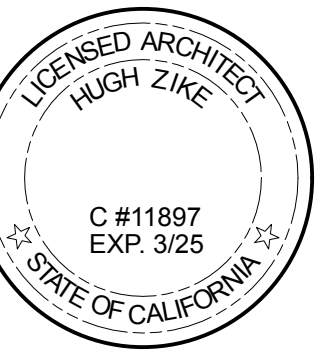
34'-10" MAX 35'-0"

OPEN WALK WAY TYPICAL

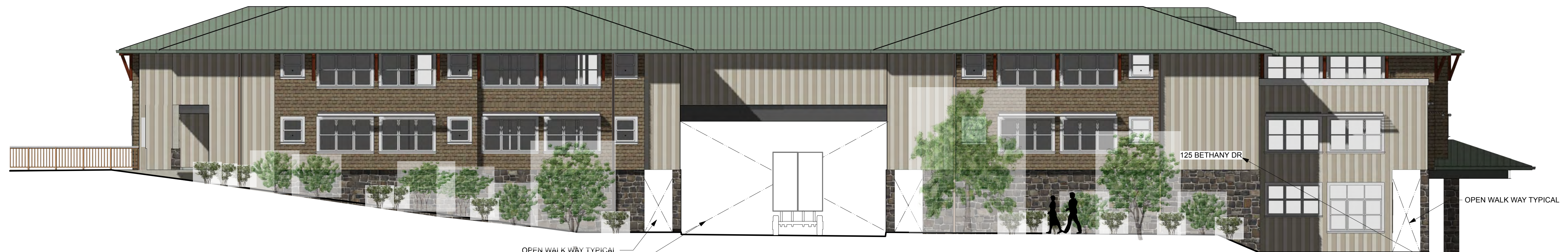
OPEN DRIVE THROUGH

1 EAST ELEVATION
Scale: 1/8" = 1'-0"

Page 30 of 54



2 SOUTH ELEVATION
Scale: 1/8" = 1'-0"



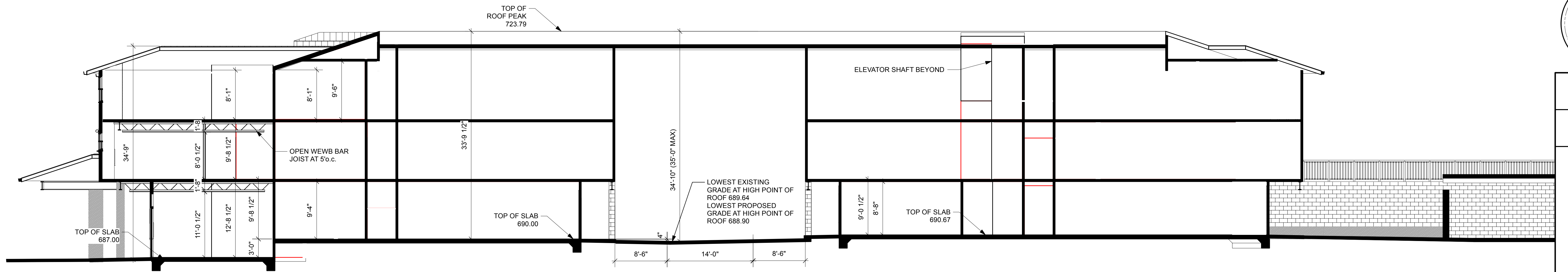
1 WEST ELEVATION
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[illegible]



2 DRIVE THROUGH EXTERIOR ELEVATION - SECTION
Scale: 1/8" = 1'-0"

Page 32 of 541



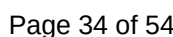
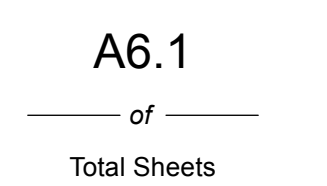
Architectural elevation drawing of a building facade. The drawing shows a long, low structure with a flat roof and a series of vertical divisions. Key dimensions are indicated:

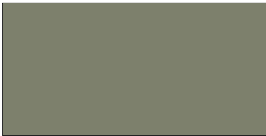
- Overall width: 2'-11 3/8" ±
- Roof slope on the right: 1/2"
- Roof slope on the left: 2'-0"
- Vertical dimensions on the right side (from top to bottom):
 - 9'-6"
 - 8'-1"
 - 7'-4"
 - 9'-8 1/2"
 - 7'-4"
 - 9'-8 1/2"
 - 10"
- Horizontal dimensions on the top (from left to right):
 - 4'-6"
 - 4'-6"

The drawing includes a ground line at the bottom and a dashed line indicating a break in the wall on the left side.

This architectural section drawing illustrates a building's internal structure and roof profile. The drawing is a black-and-white line representation. It shows a long, rectangular building with a complex roofline featuring several gabled sections. The interior is divided into multiple rooms by vertical and horizontal walls. The roof is shown with a series of peaks and valleys, indicating different roof pitches. The drawing is oriented horizontally, with the building's length extending from left to right. The overall style is technical and precise, typical of architectural blueprints.

Page 33 of 54

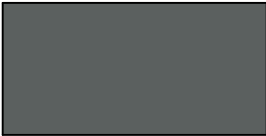




METAL ROOFING
AEP SPAN
COLOR: SAGE GREEN



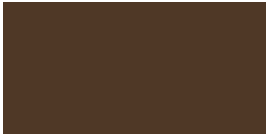
HORIZONTAL WALL CAP
AEP SPAN
COLOR: REGAL WHITE



STEEL BEAMS
COLOR: CHARCOAL GREY

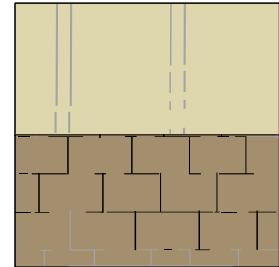


STEEL ROLL UP DOORS
COLOR: "JANUS" SILHOULETTE GRAY



AWNINGS
COLOR: BRONZED

BOARD AND BATTEN SIDING:
METAL
COLOR: NAVAJO BEIGE



WOOD SHINGLE SIDING
HARDIE
COLOR: KHAKI BROWN

STEEL EXIST DOORS AND FRAMES:
COLOR: "JANUS" DESERT SAND



DOOR & WDW FRAMES
ALUMINUM AND VYNIL
COLOR: WHITE



GROUND FACE CMU
BASALITE
COLOR: 113



STONE WAINSCOT
ELDORADO STONE
COLOR: LIMESTONE YORK

REDEVELOPMENT FOR
125 BETHANY DRIVE
PROFESSIONAL COMMERCIAL PROPERTY
SCOTTS VALLEY, CA
DATE: FEBRUARY 2023

HUGH ZIKE, ARCHITECT
838 WESTERN DR
SANTA CRUZ, CALIFORNIA 95060
831 818-5808

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PROHIBITED

SHEET

CB1



PATIO PAVING
CALSTONE PAVERS
COLOR: QUARRY STONE
VERSAILLES CHACO CANYON

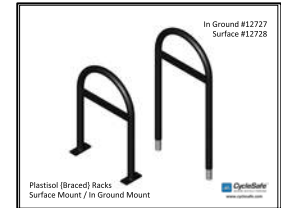


PATIO RETAINING WALL
ALLEN BLOCK
COLOR: EUROPA BROWN
BEIG CHARCOAL



PATIO BENCH
COLOR: ACID WASH BELSON
OUTDOORS MODEL TF160

BICYCLE RACK
CYCLE SAFE
COLOR: BLACK



REDEVELOPMENT FOR
125 BETHANY DRIVE
PROFESSIONAL COMMERCIAL PROPERTY
SCOTTS VALLEY, CA
DATE: OCTOBER, 2023

HUGH ZIKE, ARCHITECT
838 WESTERN DR
SANTA CRUZ, CALIFORNIA 95060
831 818-5808

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SHEET

CB2

REDEVELOPMENT PLANS FOR BETHANY PROFESSIONAL COMMERCIAL PROPERTY

125 BETHANT DRIVE
SCOTT'S VALLEY, CALIFORNIA

CIVIL SHEET INDEX

C0.1 - COVER SHEET
C1.1 - EXISTING SITE AND DEMOLITION PLAN
C2.1 - SITE IMPROVEMENTS
C3.1 - GRADING PLAN
C3.2 - STORM WATER CONTROL PLAN
C4.1 - UTILITY AND FIRE SUPPRESSION PLAN
C5.1 - EROSION CONTROL PLAN
C5.2 - EROSION CONTROL DETAILS
C6.1 - DETAILS
C6.2 - DETAILS
C6.3 - CITY OF SV Details
C6.4 - SVWD DETAILS

L1 - LANDSCAPE PLAN

E1 - LIGHTING PLAN

ARCHITECT:

HUGH ZIKES, ARCHITECT
838 WESTERN DRIVE
SANTA CRUZ, CA 95060
OFFICE: 831.818.5808

CIVIL ENGINEER:

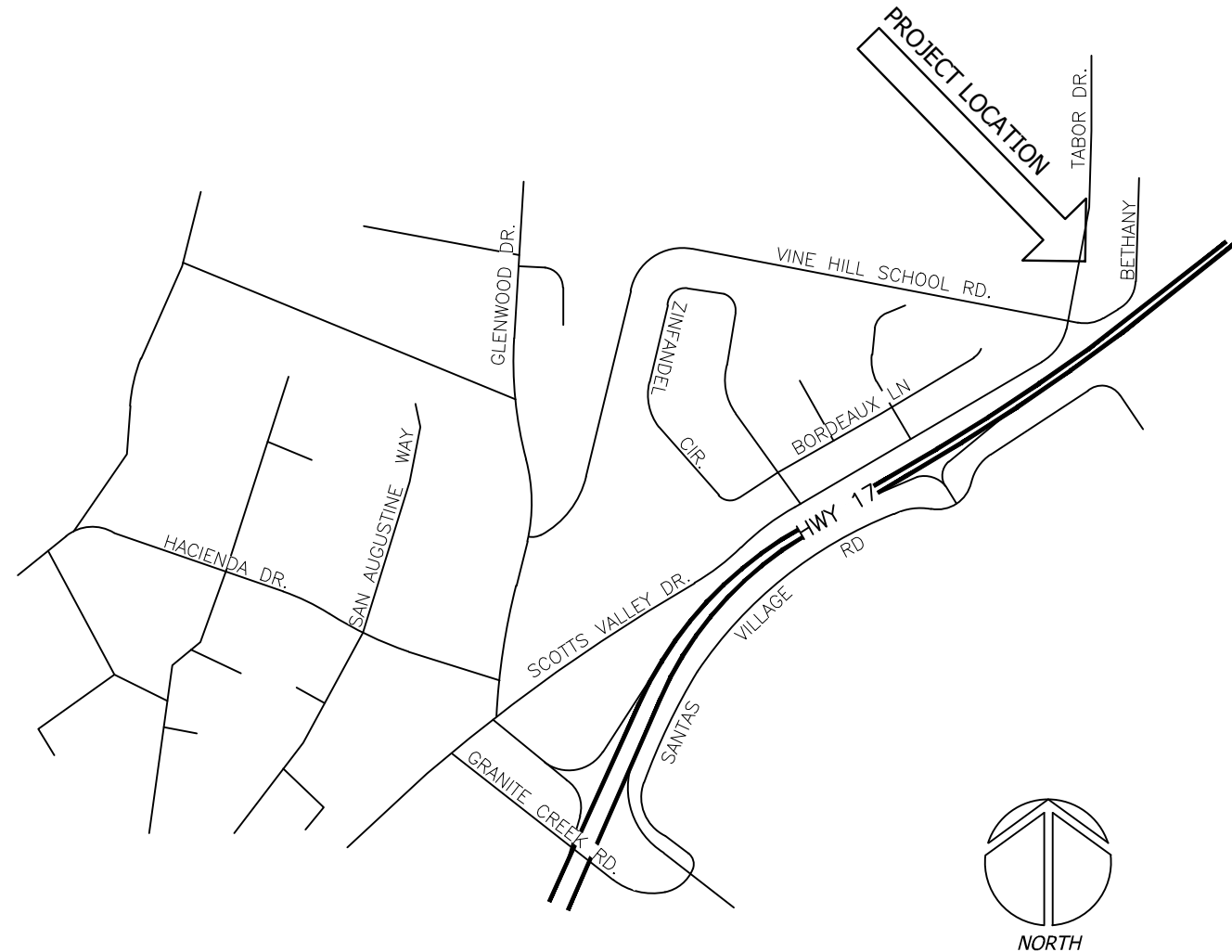
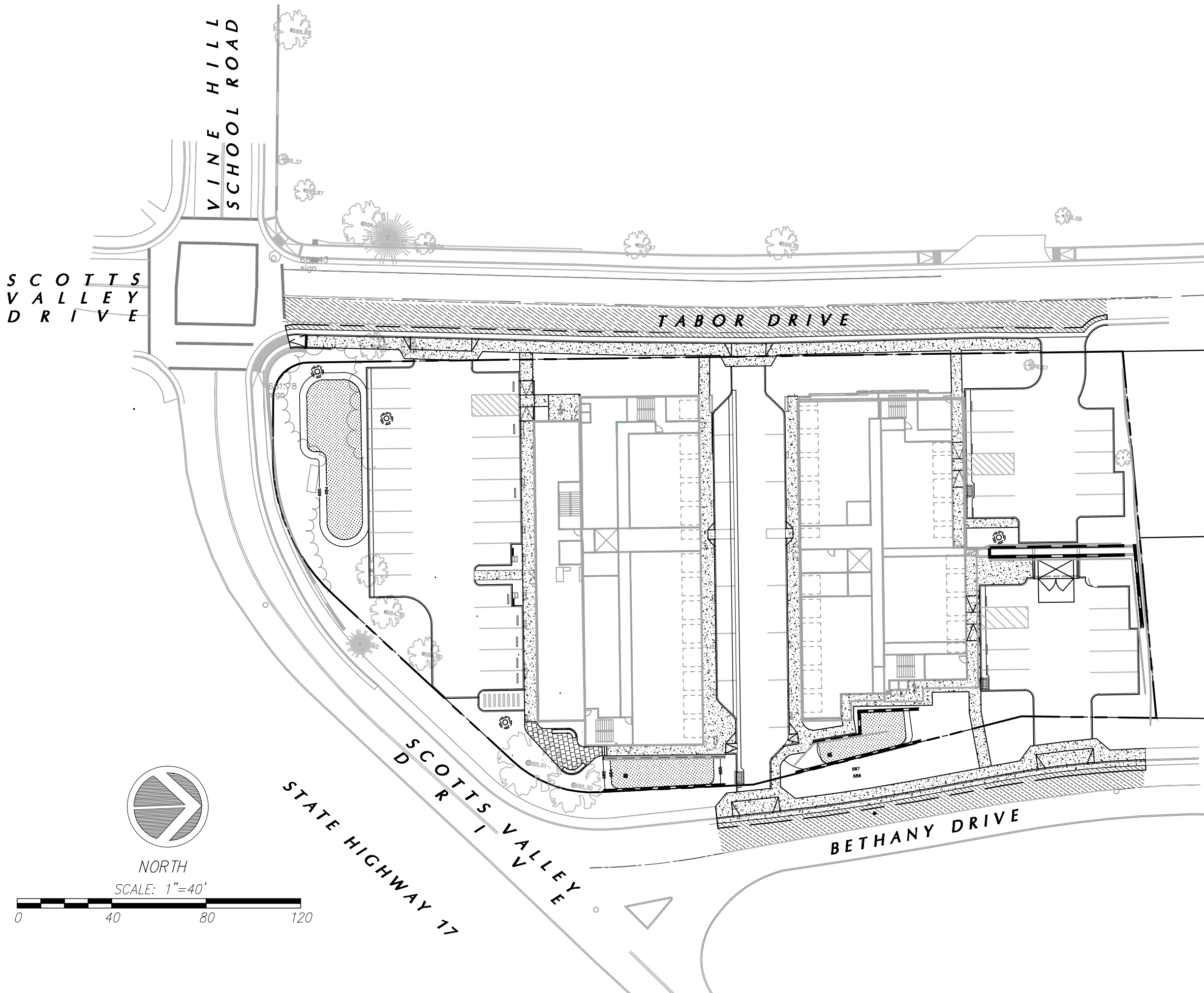
C2G/CIVIL CONSULTANTS GROUP, INC.
4444 SCOTT'S VALLEY DRIVE STE. 6
SCOTT'S VALLEY, CA 95066
OFFICE: 831.438.4420

SURVEYOR:

ALPHA SURVEY
4444 SCOTT'S VALLEY DRIVE
SCOTT'S VALLEY, CA 95066
OFFICE: 831.438.4420

GEOTECHNICAL ENGINEER:

ROCK SOLID ENGINEERING
1100 MAIN STREET, SUITE A
WATSONVILLE, CA 95076
OFFICE: 831.724.5868



VICINITY MAP
SCALE: N.T.S.

PROJECT DATUM

BASED UPON GPS OBSERVED = NORTH

UTILITY PROVIDERS

PROVIDER	CONTACT NUMBER
WATER:	SCOTT'S VALLEY WATER DISTRICT (831) 438-2363
GAS AND ELECTRIC:	PACIFIC GAS AND ELECTRIC 1-800-468-4743
SANITARY SEWER:	SCOTT'S VALLEY PUBLIC WORKS (831) 438-0732
STORM DRAIN SYSTEM:	SCOTT'S VALLEY PUBLIC WORKS (831) 438-5854

UNAUTHORIZED CHANGES AND USES

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

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CONTRACTOR RESPONSIBILITY

CONTRACTOR AGREES THAT HE SHOULD ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS, INCLUDING THE SAFETY OF ALL PERSONS AND PROPERTY, DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, AND THAT REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED DURING WORKING HOURS. THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE DESIGN PROFESSIONALS HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR DESIGN PROFESSIONAL.

DISCREPANCIES

IF THERE ARE ANY DISCREPANCIES BETWEEN THE CONSTRUCTION DOCUMENTS AND EXISTING CONDITIONS WHICH WILL AFFECT THE WORK, THE CONTRACTOR SHALL BRING SUCH DISCREPANCIES TO THE DESIGN PROFESSIONAL FOR ADJUSTMENT BEFORE PROCEEDING WITH THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER FITTING OF ALL WORK AND FOR THE COORDINATION OF ALL TRADES, SUBCONTRACTORS, AND PERSONS ENGAGED UPON THIS CONTRACT.

CONSTRUCTION SURVEYING / STAKING

CONTRACTOR IS RESPONSIBLE TO PROVIDE ALL SURVEYING AND OR STAKING BY A LICENSED SURVEYOR FOR ALL CONSTRUCTION PURPOSES.

NOTE:

CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS. CALL USA (800) 227-2600. CONTRACTOR TO NOTIFY ENGINEER OF ANY APPARENT CONFLICTS FOR RESOLUTION PRIOR TO START OF CONSTRUCTION.

GENERAL NOTES

- NO CHANGE TO THE PLANS SHALL BE PERMITTED WITHOUT PRIOR WRITTEN APPROVAL BY THE OWNER OR OWNERS REPRESENTATIVES AND THE CITY OF SCOTT'S VALLEY.
- CONTRACTOR SHALL VERIFY LOCATIONS, ELEVATIONS AND INVERTS OF EXISTING UTILITY PRIOR TO COMMENCEMENT OF WORK AND SHALL NOTIFY OWNER OR OWNERS REPRESENTATIVES OF VARIANCE FROM THOSE SHOWN ON THE PLANS.
- UNDERGROUND FACILITIES AND UTILITIES HAVE BEEN SHOWN BASED ON RECORD DRAWINGS AND VISIBLE EVIDENCE FOUND IN FIELD. NO WARRANTY IS MADE REGARDING THE COMPLETENESS OR ACCURACY OF SUCH INFORMATION. PRIOR TO CONSTRUCTION, DETERMINE THE EXACT LOCATION OF UNDERGROUND FACILITIES AND UTILITIES, AND PRESERVE SAME FROM DAMAGE. PRIOR TO CONSTRUCTION, VERIFY LOCATION AND ELEVATION OF EXISTING UNDERGROUND UTILITIES AT THE CROSSING POINTS WITH PROPOSED UTILITIES. THE CONTRACTOR SHALL NOTIFY THE OWNER OR OWNERS REPRESENTATIVES IF CONDITIONS DIFFER FROM THOSE SHOWN ON THE DRAWINGS AND SHALL NOT BEGIN CONSTRUCTION UNTIL THE CHANGED CONDITION HAS BEEN EVALUATED. CONTACT UNDERGROUND SERVICES ALERT (USA) (1-800-227-2600) TWO (2) WORKING DAYS PRIOR TO DIGGING. REPAIR UNDERGROUND UTILITIES DAMAGED BY CONSTRUCTION OPERATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL DAMAGES ASSOCIATED WITH CONTRACTOR'S FAILURE TO EXACTLY LOCATED AND PRESERVE UNDERGROUND FACILITIES AND UTILITIES.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COORDINATION WITH THE APPROPRIATE UTILITY COMPANIES AND/OR AGENCIES TO VERIFY THE EXISTENCE AND/OR LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO COMMENCEMENT OF WORK. AND SHALL NOTIFY U.S.A. @ (800) 227-2600 AT LEAST 48-HOURS IN ADVANCE OF EXCAVATION.
- IF ANY INDICATIONS OF ARCHEOLOGICAL REMAINS ARE ENCOUNTERED DURING GRADING ACTIVITIES FOR ANY DEVELOPMENT WITHIN THE PROJECT SITE, ALL WORK SHALL BE HALTED WITHIN 200 FOOT RADIUS OF THE FIND. OWNER SHALL RETAIN A QUALIFIED ARCHEOLOGIST RETAINED TO DETERMINE THE NATURE OF THE DISCOVERY AND RECOMMEND APPROPRIATE EVALUATION PROCEDURES.

ABBREVIATIONS

AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
BFC	BOTTOM FACE OF CURB
BFP	BACK FLOW PREVENTER
BFS	BOTTOM FACE OF STEP
BLDG	BUILDING
CONC	CONCRETE
CB	CATCH BASIN
CL	CENTERLINE
CONC	CONCRETE
CCDA	DOUBLE CHECK DETECTOR ASSEMBLY
COR	CORNER
DI	DROP INLET/DRAINAGE INLET
DWY	DRIVEWAY
EC	EDGE OF CONCRETE
EP	EDGE OF PAVEMENT
EG	EXISTING GRADE
(E)	EXISTING
FF	FINISH FLOOR
FG	FINISH GRADE
FH	FIRE HYDRANT
FL	FLOW LINE
FS	FINISH SURFACE
GB	GRADE BREAK
HP	HIGH POINT
INV	INVERT
LP	LOW POINT
MAX	MAXIMUM
ME	MATCH EXISTING
MIN	MINIMUM
NAP	NOT A PART
NTS	NOT TO SCALE
P/L	PROPERTY LINE
R/W	RIGHT OF WAY
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SF	SQUARE FEET
SS	SANITARY SEWER
STD	STANDARD
TC	TOP OF CURB
TYP	TYPICAL
WV	WATER VALVE

LEGEND

DESCRIPTION	PROPOSED	EXISTING
PROPERTY LINE		
EASEMENT LINE		
CENTERLINE		
CURB AND GUTTER		
SIDEWALK		
FIRE HYDRANT		
STREET LIGHT		
WATER METER		
DOMESTIC WATER SERVICE		
SANITARY SEWER		
STORM DRAIN		
SANITARY MANHOLE		
STORM MANHOLE		
DRIVEWAY		
ADA CURB RAMP		
IRRIGATION METER AND BACK FLOW PREVENTER		

REVISIONS	BY
1 CITY COMMENTS DATED 11/19/21	TC
2 FIRE COMMENTS DATED 08/24/23	TC

COVER



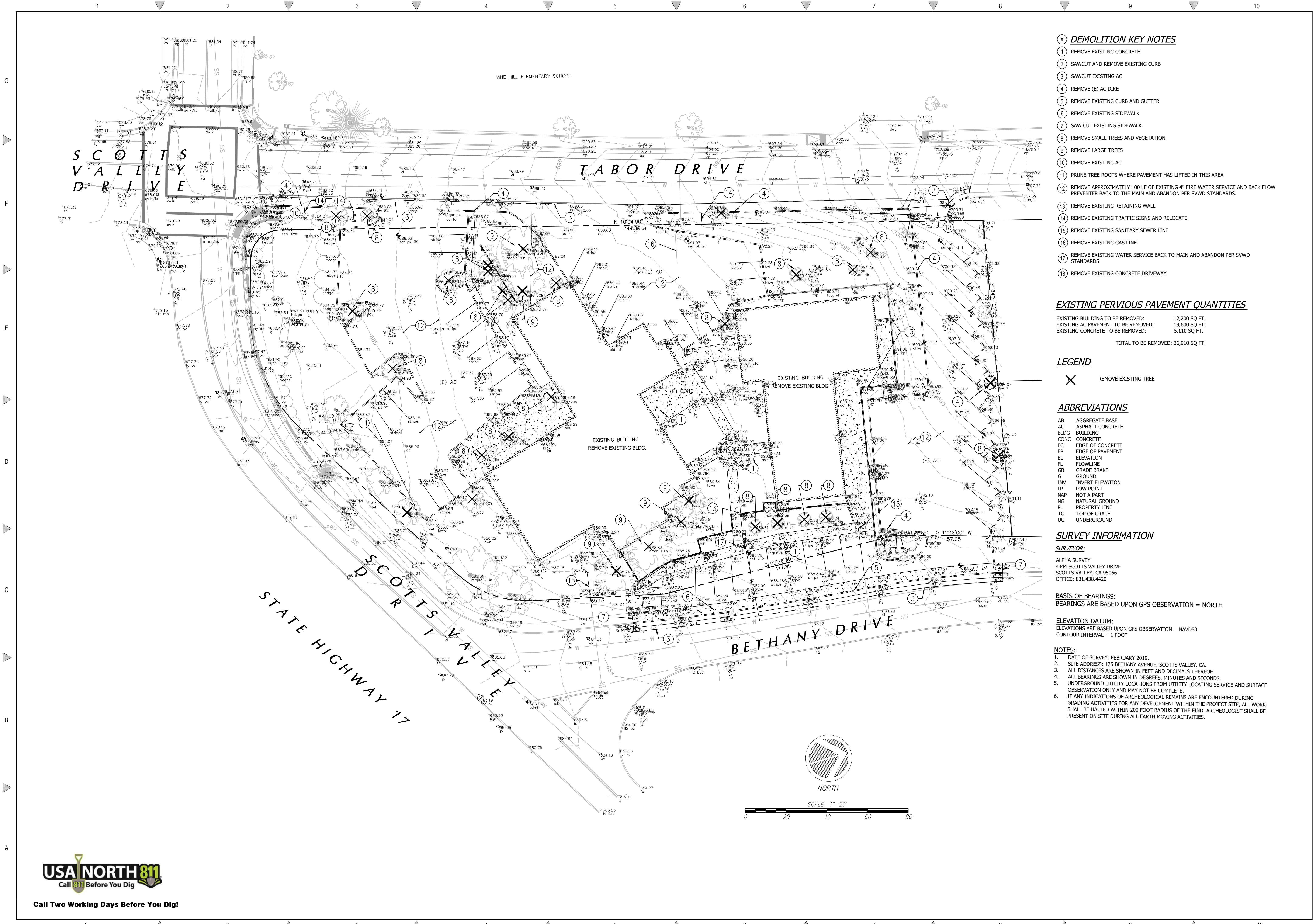
C2G CIVIL CONSULTANTS GROUP, INC.
Engineers/Planners
4444 Scott's Valley Drive
Scott's Valley, CA 95066
T (831) 438-4420 F (831) 438-4420

BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTT'S VALLEY, CALIFORNIA

Date:	10-06-23
Scale:	X" = XX'
Drawn:	TC/JB
Job:	338-40
Sheet:	C0.1
Of	12 Sheets



Call Two Working Days Before You Dig!



DEMOLITION KEY NOTES

- 1 REMOVE EXISTING CONCRETE
- 2 SAWCUT AND REMOVE EXISTING CURB
- 3 SAWCUT EXISTING AC
- 4 REMOVE (E) AC DIKE
- 5 REMOVE EXISTING CURB AND GUTTER
- 6 REMOVE EXISTING SIDEWALK
- 7 SAW CUT EXISTING SIDEWALK
- 8 REMOVE SMALL TREES AND VEGETATION
- 9 REMOVE LARGE TREES
- 10 REMOVE EXISTING AC
- 11 PRUNE TREE ROOTS WHERE PAVEMENT HAS LIFTED IN THIS AREA
- 12 REMOVE APPROXIMATELY 100 LF OF EXISTING 4" FIRE WATER SERVICE AND BACK FLOW PREVENTER BACK TO THE MAIN AND ABANDON PER SWWD STANDARDS.
- 13 REMOVE EXISTING RETAINING WALL
- 14 REMOVE EXISTING TRAFFIC SIGNS AND RELOCATE
- 15 REMOVE EXISTING SANITARY SEWER LINE
- 16 REMOVE EXISTING GAS LINE
- 17 REMOVE EXISTING WATER SERVICE BACK TO MAIN AND ABANDON PER SWWD STANDARDS
- 18 REMOVE EXISTING CONCRETE DRIVEWAY

EXISTING PERVIOUS PAVEMENT QUANTITIES

EXISTING BUILDING TO BE REMOVED: 12,200 SQ. FT.
EXISTING AC PAVEMENT TO BE REMOVED: 19,600 SQ. FT.
EXISTING CONCRETE TO BE REMOVED: 5,110 SQ. FT.

TOTAL TO BE REMOVED: 36,910 SQ. FT.

LEGEND

X REMOVE EXISTING TREE

ABBREVIATIONS

AB AGGREGATE BASE
AC ASPHALT CONCRETE
BLDG BUILDING
CONC CONCRETE
EC EDGE OF CONCRETE
EP EDGE OF PAVEMENT
EL ELEVATION
FL FLOWLINE
GB GRADE BRAKE
G GROUND
INV INVERT ELEVATION
LP LOW POINT
NAP NOT A PART
NG NATURAL GROUND
PL PROPERTY LINE
TG TOP OF GRATE
UG UNDERGROUND

SURVEY INFORMATION

SURVEYOR:

ALPHA SURVEY
4444 SCOTTS VALLEY DRIVE
SCOTTS VALLEY, CA 95066
OFFICE: 831.438.4420

BASIS OF BEARINGS:

BEARINGS ARE BASED UPON GPS OBSERVATION = NORTH

ELEVATION DATUM:

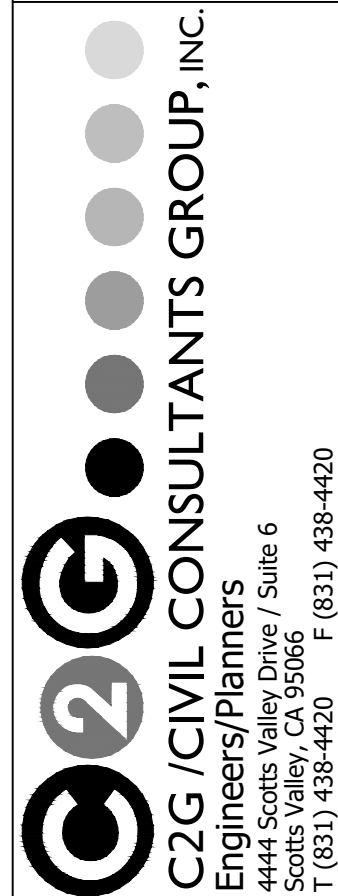
ELEVATIONS ARE BASED UPON GPS OBSERVATION = NAVD83
CONTOUR INTERVAL = 1 FOOT

NOTES:

1. DATE OF SURVEY: FEBRUARY 2019.
2. SITE ADDRESS: 125 BETHANY AVENUE, SCOTTS VALLEY, CA.
3. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF.
4. ALL BEARINGS ARE SHOWN IN DEGREES, MINUTES AND SECONDS.
5. UNDERGROUND UTILITY LOCATIONS FROM UTILITY LOCATING SERVICE AND SURFACE OBSERVATION ONLY AND MAY NOT BE COMPLETE.
6. IF ANY INDICATIONS OF ARCHEOLOGICAL REMAINS ARE ENCOUNTERED DURING GRADING ACTIVITIES FOR ANY DEVELOPMENT WITHIN THE PROJECT SITE, ALL WORK SHALL BE HALTED WITHIN 200 FOOT RADIUS OF THE FIND. ARCHEOLOGIST SHALL BE PRESENT ON SITE DURING ALL EARTH MOVING ACTIVITIES.

REVISIONS	BY
1 CITY COMMENTS DATED 11/19/21	TC
2 FIRE COMMENTS DATED 08/24/23	TC

**EXISTING
SITE/DEMOLITION
PLAN**

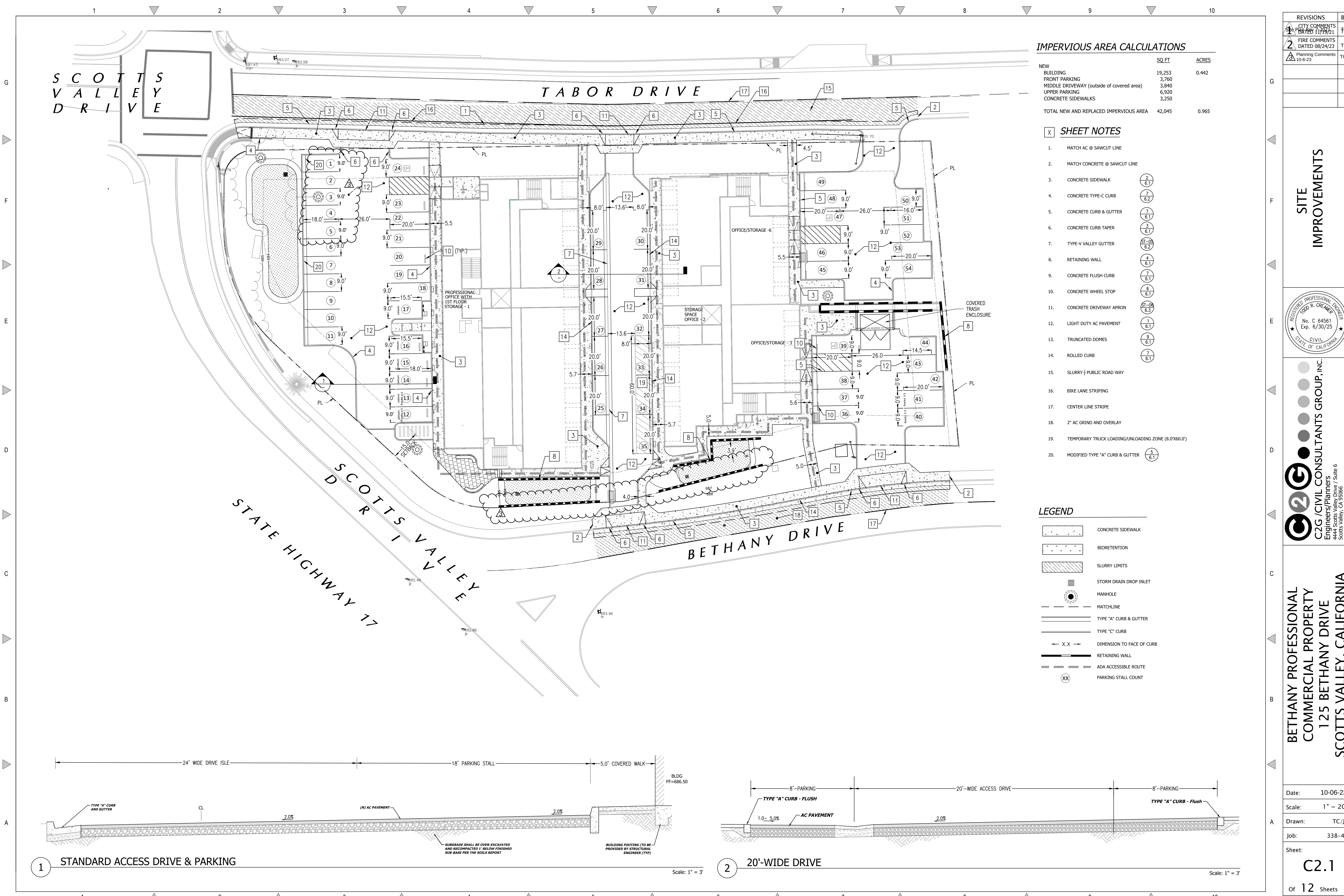


**BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTTS VALLEY, CALIFORNIA**

Date:	10-06-23
Scale:	1" = 20'
Drawn:	TC/JB
Job:	338-40
Sheet:	C1.1
Of 12 Sheets	



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IMPERVIOUS AREA CALCULATIONS

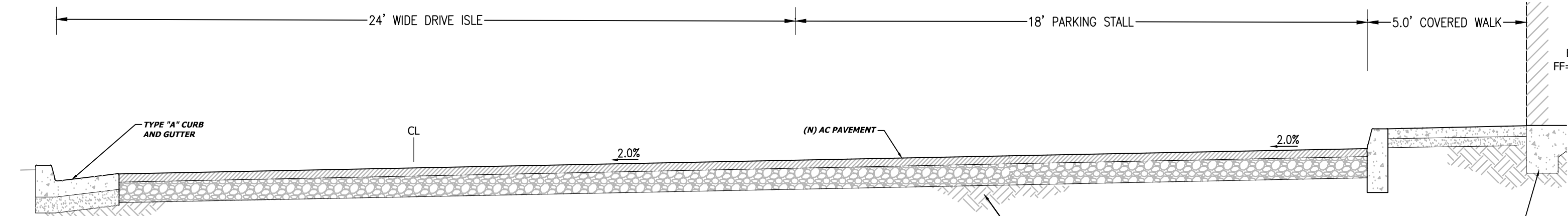
	SQ. FT	ACRES
NEW BUILDING	19,253	0.442
FRONT PARKING	3,760	
MIDDLE DRIVEWAY (outside of covered area)	3,840	
UPPER PARKING	6,920	
CONCRETE SIDEWALKS	3,250	
TOTAL NEW AND REPLACED IMPERVIOUS AREA	42,045	0.965

SHEET NOTES

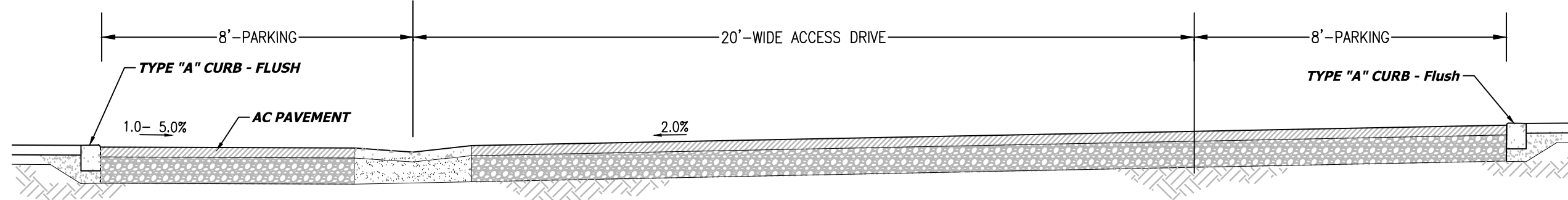
- MATCH AC @ SAWCUT LINE
- MATCH CONCRETE @ SAWCUT LINE
- CONCRETE SIDEWALK
- CONCRETE TYPE-C CURB
- CONCRETE CURB & GUTTER
- CONCRETE CURB TAPER
- TYPE-V VALLEY GUTTER
- RETAINING WALL
- CONCRETE FLUSH CURB
- CONCRETE WHEEL STOP
- CONCRETE DRIVEWAY APRON
- LIGHT DUTY AC PAVEMENT
- TRUNCATED DOMES
- ROLLED CURB
- SLURRY 1/2 PUBLIC ROAD WAY
- BIKE LANE STRIPING
- CENTER LINE STRIPE
- 2" AC GRIND AND OVERLAY
- TEMPORARY TRUCK LOADING/UNLOADING ZONE (8.0'X60.0')
- MODIFIED TYPE "A" CURB & GUTTER

LEGEND

- CONCRETE SIDEWALK
- BIORETENTION
- SLURRY LIMITS
- STORM DRAIN DROP INLET
- MANHOLE
- MATCHLINE
- TYPE "A" CURB & GUTTER
- TYPE "C" CURB
- DIMENSION TO FACE OF CURB
- RETAINING WALL
- ADA ACCESSIBLE ROUTE
- PARKING STALL COUNT



1 STANDARD ACCESS DRIVE & PARKING



2 20'-WIDE DRIVE

REVISIONS

1	CITY COMMENTS DATED 11/19/21	TE
2	FIRE COMMENTS DATED 08/24/23	TC
3	Planning Comments 10-6-23	TC

SITE IMPROVEMENTS

REGISTERED PROFESSIONAL ENGINEER

TODD R. CREAGER

No. C 64561

Exp. 6/30/25

CIVIL

STATE OF CALIFORNIA

BETHANY PROFESSIONAL

COMMERCIAL PROPERTY

125 BETHANY DRIVE

SCOTTS VALLEY, CALIFORNIA

Engineers/Planners

4400 Highway 99, Suite 6

Scotts Valley, CA 95066

T (831) 438-4420 F (831) 438-4420

Date:

10-06-23

Scale:

1" = 20'

Drawn:

TC/JB

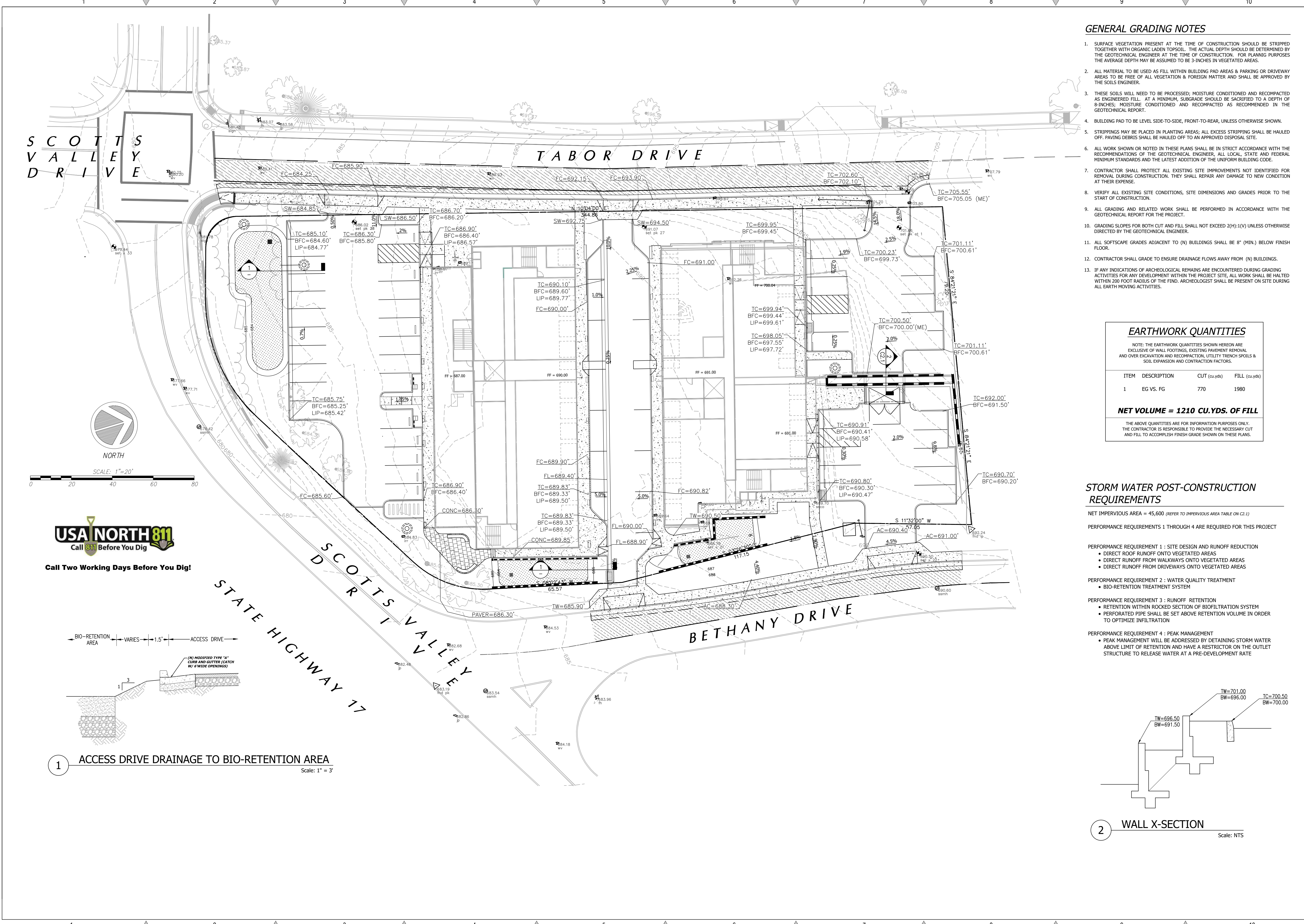
Job:

338-40

Sheet:

C2.1

of 12 Sheets



GENERAL GRADING NOTES

1. SURFACE VEGETATION PRESENT AT THE TIME OF CONSTRUCTION SHOULD BE STRIPPED TOGETHER WITH ORGANIC LADEN TOPSOIL. THE ACTUAL DEPTH SHOULD BE DETERMINED BY THE GEOTECHNICAL ENGINEER AT THE TIME OF CONSTRUCTION. FOR PLANNING PURPOSES THE AVERAGE DEPTH MAY BE ASSUMED TO BE 3-INCHES IN VEGETATED AREAS.
2. ALL MATERIAL TO BE USED AS FILL WITHIN BUILDING PAD AREAS & PARKING OR DRIVEWAY AREAS TO BE FREE OF ALL VEGETATION & FOREIGN MATTER AND SHALL BE APPROVED BY THE SOILS ENGINEER.
3. THESE SOILS WILL NEED TO BE PROCESSED; MOISTURE CONDITIONED AND RECOMPACTED AS ENGINEERED FILL. AT A MINIMUM, SUBGRADE SHOULD BE SACRIFICED TO A DEPTH OF 8-INCHES; MOISTURE CONDITIONED AND RECOMPACTED AS RECOMMENDED IN THE GEOTECHNICAL REPORT.
4. BUILDING PAD TO BE LEVEL SIDE-TO-SIDE, FRONT-TO-REAR, UNLESS OTHERWISE SHOWN.
5. STRIPPINGS MAY BE PLACED IN PLANTING AREAS; ALL EXCESS STRIPPING SHALL BE HAULED OFF. PAVING DEBRIS SHALL BE HAULED OFF TO AN APPROVED DISPOSAL SITE.
6. ALL WORK SHOWN OR NOTED IN THESE PLANS SHALL BE IN STRICT ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER, ALL LOCAL, STATE AND FEDERAL MINIMUM STANDARDS AND THE LATEST ADDITION OF THE UNIFORM BUILDING CODE.
7. CONTRACTOR SHALL PROTECT ALL EXISTING SITE IMPROVEMENTS NOT IDENTIFIED FOR REMOVAL DURING CONSTRUCTION. THEY SHALL REPAIR ANY DAMAGE TO NEW CONDITION AT THEIR EXPENSE.
8. VERIFY ALL EXISTING SITE CONDITIONS, SITE DIMENSIONS AND GRADES PRIOR TO THE START OF CONSTRUCTION.
9. ALL GRADING AND RELATED WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE GEOTECHNICAL REPORT FOR THE PROJECT.
10. GRADING SLOPES FOR BOTH CUT AND FILL SHALL NOT EXCEED 2(H):1(V) UNLESS OTHERWISE DIRECTED BY THE GEOTECHNICAL ENGINEER.
11. ALL SOFTSCAPE GRADES ADJACENT TO (N) BUILDINGS SHALL BE 8" (MIN.) BELOW FINISH FLOOR.
12. CONTRACTOR SHALL GRADE TO ENSURE DRAINAGE FLOWS AWAY FROM (N) BUILDINGS.
13. IF ANY INDICATIONS OF ARCHEOLOGICAL REMAINS ARE ENCOUNTERED DURING GRADING ACTIVITIES FOR ANY DEVELOPMENT WITHIN THE PROJECT SITE, ALL WORK SHALL BE HALTED WITHIN 300 FOOT RADIUS OF THE FIND. ARCHEOLOGIST SHALL BE PRESENT ON SITE DURING ALL EARTH MOVING ACTIVITIES.

EARTHWORK QUANTITIES

NOTE: THE EARTHWORK QUANTITIES SHOWN HEREON ARE EXCLUSIVE OF WALL FOOTINGS, EXISTING PAVEMENT REMOVAL AND OVER EXCAVATION AND RECOMPACTION, UTILITY TRENCH SPOILS & SOIL EXPANSION AND CONTRACTION FACTORS.

ITEM	DESCRIPTION	CUT (cu.yds)	FILL (cu.yds)
1	EG VS. FG	770	1980

NET VOLUME = 1210 CU.YDS. OF FILL

THE ABOVE QUANTITIES ARE FOR INFORMATION PURPOSES ONLY. THE CONTRACTOR IS RESPONSIBLE TO PROVIDE THE NECESSARY CUT AND FILL TO ACCOMPLISH FINISH GRADE SHOWN ON THESE PLANS.

STORM WATER POST-CONSTRUCTION REQUIREMENTS

NET IMPERVIOUS AREA = 45,600 (REFER TO IMPERVIOUS AREA TABLE ON C2.1)

PERFORMANCE REQUIREMENTS 1 THROUGH 4 ARE REQUIRED FOR THIS PROJECT

PERFORMANCE REQUIREMENT 1 : SITE DESIGN AND RUNOFF REDUCTION

- DIRECT ROOF RUNOFF ONTO VEGETATED AREAS
- DIRECT RUNOFF FROM WALKWAYS ONTO VEGETATED AREAS
- DIRECT RUNOFF FROM DRIVEWAYS ONTO VEGETATED AREAS

PERFORMANCE REQUIREMENT 2 : WATER QUALITY TREATMENT

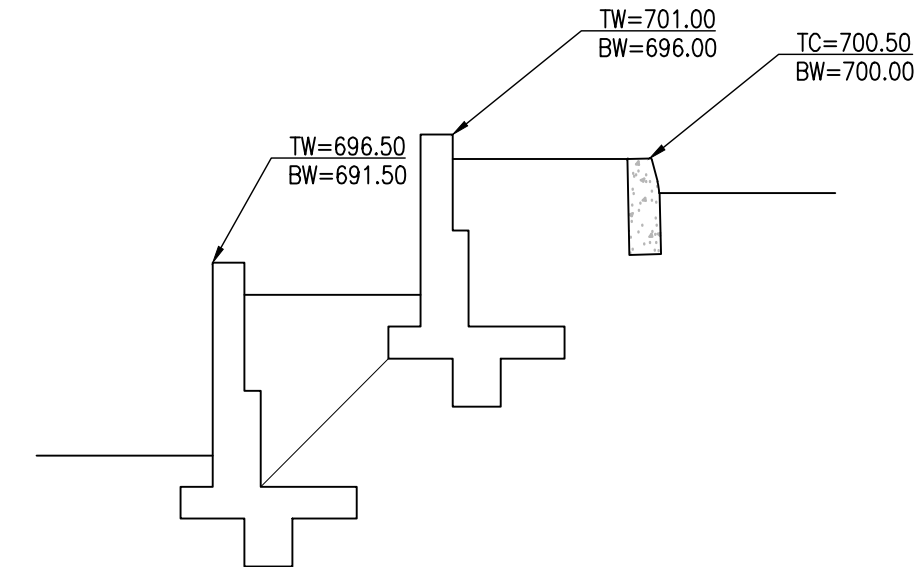
- BIO-RETENTION TREATMENT SYSTEM

PERFORMANCE REQUIREMENT 3 : RUNOFF RETENTION

- RETENTION WITHIN ROCKED SECTION OF BIOFILTRATION SYSTEM
- PERFORATED PIPE SHALL BE SET ABOVE RETENTION VOLUME IN ORDER TO OPTIMIZE INFILTRATION

PERFORMANCE REQUIREMENT 4 : PEAK MANAGEMENT

- PEAK MANAGEMENT WILL BE ADDRESSED BY DETAINING STORM WATER ABOVE LIMIT OF RETENTION AND HAVE A RESTRICTOR ON THE OUTLET STRUCTURE TO RELEASE WATER AT A PRE-DEVELOPMENT RATE

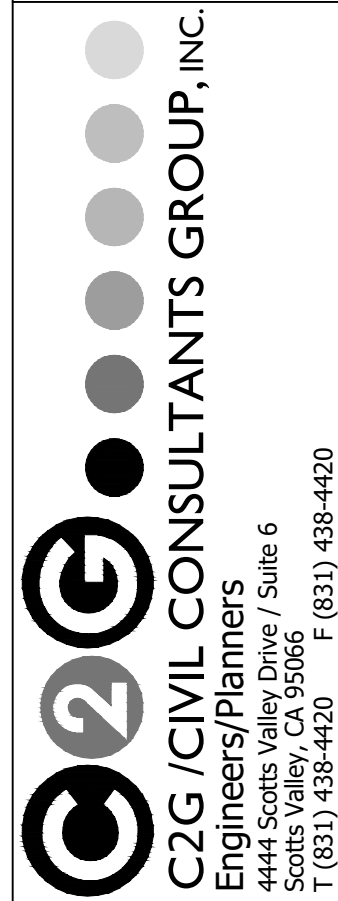


WALL X-SECTION

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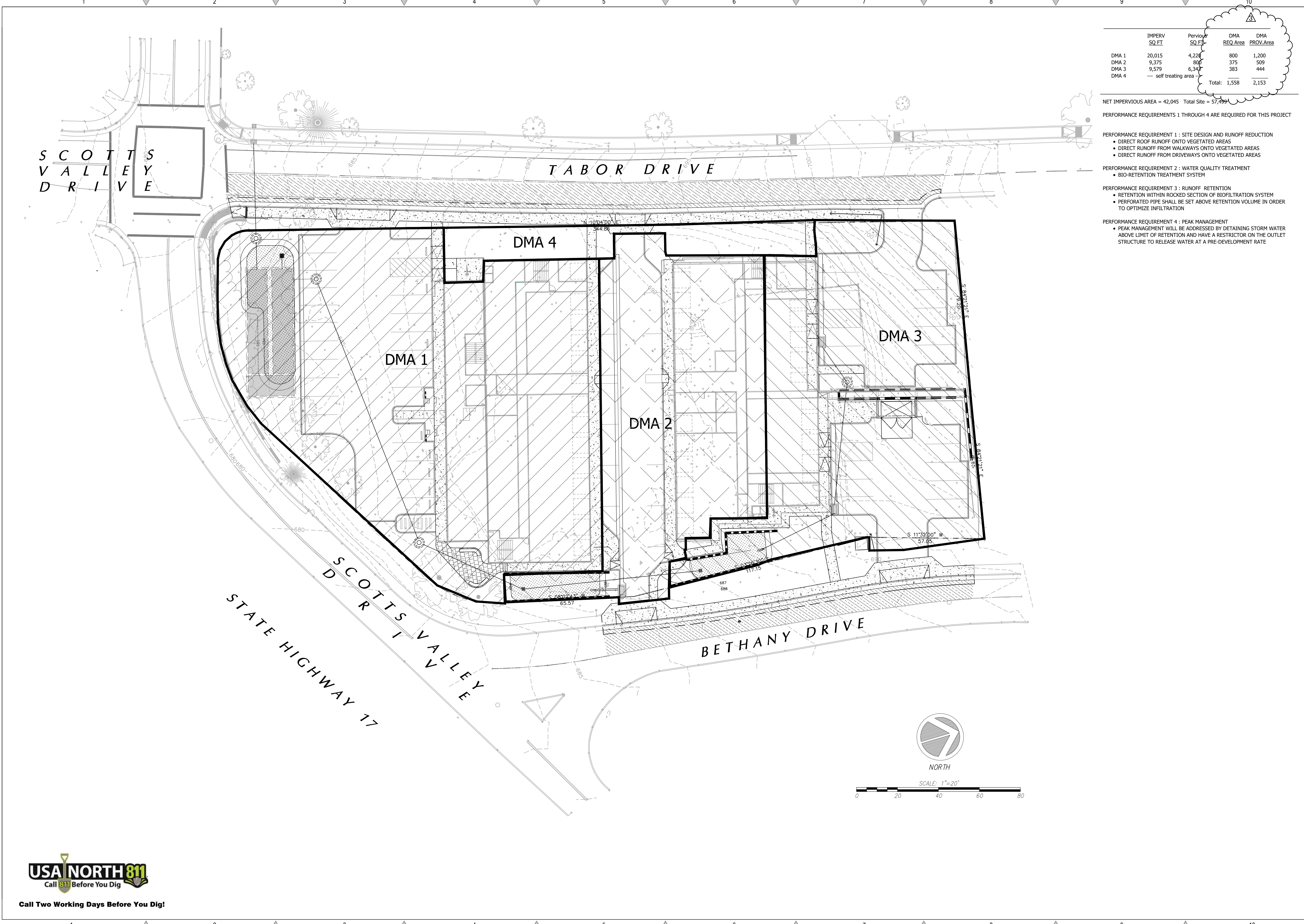
REVISIONS	BY
1 CITY COMMENTS DATED 11/19/21	TC
2 FIRE COMMENTS DATED 08/24/23	TC

GRADING AND DRAINAGE PLAN



BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTTS VALLEY, CALIFORNIA

Date:	11.13.20
Scale:	1" = 20'
Drawn:	TC/JB
Job:	338-40
Sheet:	C3.1
Of 12 Sheets	



	IMPERV SQ FT	Pervious SQ FT	DMA REQ Area	DMA PROV Area
DMA 1	20,015	4,220	800	1,200
DMA 2	9,375	800	375	509
DMA 3	9,579	6,342	383	444
DMA 4	---	self treating area	---	---
Total:			1,558	2,153

NET IMPERVIOUS AREA = 42,045 Total Site = 57,494

PERFORMANCE REQUIREMENTS 1 THROUGH 4 ARE REQUIRED FOR THIS PROJECT

- PERFORMANCE REQUIREMENT 1 : SITE DESIGN AND RUNOFF REDUCTION
- DIRECT ROOF RUNOFF ONTO VEGETATED AREAS
 - DIRECT RUNOFF FROM WALKWAYS ONTO VEGETATED AREAS
 - DIRECT RUNOFF FROM DRIVEWAYS ONTO VEGETATED AREAS
- PERFORMANCE REQUIREMENT 2 : WATER QUALITY TREATMENT
- BIO-RETENTION TREATMENT SYSTEM
- PERFORMANCE REQUIREMENT 3 : RUNOFF RETENTION
- RETENTION WITHIN ROCKED SECTION OF BIOFILTRATION SYSTEM
 - PERFORATED PIPE SHALL BE SET ABOVE RETENTION VOLUME IN ORDER TO OPTIMIZE INFILTRATION
- PERFORMANCE REQUIREMENT 4 : PEAK MANAGEMENT
- PEAK MANAGEMENT WILL BE ADDRESSED BY DETAINING STORM WATER ABOVE LIMIT OF RETENTION AND HAVE A RESTRICTOR ON THE OUTLET STRUCTURE TO RELEASE WATER AT A PRE-DEVELOPMENT RATE

REVISIONS

	BY	
1	CITY COMMENTS DATED 11/19/21	TC
2	FIRE COMMENTS DATED 08/24/23	TC
3	Planning Comments 10-6-23	TC

STORM WATER
CONTROL PLAN

REGISTERED PROFESSIONAL ENGINEER
TODD R. CREAGER
No. C 64561
Exp. 6/30/25
CIVIL
STATE OF CALIFORNIA

C2G CIVIL CONSULTANTS GROUP, INC.

Engineers/planners
4400 Scotts Valley Road
Scotts Valley, CA 95066
T (831) 438-4420 F (831) 438-4420

BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTTS VALLEY, CALIFORNIA

Date: 10-06-23

Scale: 1" = 20'

Drawn: TC/JB

Job: 338-40

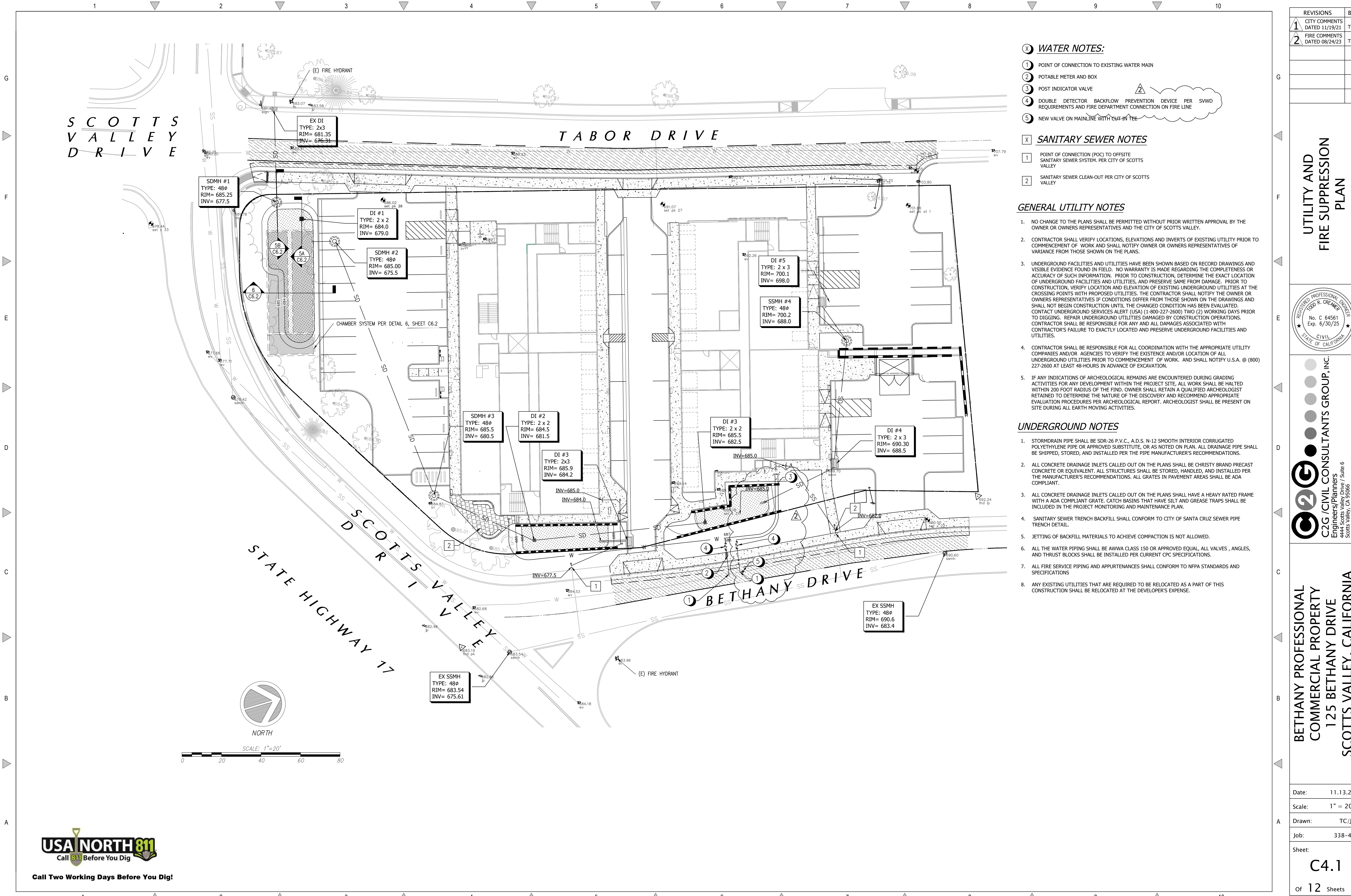
Sheet: C3.2

Of 12 Sheets

USA NORTH 811
Call 811 Before You Dig

Call Two Working Days Before You Dig!

Page 41 of 541



WATER NOTES:

- POINT OF CONNECTION TO EXISTING WATER MAIN
- POTABLE METER AND BOX
- POST INDICATOR VALVE
- DOUBLE DETECTOR BACKFLOW PREVENTION DEVICE PER SWWD REQUIREMENTS AND FIRE DEPARTMENT CONNECTION ON FIRE LINE
- NEW VALVE ON MAINLINE WITH CUT-IN TEE

SANITARY SEWER NOTES

- POINT OF CONNECTION (POC) TO OFFSITE SANITARY SEWER SYSTEM, PER CITY OF SCOTTS VALLEY
- SANITARY SEWER CLEAN-OUT PER CITY OF SCOTTS VALLEY

GENERAL UTILITY NOTES

- NO CHANGE TO THE PLANS SHALL BE PERMITTED WITHOUT PRIOR WRITTEN APPROVAL BY THE OWNER OR OWNERS REPRESENTATIVES AND THE CITY OF SCOTTS VALLEY.
- CONTRACTOR SHALL VERIFY LOCATIONS, ELEVATIONS AND INVERTS OF EXISTING UTILITY PRIOR TO COMMENCEMENT OF WORK AND SHALL NOTIFY OWNER OR OWNERS REPRESENTATIVES OF VARIANCE FROM THOSE SHOWN ON THE PLANS.
- UNDERGROUND FACILITIES AND UTILITIES HAVE BEEN SHOWN BASED ON RECORD DRAWINGS AND VISIBLE EVIDENCE FOUND IN FIELD. NO WARRANTY IS MADE REGARDING THE COMPLETENESS OR ACCURACY OF SUCH INFORMATION. PRIOR TO CONSTRUCTION, DETERMINE THE EXACT LOCATION OF UNDERGROUND FACILITIES AND UTILITIES, AND PRESERVE SAME FROM DAMAGE. PRIOR TO CONSTRUCTION, VERIFY LOCATION AND ELEVATION OF EXISTING UNDERGROUND UTILITIES AT THE CROSSING POINTS WITH PROPOSED UTILITIES. THE CONTRACTOR SHALL NOTIFY THE OWNER OR OWNERS REPRESENTATIVES IF CONDITIONS DIFFER FROM THOSE SHOWN ON THE DRAWINGS AND SHALL NOT BEGIN CONSTRUCTION UNTIL THE CHANGED CONDITION HAS BEEN EVALUATED. CONTACT UNDERGROUND SERVICES ALERT (USA) (1-800-227-2600) TWO (2) WORKING DAYS PRIOR TO DIGGING. REPAIR UNDERGROUND UTILITIES DAMAGED BY CONSTRUCTION OPERATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL DAMAGES ASSOCIATED WITH CONTRACTOR'S FAILURE TO EXACTLY LOCATED AND PRESERVE UNDERGROUND FACILITIES AND UTILITIES.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COORDINATION WITH THE APPROPRIATE UTILITY COMPANIES AND/OR AGENCIES TO VERIFY THE EXISTENCE AND/OR LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO COMMENCEMENT OF WORK. AND SHALL NOTIFY U.S.A. @ (800) 227-2600 AT LEAST 48-HOURS IN ADVANCE OF EXCAVATION.
- IF ANY INDICATIONS OF ARCHEOLOGICAL REMAINS ARE ENCOUNTERED DURING GRADING ACTIVITIES FOR ANY DEVELOPMENT WITHIN THE PROJECT SITE, ALL WORK SHALL BE HALTED WITHIN 200 FOOT RADIUS OF THE FIND. OWNER SHALL RETAIN A QUALIFIED ARCHEOLOGIST RETAINED TO DETERMINE THE NATURE OF THE DISCOVERY AND RECOMMEND APPROPRIATE EVALUATION PROCEDURES PER ARCHEOLOGICAL REPORT. ARCHEOLOGIST SHALL BE PRESENT ON SITE DURING ALL EARTH MOVING ACTIVITIES.

UNDERGROUND NOTES

- STORMDRAIN PIPE SHALL BE SDR-26 P.V.C., A.D.S. N-12 SMOOTH INTERIOR CORRUGATED POLYETHYLENE PIPE OR APPROVED SUBSTITUTE, OR AS NOTED ON PLAN. ALL DRAINAGE PIPE SHALL BE SHIPPED, STORED, AND INSTALLED PER THE PIPE MANUFACTURER'S RECOMMENDATIONS.
- ALL CONCRETE DRAINAGE INLETS CALLED OUT ON THE PLANS SHALL BE CHRISTY BRAND PRECAST CONCRETE OR EQUIVALENT. ALL STRUCTURES SHALL BE STORED, HANDLED, AND INSTALLED PER THE MANUFACTURER'S RECOMMENDATIONS. ALL GRATES IN PAVEMENT AREAS SHALL BE ADA COMPLIANT.
- ALL CONCRETE DRAINAGE INLETS CALLED OUT ON THE PLANS SHALL HAVE A HEAVY RATED FRAME WITH A ADA COMPLIANT GRATE. CATCH BASINS THAT HAVE SILT AND GREASE TRAPS SHALL BE INCLUDED IN THE PROJECT MONITORING AND MAINTENANCE PLAN.
- SANITARY SEWER TRENCH BACKFILL SHALL CONFORM TO CITY OF SANTA CRUZ SEWER PIPE TRENCH DETAIL.
- JETTING OF BACKFILL MATERIALS TO ACHIEVE COMPACTION IS NOT ALLOWED.
- ALL THE WATER PIPING SHALL BE AWWA CLASS 150 OR APPROVED EQUAL, ALL VALVES, ANGLES, AND THRUST BLOCKS SHALL BE INSTALLED PER CURRENT CPC SPECIFICATIONS.
- ALL FIRE SERVICE PIPING AND APPURTENANCES SHALL CONFORM TO NFPA STANDARDS AND SPECIFICATIONS
- ANY EXISTING UTILITIES THAT ARE REQUIRED TO BE RELOCATED AS A PART OF THIS CONSTRUCTION SHALL BE RELOCATED AT THE DEVELOPER'S EXPENSE.

REVISIONS		BY
1	CITY COMMENTS DATED 11/19/21	TC
2	FIRE COMMENTS DATED 08/24/23	TC

UTILITY AND FIRE SUPPRESSION PLAN

REGISTERED PROFESSIONAL ENGINEER
TODD R. CREAGER
No. C 64561
Exp. 6/30/25
CIVIL
STATE OF CALIFORNIA

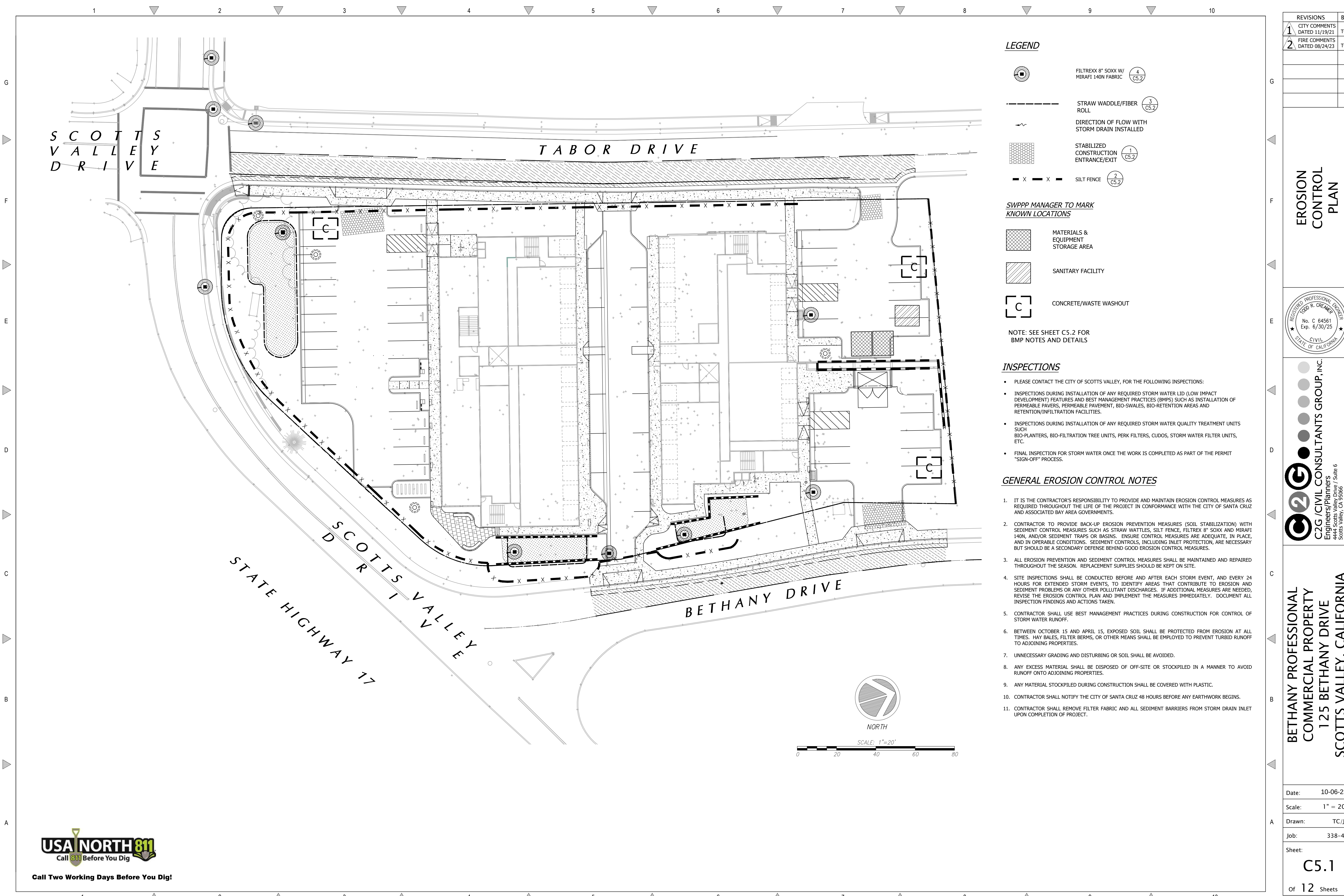
C2G CIVIL CONSULTANTS GROUP, INC.
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BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTTS VALLEY, CALIFORNIA

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Of 12 Sheets

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Page 42 of 541



LEGEND

- FILTREXX 8" SOXX W/ MIRAFI 140N FABRIC 4 C5.2
- STRAW WADDLE/FIBER ROLL 3 C5.2
- DIRECTION OF FLOW WITH STORM DRAIN INSTALLED
- STABILIZED CONSTRUCTION ENTRANCE/EXIT 1 C5.2
- SILT FENCE 2 C5.2

SWPPP MANAGER TO MARK KNOWN LOCATIONS

- MATERIALS & EQUIPMENT STORAGE AREA
- SANITARY FACILITY
- CONCRETE/WASTE WASHOUT

NOTE: SEE SHEET C5.2 FOR BMP NOTES AND DETAILS

INSPECTIONS

- PLEASE CONTACT THE CITY OF SCOTTS VALLEY, FOR THE FOLLOWING INSPECTIONS:
- INSPECTIONS DURING INSTALLATION OF ANY REQUIRED STORM WATER LID (LOW IMPACT DEVELOPMENT) FEATURES AND BEST MANAGEMENT PRACTICES (BMPs) SUCH AS INSTALLATION OF PERMEABLE PAVERS, PERMEABLE PAVEMENT, BIO-SWALES, BIO-RETENTION AREAS AND RETENTION/INFILTRATION FACILITIES.
- INSPECTIONS DURING INSTALLATION OF ANY REQUIRED STORM WATER QUALITY TREATMENT UNITS SUCH BIO-PLANTERS, BIO-FILTRATION TREE UNITS, PERK FILTERS, CUDOS, STORM WATER FILTER UNITS, ETC.
- FINAL INSPECTION FOR STORM WATER ONCE THE WORK IS COMPLETED AS PART OF THE PERMIT "SIGN-OFF" PROCESS.

GENERAL EROSION CONTROL NOTES

- IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE AND MAINTAIN EROSION CONTROL MEASURES AS REQUIRED THROUGHOUT THE LIFE OF THE PROJECT IN CONFORMANCE WITH THE CITY OF SANTA CRUZ AND ASSOCIATED BAY AREA GOVERNMENTS.
- CONTRACTOR TO PROVIDE BACK-UP EROSION PREVENTION MEASURES (SOIL STABILIZATION) WITH SEDIMENT CONTROL MEASURES SUCH AS STRAW WATTLES, SILT FENCE, FILTREXX 8" SOXX AND MIRAFI 140N, AND/OR SEDIMENT TRAPS OR BASINS. ENSURE CONTROL MEASURES ARE ADEQUATE, IN PLACE, AND IN OPERABLE CONDITIONS. SEDIMENT CONTROLS, INCLUDING INLET PROTECTION, ARE NECESSARY BUT SHOULD BE A SECONDARY DEFENSE BEHIND GOOD EROSION CONTROL MEASURES.
- ALL EROSION PREVENTION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED THROUGHOUT THE SEASON. REPLACEMENT SUPPLIES SHOULD BE KEPT ON SITE.
- SITE INSPECTIONS SHALL BE CONDUCTED BEFORE AND AFTER EACH STORM EVENT, AND EVERY 24 HOURS FOR EXTENDED STORM EVENTS, TO IDENTIFY AREAS THAT CONTRIBUTE TO EROSION AND SEDIMENT PROBLEMS OR ANY OTHER POLLUTANT DISCHARGES. IF ADDITIONAL MEASURES ARE NEEDED, REVISE THE EROSION CONTROL PLAN AND IMPLEMENT THE MEASURES IMMEDIATELY. DOCUMENT ALL INSPECTION FINDINGS AND ACTIONS TAKEN.
- CONTRACTOR SHALL USE BEST MANAGEMENT PRACTICES DURING CONSTRUCTION FOR CONTROL OF STORM WATER RUNOFF.
- BETWEEN OCTOBER 15 AND APRIL 15, EXPOSED SOIL SHALL BE PROTECTED FROM EROSION AT ALL TIMES. HAY BALES, FILTER BERMS, OR OTHER MEANS SHALL BE EMPLOYED TO PREVENT TURBID RUNOFF TO ADJOINING PROPERTIES.
- UNNECESSARY GRADING AND DISTURBING OR SOIL SHALL BE AVOIDED.
- ANY EXCESS MATERIAL SHALL BE DISPOSED OF OFF-SITE OR STOCKPILED IN A MANNER TO AVOID RUNOFF ONTO ADJOINING PROPERTIES.
- ANY MATERIAL STOCKPILED DURING CONSTRUCTION SHALL BE COVERED WITH PLASTIC.
- CONTRACTOR SHALL NOTIFY THE CITY OF SANTA CRUZ 48 HOURS BEFORE ANY EARTHWORK BEGINS.
- CONTRACTOR SHALL REMOVE FILTER FABRIC AND ALL SEDIMENT BARRIERS FROM STORM DRAIN INLET UPON COMPLETION OF PROJECT.

REVISIONS		BY
1	CITY COMMENTS DATED 11/19/21	TC
2	FIRE COMMENTS DATED 08/24/23	TC

EROSION CONTROL PLAN

C2G CIVIL CONSULTANTS GROUP, INC.
Engineers/Planners
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Scotts Valley, CA 95066
T (831) 438-4420 F (831) 438-4420

BETHANY PROFESSIONAL
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Date: 10-06-23
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EROSION CONTROL BMP'S

ALL CONSTRUCTION SITES

DELINEATE CLEARING LIMITS, SENSITIVE OR CRITICAL AREAS, TREES, DRAINAGE COURSES, AND BUFFER ZONES TO PREVENT EXCESSIVE OR UNNECESSARY DISTURBANCE AND EXPOSURE OF SOIL.

- IDENTIFY ALL STORM DRAINS, DRAINAGE SWALES AND CREEKS LOCATED NEAR THE CONSTRUCTION SITE AND MAKE SURE ALL SUBCONTRACTORS ARE AWARE OF THEIR LOCATIONS TO PREVENT POLLUTANTS FROM ENTERING THEM.
- PRESERVE EXISTING VEGETATION, WHERE REQUIRED AND WHEN FEASIBLE, TO THE MAXIMUM EXTENT PRACTICABLE.
- PHASE GRADING OPERATIONS, TO THE EXTENT POSSIBLE, TO LIMIT AREAS OF DISTURBANCE AND TIME OF EXPOSURE.
- AVOID AND/OR MINIMIZE IMPACTS OF EXCAVATION AND GRADING DURING WET WEATHER AND IMMEDIATELY PRECEDING EXPECTED WET WEATHER.
- MINIMIZE CUTS AND FILLS.
- IMPLEMENT MEASURES TO MINIMIZE EROSION, MANAGE STORM WATER RUNOFF, AND PREVENT POLLUTANTS FROM CONSTRUCTION ACTIVITIES FROM ENTERING STORM DRAINS.
- ALIGN TEMPORARY AND PERMANENT ROADS AND DRIVEWAYS ALONG SLOPE CONTOURS.
- WASH VEHICLES AT AN APPROPRIATE OFF-SITE FACILITY. IF EQUIPMENT MUST BE WASHED ON-SITE, USE WASH DOWN AREAS DEVELOPED FOR SPECIFIC SITE REQUIREMENTS AND APPROVED BY SCHOOL DISTRICT REPRESENTATIVE. DO NOT USE SOAPS, SOLVENTS, DEGREASERS, OR STEAM CLEANING EQUIPMENT, AND PREVENT WASH WATER FROM ENTERING STORM DRAINS.

MINIMIZE SOIL MOVEMENT

- STOCKPILED SOIL AND MATERIALS SHOULD BE COVERED AND STABILIZED WITH TARPS, GEOTEXTILE FABRIC, HYDROSEEDING AND/OR EROSION CONTROL BLANKETS.
- CREATE A BERM AND/OR INSTALL SILT FENCING AROUND STOCKPILED MATERIALS TO PREVENT STORM WATER RUNOFF FROM TRANSPORTING SEDIMENT OFFSITE.
- USE STANDARD EROSION CONTROL SEEDING, PLANTING, MULCHING, GEOTEXTILE FABRIC AND/OR EROSION CONTROL BLANKETS TO STABILIZE DISTURBED SOIL AND REDUCE THE POTENTIAL FOR EROSION.
- USE OTHER SOIL STABILIZERS AS APPROVED BY THE SCHOOL DISTRICT.

STRUCTURES TO CONTROL AND CONVEY RUNOFF

- CONVEY RUNOFF BY USE OF EARTH DIKES, DRAINAGE SWALES AND/OR DITCHES WHEN FEASIBLE.
- USE SLOPE DRAINS TO COLLECT AND CONVEY WATER FOR DISCHARGE BELOW SLOPES WHEN FEASIBLE.
- USE VELOCITY DISSIPATION DEVICES, FLARED CULVERT END SECTIONS AND/OR CHECK DAMS TO REDUCE RUNOFF VELOCITY AND MITIGATE EROSION WHEN FEASIBLE.

CAPTURE SEDIMENT

- USE TERRACING, RIPRAP, SAND BAGS, ROCKS, APPROVED TEMPORARY VEGETATION AND/OR OTHER APPROVED BMP'S ON SLOPES TO REDUCE RUNOFF VELOCITY AND TRAP SEDIMENTS. DO NOT USE ASPHALT RUBBLE OR OTHER DEMOLITION DEBRIS FOR THIS PURPOSE.
- PROTECT STORM DRAIN INLETS FROM SEDIMENT-LADEN RUNOFF. STORM DRAIN INLET PROTECTION DEVICES INCLUDE GRAVEL BAGS, FILTER FABRIC FENCES AND BLOCK AND GRAVEL FILTERS.

OTHER RUNOFF CONTROLS

- TEMPORARY SEDIMENT BASIN
- SEDIMENT TRAP
- BRUSH OR ROCK FILTER
- SILT FENCE
- SAND OR GRAVEL BAG BARRIER

TRACKING CONTROL

- IMPLEMENT MEASURES AS NECESSARY TO MINIMIZE TRACKING OF SOIL OFF SITE
- USE DRY SWEEPING METHODS WHEN CLEANING SEDIMENTS FROM STREETS, DRIVEWAYS AND PAVED AREAS BY HAND. WHEN USING MECHANICAL STREET SWEEPERS, USE FINE WATER SPRAY TO REDUCE DUST AND IMPROVE SEDIMENT REMOVAL WHILE MINIMIZING RUNOFF.

PAINT WORK

- DO NOT CLEAN PAINT BRUSHES OR RINSE PAINT CONTAINERS INTO A STREET, GUTTER, STORM DRAIN, OR CREEK.
- FOR WATER-BASED PAINTS, PAINT OUT BRUSHES TO THE EXTENT POSSIBLE AND RINSE TO A DRAIN LEADING TO THE SANITARY SEWER (I.E., INDOOR PLUMBING).
- FOR OIL-BASED PAINTS, PAINT OUT BRUSHES TO THE EXTENT POSSIBLE, AND FILTER AND REUSE THINNERS AND SOLVENTS. DISPOSE OF UNUSABLE THINNERS, OIL-BASED PAINT, SLUDGES AND RESIDUE AS HAZARDOUS WASTE.
- NON-HAZARDOUS PAINT CHIPS AND DUST FROM DRY STRIPPING AND SAND BLASTING MAY BE SWEEPED UP OR COLLECTED IN PLASTIC DROP CLOTHS AND DISPOSED OF AS TRASH. CHEMICAL PAINT STRIPPING RESIDUE AND CHIPS AND DUST FROM MARINE PAINTS OR PAINTS CONTAINING LEAD OR TRIBUTYL TIN MUST BE DISPOSED OF AS A HAZARDOUS WASTE.
- WHEN STRIPPING OR CLEANING BUILDING EXTERIORS WITH HIGH-PRESSURE WATER, COVER OR BERM STORM DRAIN INLETS. COLLECT (MOP OR VACUUM) BUILDING CLEANING WATER FOR DISPOSAL IN A PRE-AUTHORIZED MANNER.
- RECYCLE, RETURN TO SUPPLIER OR DONATE UNWANTED WATER-BASED (LATEX) PAINT.
- DRIED LATEX PAINT MAY BE DISPOSED OF IN THE TRASH.

CEMENT AND CONCRETE WORK

- AVOID MIXING EXCESS AMOUNTS OF FRESH CONCRETE OR CEMENT MORTAR ON-SITE.
- STORE DRY AND WET CONCRETE AND CEMENT UNDER COVER, PROTECTED FROM RAINFALL AND RUNOFF.
- WASH OUT CONCRETE TRANSIT MIXERS ONLY IN DESIGNATED WASH-OUT AREAS. WHENEVER POSSIBLE, RECYCLE WASHOUT BY PUMPING BACK INTO MIXERS FOR REUSE. DO NOT DISPOSE OF WASHOUT INTO THE STREET, STORM DRAINS, DRAINAGE DITCHES, OR CREEKS. DESIGNATED WASH-OUT AREAS MUST BE MAINTAINED TO PREVENT OVER FLOW.
- WHENEVER POSSIBLE, RETURN CONTENTS OF MIXER BARREL TO THE OFF-SITE YARD FOR RECYCLING. DISPOSE OF SMALL AMOUNTS OF EXCESS CONCRETE, GROUT, AND MORTAR IN THE TRASH.

ROADWORK/PAVEMENT

- APPLY CONCRETE, ASPHALT, AND SEAL COAT DURING DRY WEATHER TO PREVENT CONTAMINANTS FROM CONTACTING STORMWATER RUNOFF.
- COVER STORM DRAIN INLETS AND MANHOLES WHEN PAVING OR APPLYING SEAL COAT, SLURRY SEAL, FOG SEAL, AND SIMILAR MATERIALS.
- ALWAYS PARK PAVING MACHINES OVER DRIP PANS OR ABSORBENT MATERIALS, SINCE THEY TEND TO DRIP CONTINUOUSLY.
- WHEN MAKING SAW-CUTS IN PAVEMENT, USE AS LITTLE WATER AS POSSIBLE. COVER POTENTIALLY AFFECTED STORM DRAIN INLETS COMPLETELY WITH FILTER FABRIC DURING THE SAWING OPERATION AND CONTAIN THE SLURRY BY WET-VACUUMING, OR BY PLACING STRAW BALES, SANDBAGS, OR GRAVEL DAMS AROUND THE CATCH BASINS. AFTER THE LIQUID DRAINS OR EVAPORATES, SHOVEL OR VACUUM THE SLURRY RESIDUE FROM THE PAVEMENT OR GUTTER AND REMOVE FROM SITE.
- WASH DOWN EXPOSED AGGREGATE CONCRETE ONLY WHEN THE WASH WATER CAN: (1) FLOW ONTO A DIRT AREA; (2) DRAIN ONTO A BERMED SURFACE FROM WHICH IT CAN BE PUMPED AND DISPOSED OF PROPERLY; OR (3) BE VACUUMED FROM THE AREA ALONG THE CURB WHERE SEDIMENT HAS ACCUMULATED BY BLOCKING A STORM DRAIN INLET.
- ALLOW AGGREGATE RINSE TO SETTLE, AND PUMP THE WATER TO THE SANITARY SEWER IF ALLOWED BY YOUR LOCAL WASTEWATER AUTHORITY.
- DO NOT WASH SWEEPINGS FROM EXPOSED AGGREGATE CONCRETE INTO A STREET OR STORM DRAIN. COLLECT AND RETURN TO AGGREGATE BASE STOCKPILE, OR DISPOSE WITH TRASH.
- RECYCLE BROKEN CONCRETE AND ASPHALT.

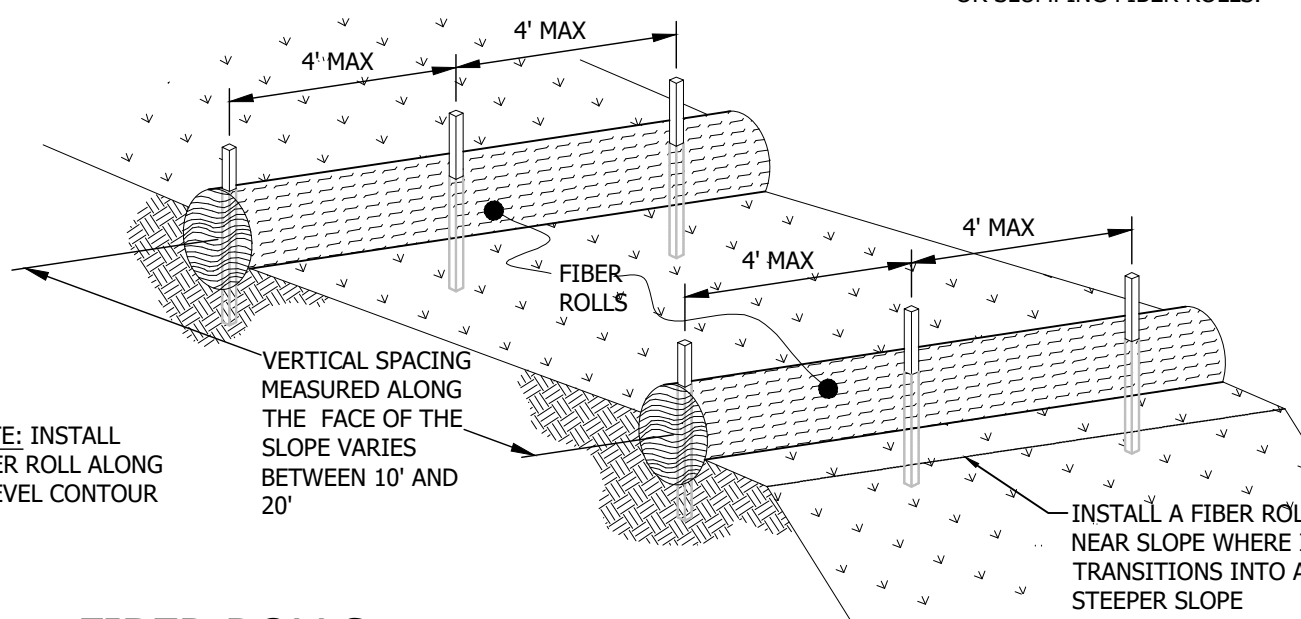
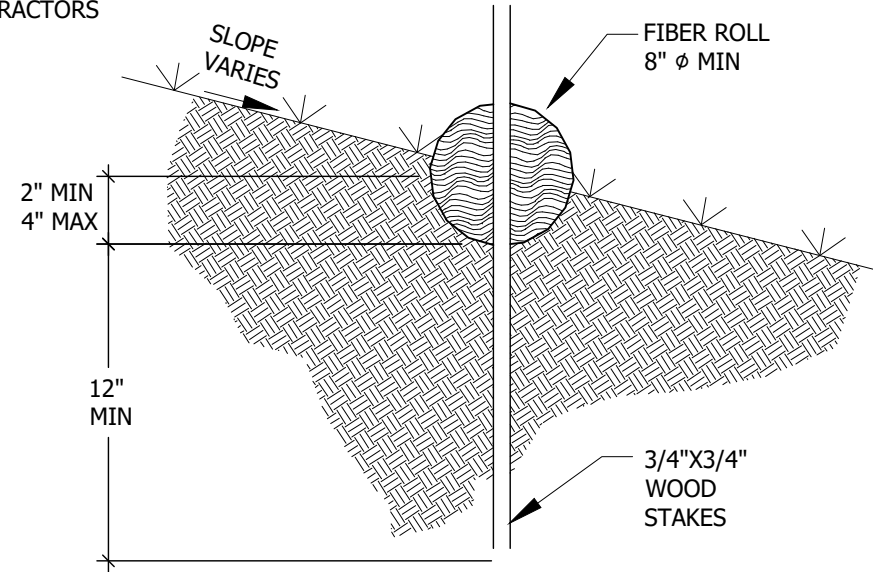
HAZARDOUS MATERIAL SPILL PREVENTION, SPILL REPORTING AND RESPONSE

- ALL HAZARDOUS MATERIALS SHALL BE STORED SO THAT THEY ARE PROTECTED

- FROM INCLEMENT WEATHER AND VANDALISM.
- MOTOR VEHICLES SHALL NOT BE FUELED ON THE PROJECT SITE.
- SPILL CONTAINMENT MEASURES MUST BE MADE PRIOR TO FUELING WHEN FUELING EQUIPMENT OTHER THAN MOTOR VEHICLES.
- VEHICLE MAINTENANCE, OTHER THAN EMERGENCY REPAIRS, SHALL NOT BE PERFORMED ON THE PROJECT SITE.
- APPROPRIATE EMERGENCY SPILL CONTAINMENT SUPPLIES SHALL BE MAINTAINED ON SITE BY THE CONTRACTOR.
- SPILLS GREATER THAN ONE QUART SHALL BE IMMEDIATELY REPORTED TO THE CITY'S REPRESENTATIVE AND COUNTY INSPECTOR.
- SPILLS SHALL BE DIKED OR CONTAINED BY TRAINED PERSONNEL TO PREVENT THE SPILLED HAZARDOUS MATERIAL FROM ENTERING THE STORM WATER SYSTEM OR LEAVING THE PROJECT SITE.
- SPILLS OF LESS THAN FIVE (5) GALLONS SHALL BE ABSORBED USING AN APPROPRIATE MATERIAL. ALL CONTAMINATED MATERIALS SHALL BE CONTAINERIZED, REMOVED FROM THE JOBSITE AND DISPOSED IN ACCORDANCE WITH FEDERAL, STATE AND LOCAL REGULATIONS.
- SPILLS IN EXCESS OF FIVE (5) GALLONS SHALL BE ABSORBED USING AN APPROPRIATE MATERIAL AND PLACED IN CONTAINERS UNDER THE DIRECTION OF THE COUNTY OFFICE OF ENVIRONMENTAL HEALTH AND SAFETY.
- ANY CONTAMINATED SOIL SHALL BE REMOVED BY THE CONTRACTOR AND REPLACED WITH ACCEPTABLE FRESH SOIL.
- RESPONSE SHALL BE CARRIED OUT BY APPROPRIATELY TRAINED PERSONNEL UTILIZING SAFE PRACTICES.

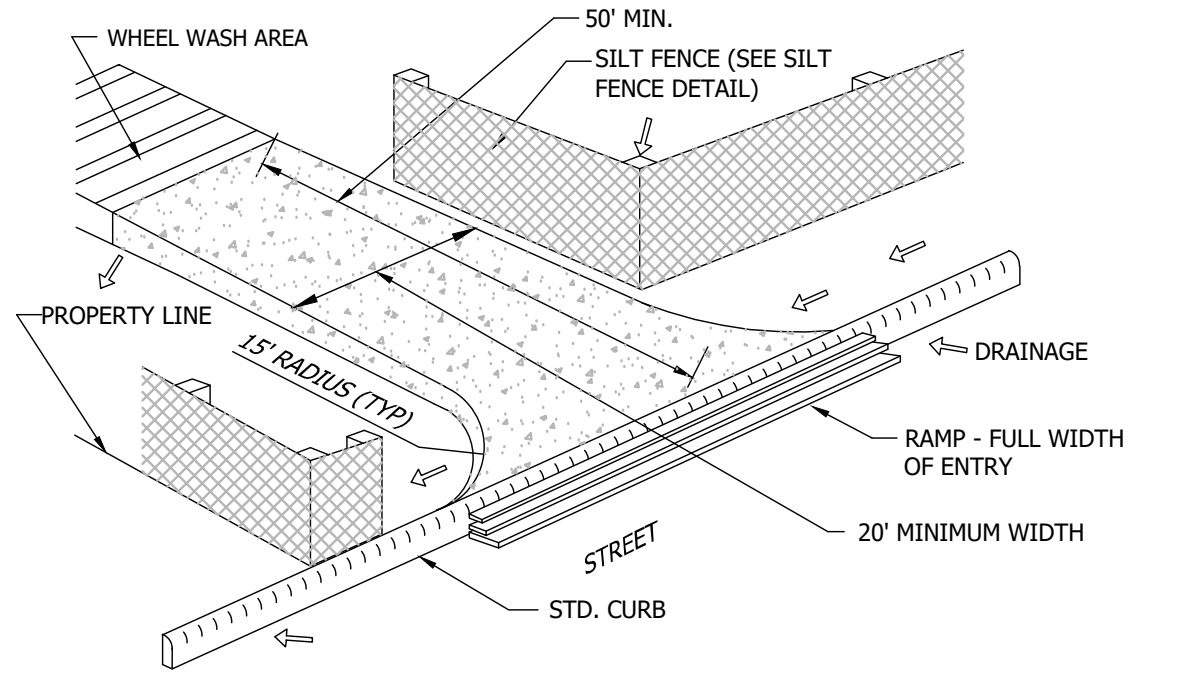
GOOD HOUSEKEEPING PRACTICES

- DO NOT WASH DOWN PAVEMENT OR SURFACES WHERE SILT HAS BEEN DEPOSITED OR MATERIALS HAVE SPILLED. USE DRY CLEANUP METHODS.
- AVOID CONTAMINATING CLEAN RUNOFF FROM AREAS ADJACENT TO YOUR SITE BY USING BERMS AND/OR TEMPORARY OR PERMANENT DRAINAGE DITCHES TO DIVERT WATER FLOW AROUND THE SITE.
- COVER EXPOSED PILES OF SOIL, CONSTRUCTION MATERIALS AND WASTES WITH PLASTIC SHEETING OR TEMPORARY ROOFS. BEFORE IT RAINS, SWEEP AND REMOVE MATERIALS FROM SURFACES THAT DRAIN TO STORM DRAINS, CREEKS, OR CHANNELS.
- PLACE TRASH CANS AROUND THE SITE TO REDUCE POTENTIAL LITTER. DISPOSE OF NON-HAZARDOUS CONSTRUCTION WASTES IN COVERED DUMPSTERS OR RECYCLING RECEPTACLES. RECYCLE LEFTOVER MATERIALS WHENEVER POSSIBLE.
- DISPOSE OF ALL WASTES PROPERLY. MATERIALS THAT CAN NOT BE REUSED OR RECYCLED MUST BE TAKEN TO AN APPROPRIATE LANDFILL OR DISPOSED OF AS HAZARDOUS WASTE, AS APPROPRIATE.
- COVER OPEN DUMPSTERS WITH PLASTIC SHEETING OR A TARP DURING RAINY WEATHER. SECURE THE SHEETING OR TARP AROUND THE OUTSIDE OF THE DUMPSTER. IF THE DUMPSTER HAS A COVER, CLOSE IT.
- TRAIN YOUR EMPLOYEES AND INFORM CONTRACTORS AND SUBCONTRACTORS ABOUT STORM WATER MANAGEMENT REQUIREMENTS AND THEIR RESPONSIBILITIES FOR COMPLIANCE.



FIBER ROLLS

Scale: NTS



ROCKED CONSTRUCTION ENTRANCE

Scale: NTS

CONSTRUCTION SPECIFICATIONS

LOCATE FIBER ROLLS ON LEVEL CONTOURS SPACED AS FOLLOWS:

- SLOPE INCLINATION OF 4 :1 (H:V) OR FLATTER: FIBER ROLLS SHOULD BE PLACED AT A MAXIMUM INTERVAL OF 20 FT.

- SLOPE INCLINATION BETWEEN 4:1 AND 2:1 (H:V) FIBER ROLLS SHOULD BE PLACED AT A MAXIMUM INTERVAL OF 15 FT. (A CLOSER SPACING IS MORE EFFECTIVE).

- SLOPE INCLINATION OF 2:1 (H:V) OR GREATER: FIBER ROLLS SHOULD BE PLACED AT A MAXIMUM INTERVAL OF 10 FT. (A CLOSER SPACING IS MORE EFFECTIVE).

- TURN THE ENDS OF THE FIBER ROLL UP SLOPE TO PREVENT RUNOFF FROM GOING AROUND THE ROLL. STAKE FIBER ROLLS INTO A 2 TO 4 IN. DEEP TRENCH WITH A WIDTH EQUAL TO THE DIAMETER OF THE FIBER ROLL.

- DRIVE STAKES AT THE END OF EACH FIBER ROLL AND SPACED 4 FT MAXIMUM ON CENTER.

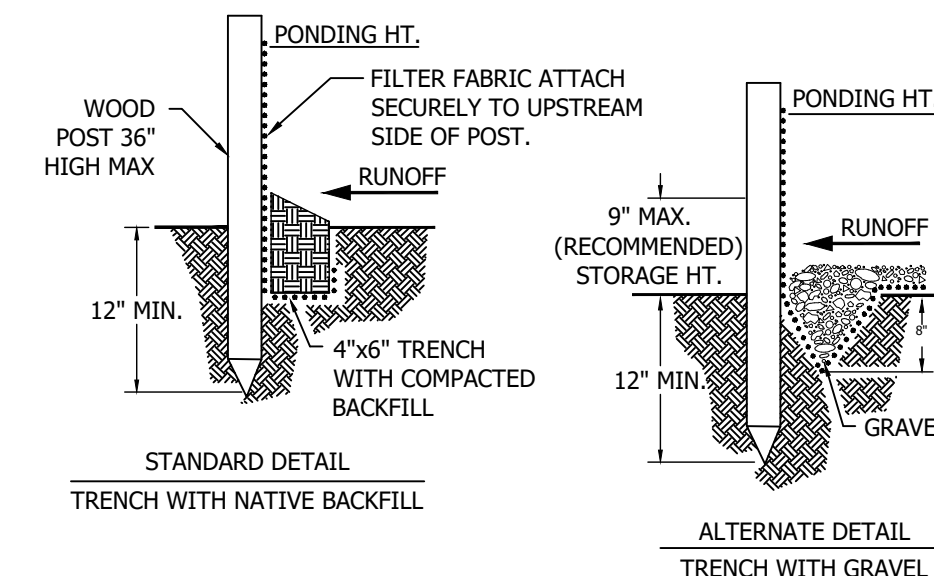
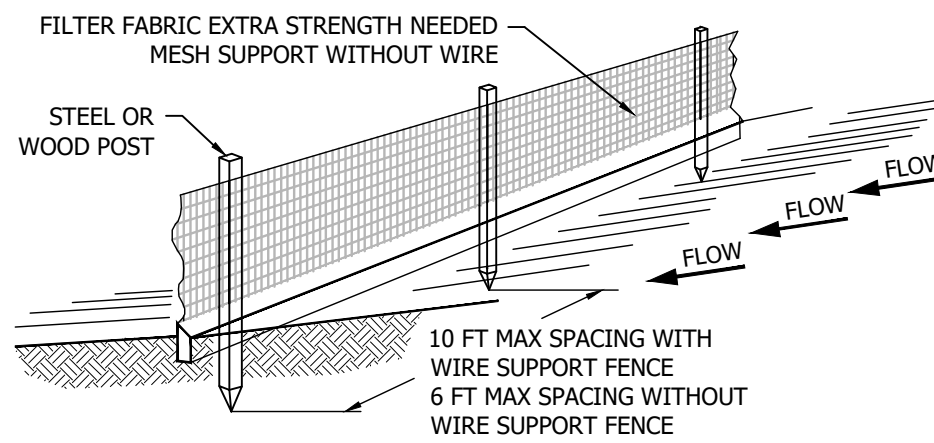
- USE WOOD STAKES WITH A NOMINAL CLASSIFICATION OF 0.75 BY 0.75 IN. AND A MINIMUM LENGTH OF 24 IN.

- IF MORE THAN ONE FIBER ROLL IS PLACED IN A ROW, THE ROLLS SHOULD BE OVERLAPPED, NOT ABUTTED. REPAIR OR REPLACE SPLIT, TORN, UNRAVELING OR SLUMPING FIBER ROLLS.

IF THE FIBER ROLL IS USED AS A SEDIMENT CAPTURE DEVICE, OR AS AN EROSION CONTROL DEVICE TO MAINTAIN SHEET FLOWS, SEDIMENT THAT ACCUMULATES IN THE BMP MUST BE PERIODICALLY REMOVED IN ORDER TO MAINTAIN BMP EFFECTIVENESS. SEDIMENT SHOULD BE REMOVED WHEN SEDIMENT ACCUMULATION REACHES ONE-HALF THE DESIGNATED SEDIMENT STORAGE DEPTH, USUALLY ONE-HALF THE DISTANCE BETWEEN THE TOP OF THE FIBER ROLL AND THE ADJACENT GROUND SURFACE. SEDIMENT REMOVED DURING THE MAINTENANCE MAY BE INCORPORATED INTO EARTHWORK ON THE SITE OR DISPOSED AT AN APPROPRIATE LOCATION.

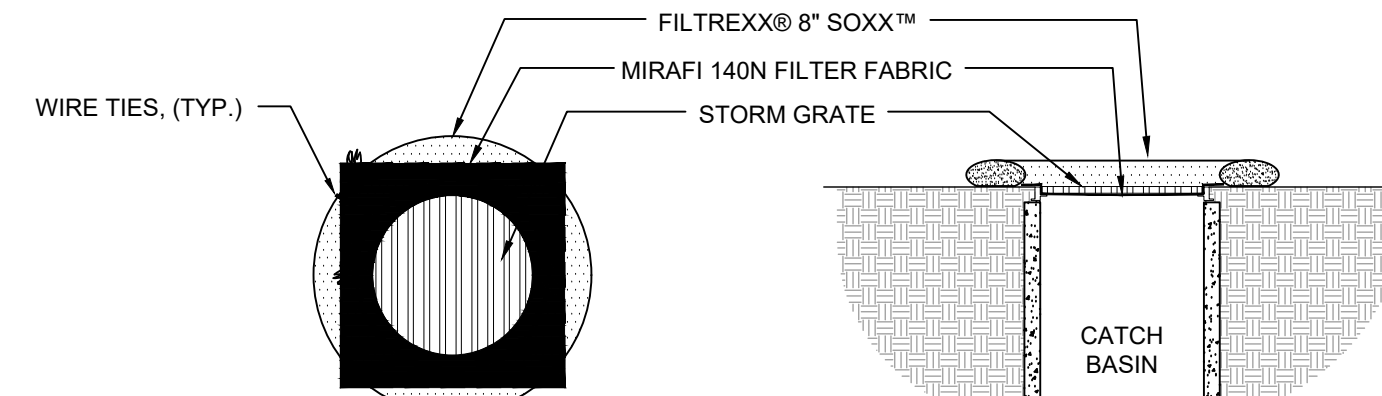
NOTE:

- INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY.
- REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.
- SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.



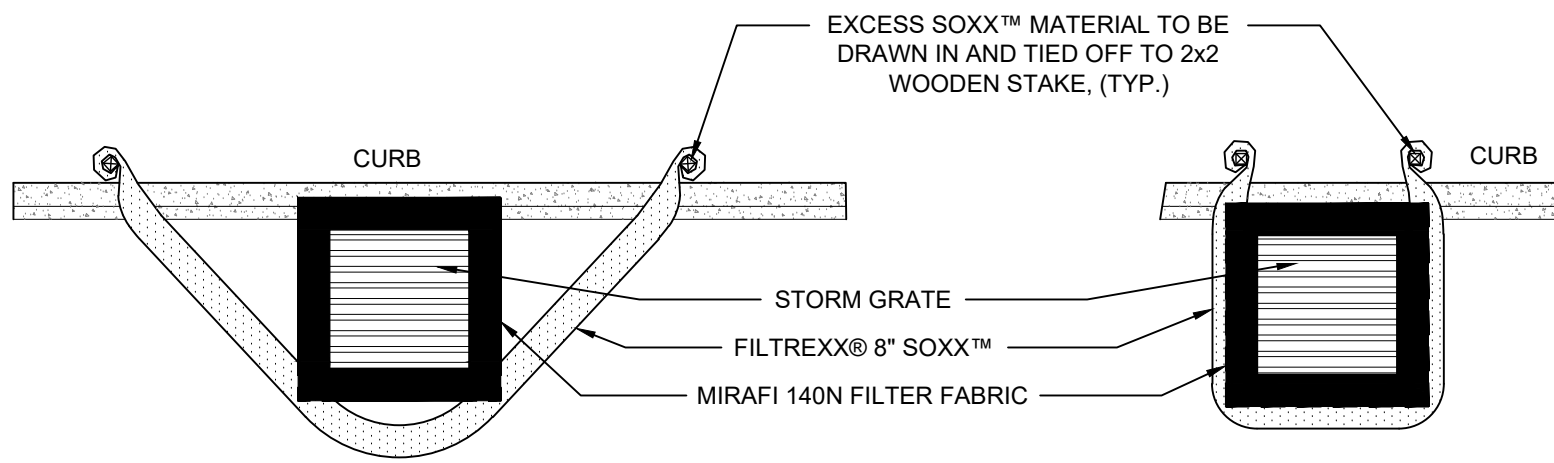
SILT FENCE

Scale: NTS



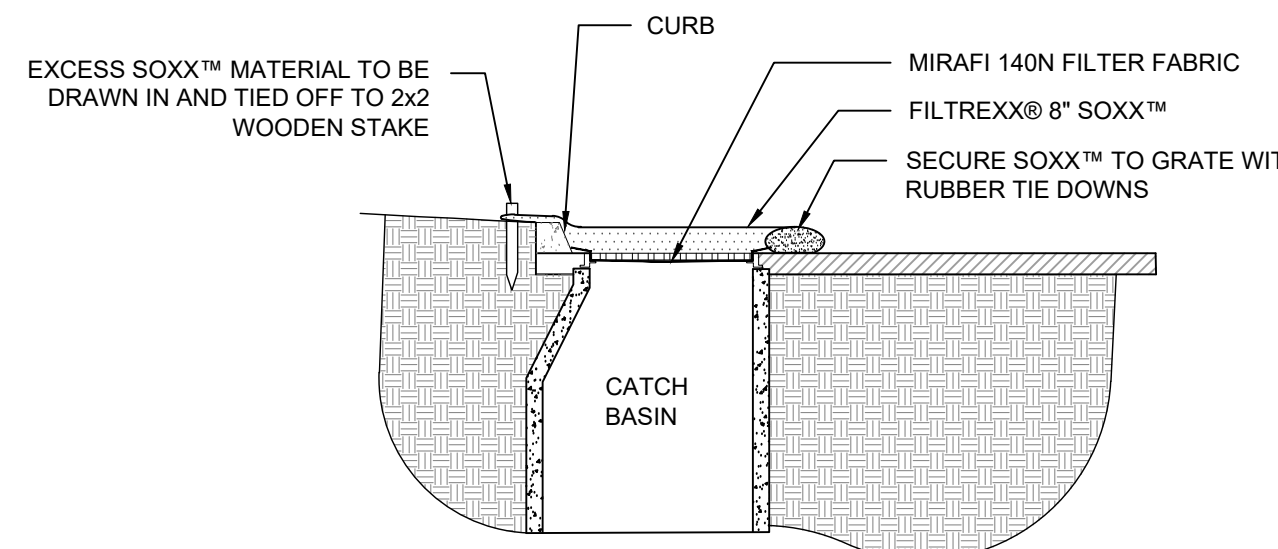
DRAIN INLET PLAN

DRAIN INLET SECTION



CURBSIDE OPTION "A" PLAN

CURBSIDE OPTION "B" PLAN



CURBSIDE SECTION

NOTES:

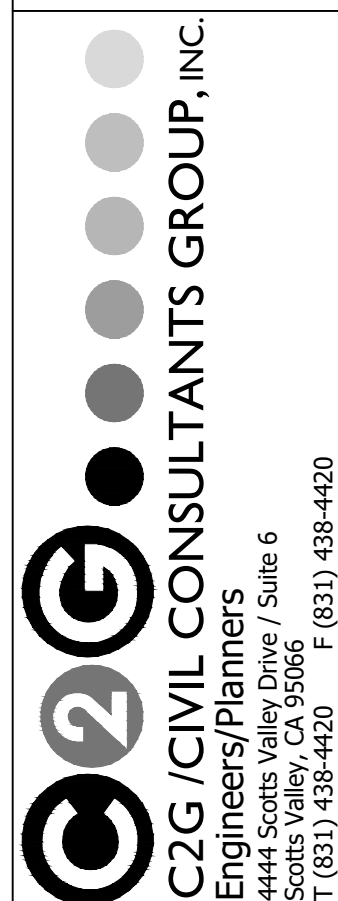
- ALL MATERIAL TO MEET FILTREXX® SPECIFICATIONS.
- FILTER MEDIA™ FILL TO MEET APPLICATION REQUIREMENTS.
- COMPOST MATERIAL TO BE DISPERSED ON SITE, AS DETERMINED BY ENGINEER.
- CONTRACTOR SHALL EXTEND MIRAFI 140N FABRIC 6" BEYOND CATCH BASIN AFTER PLACEMENT OF GRATE
- CONTRACTOR SHALL REMOVE ALL FILTER FABRIC FROM ALL STORM DRAIN INLETS UPON COMPLETION OF PROJECT

FILTREX® INLET PROTECTION

Scale: NTS

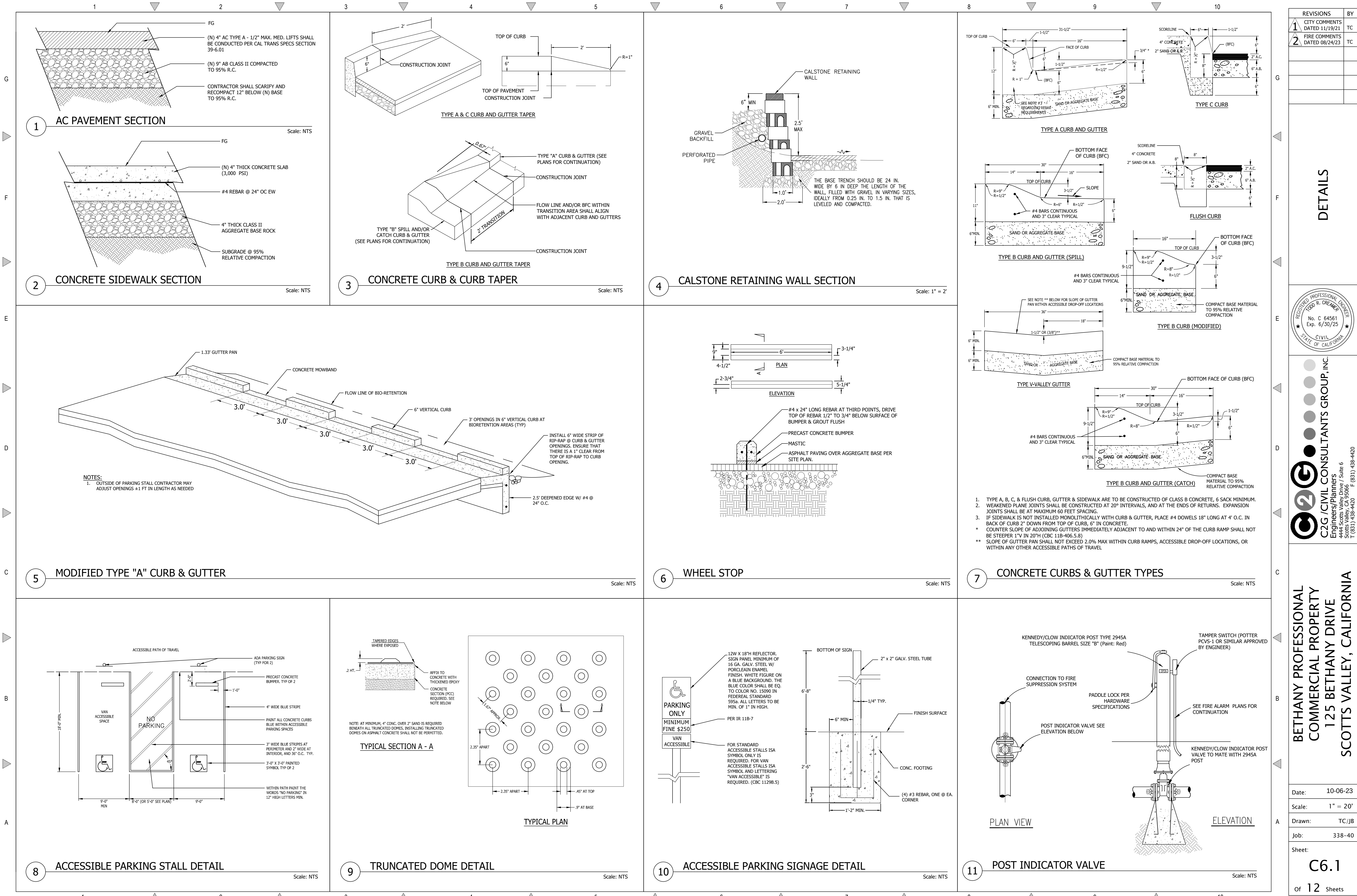
REVISIONS	BY
1 CITY COMMENTS DATED 11/19/21	TC
2 FIRE COMMENTS DATED 08/24/23	TC

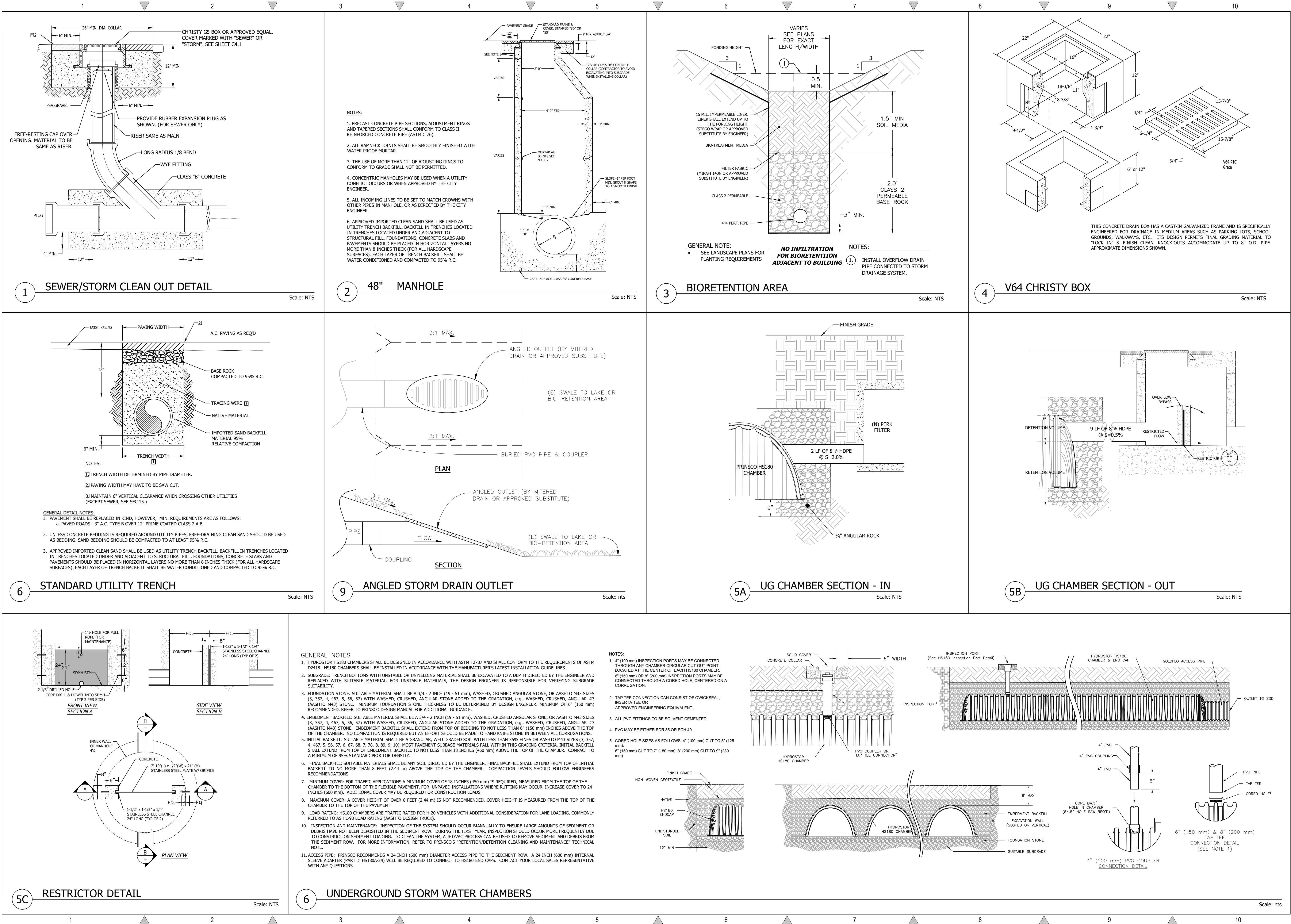
EROSION CONTROL DETAILS



BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTTS VALLEY, CALIFORNIA

Date:	10-06-23
Scale:	1" = 20'
Drawn:	TC/JB
Job:	338-40
Sheet:	C5.2
of 12 Sheets	





REVISIONS		BY
1	CITY COMMENTS DATED 11/19/21	TC
2	FIRE COMMENTS DATED 08/24/23	TC

DETAILS

REGISTERED PROFESSIONAL ENGINEER
TODD R. CREMER
No. C 64561
Exp. 6/30/25
CIVIL
STATE OF CALIFORNIA

C2G CIVIL CONSULTANTS GROUP, INC.

Engineers/Planners
4400 Scotts Valley Road, Suite 6
Scotts Valley, CA 95066
T (831) 438-4420 F (831) 438-4420

BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTTS VALLEY, CALIFORNIA

Date: 10-06-23

Scale: 1" = 20'

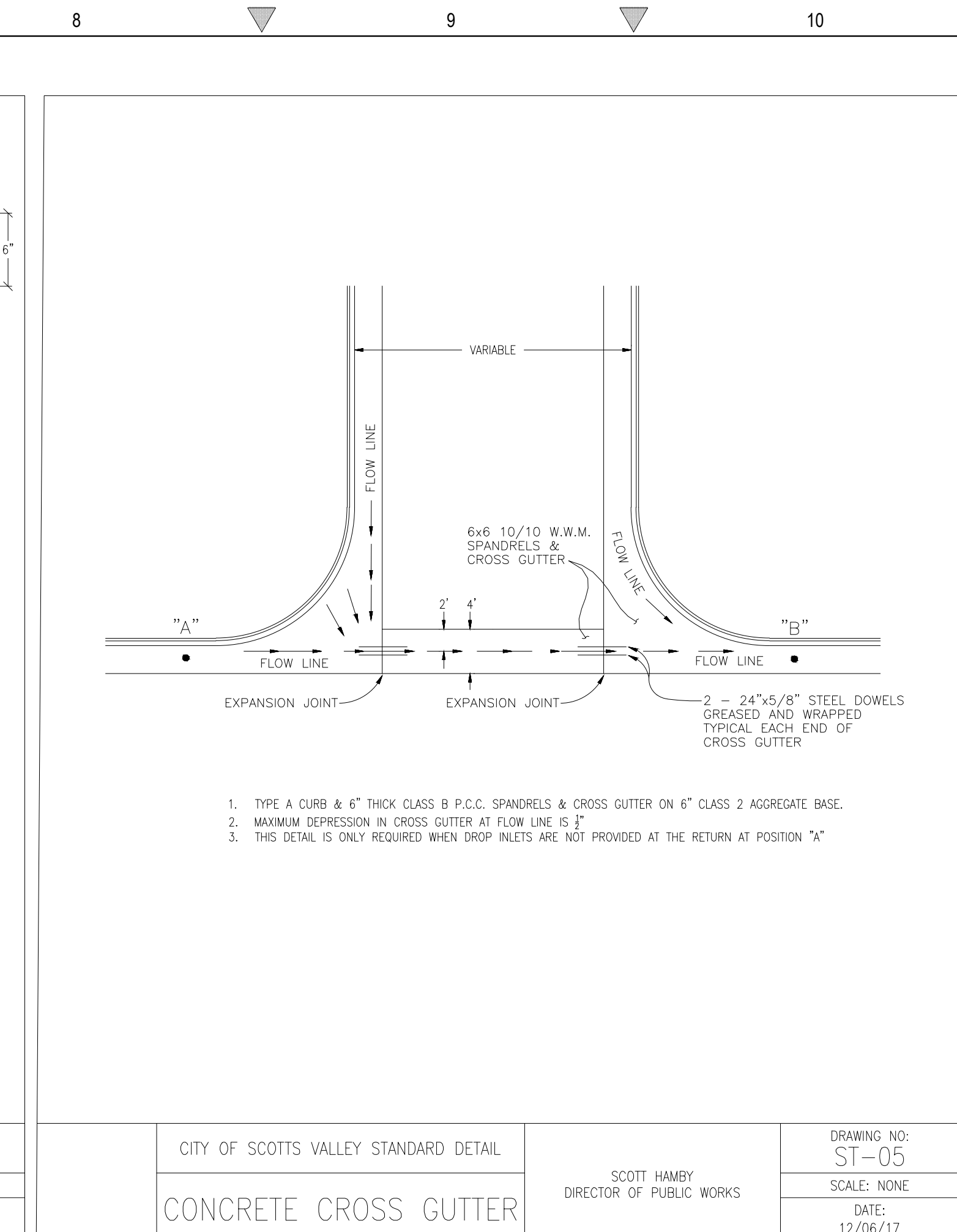
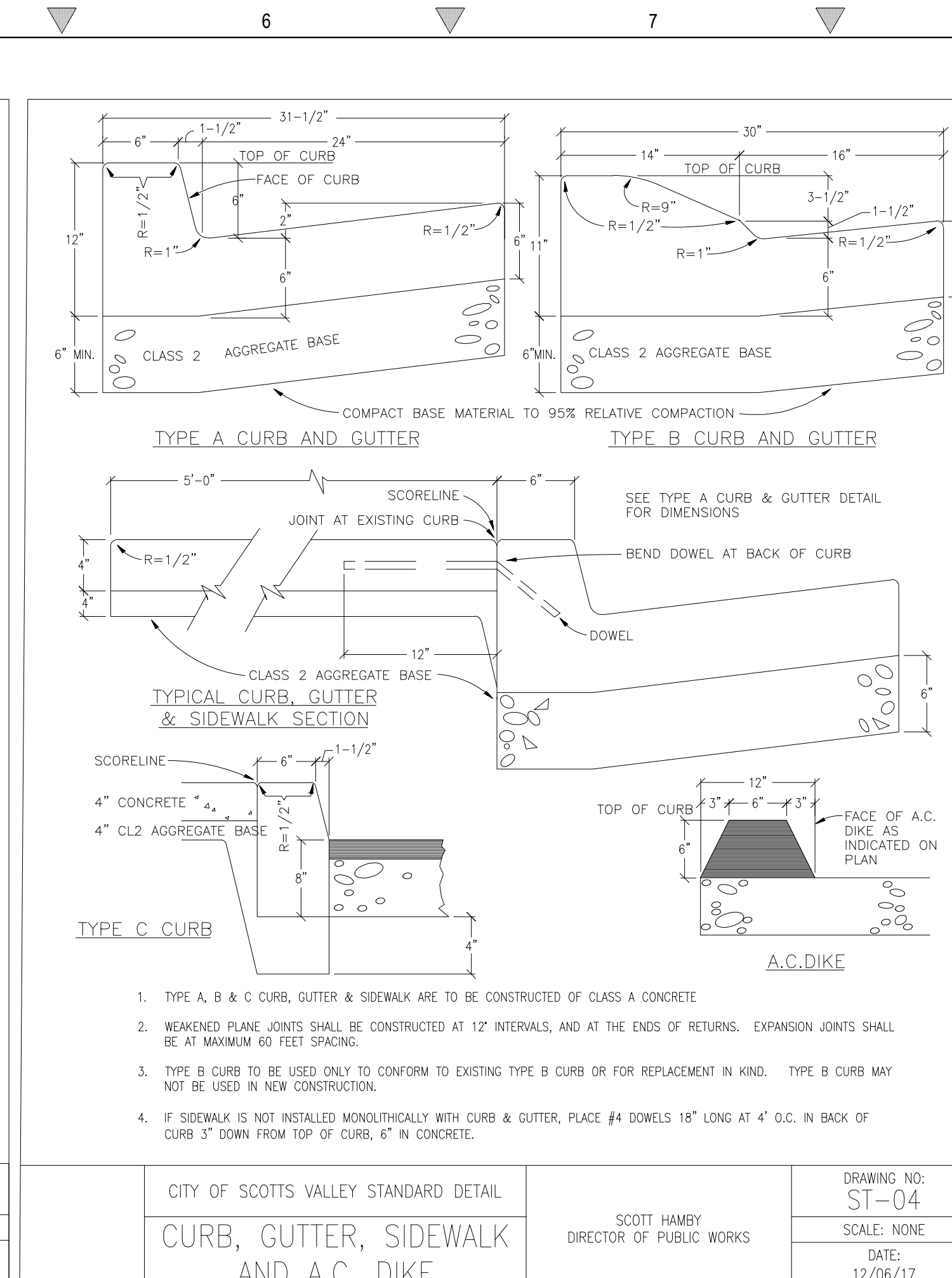
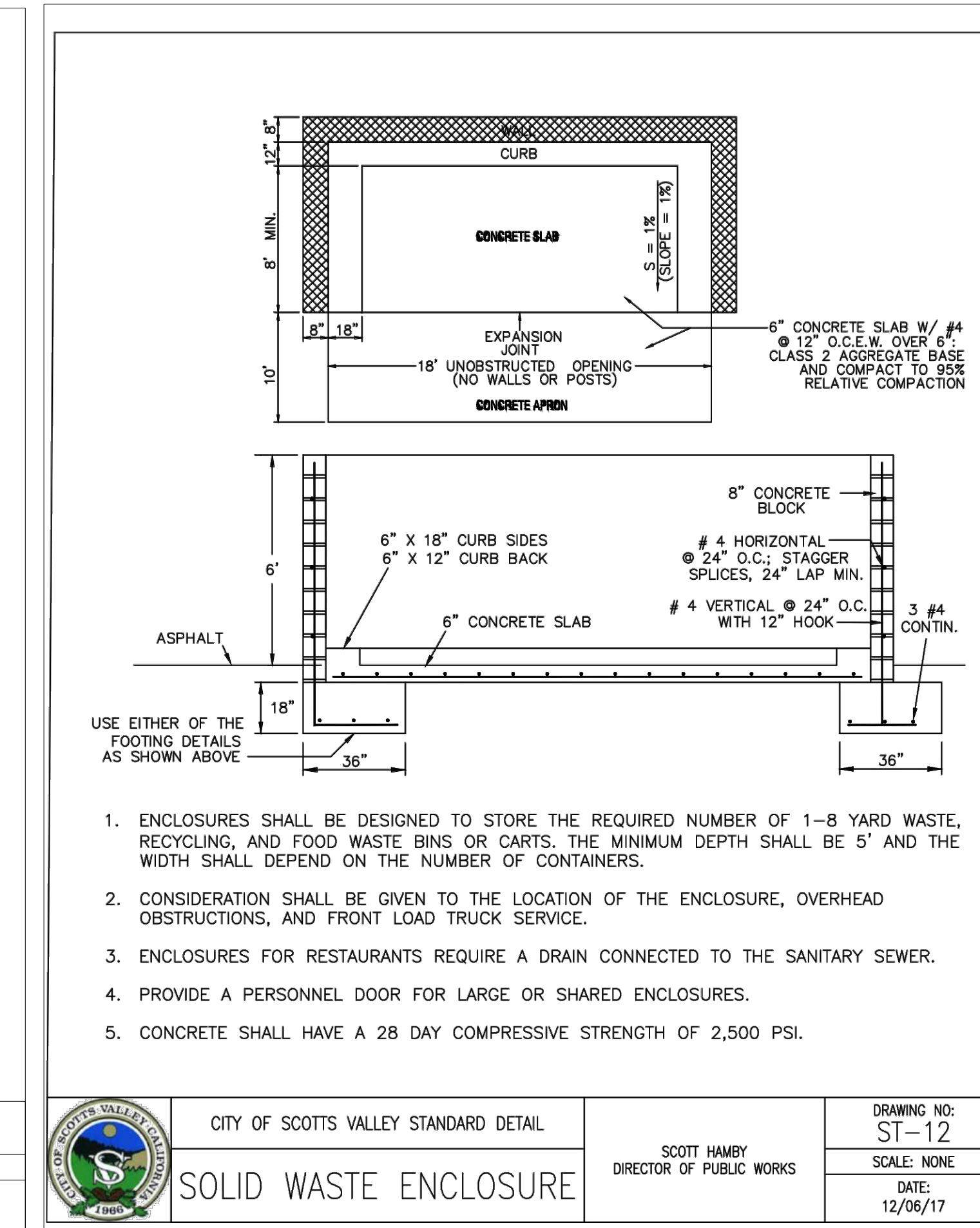
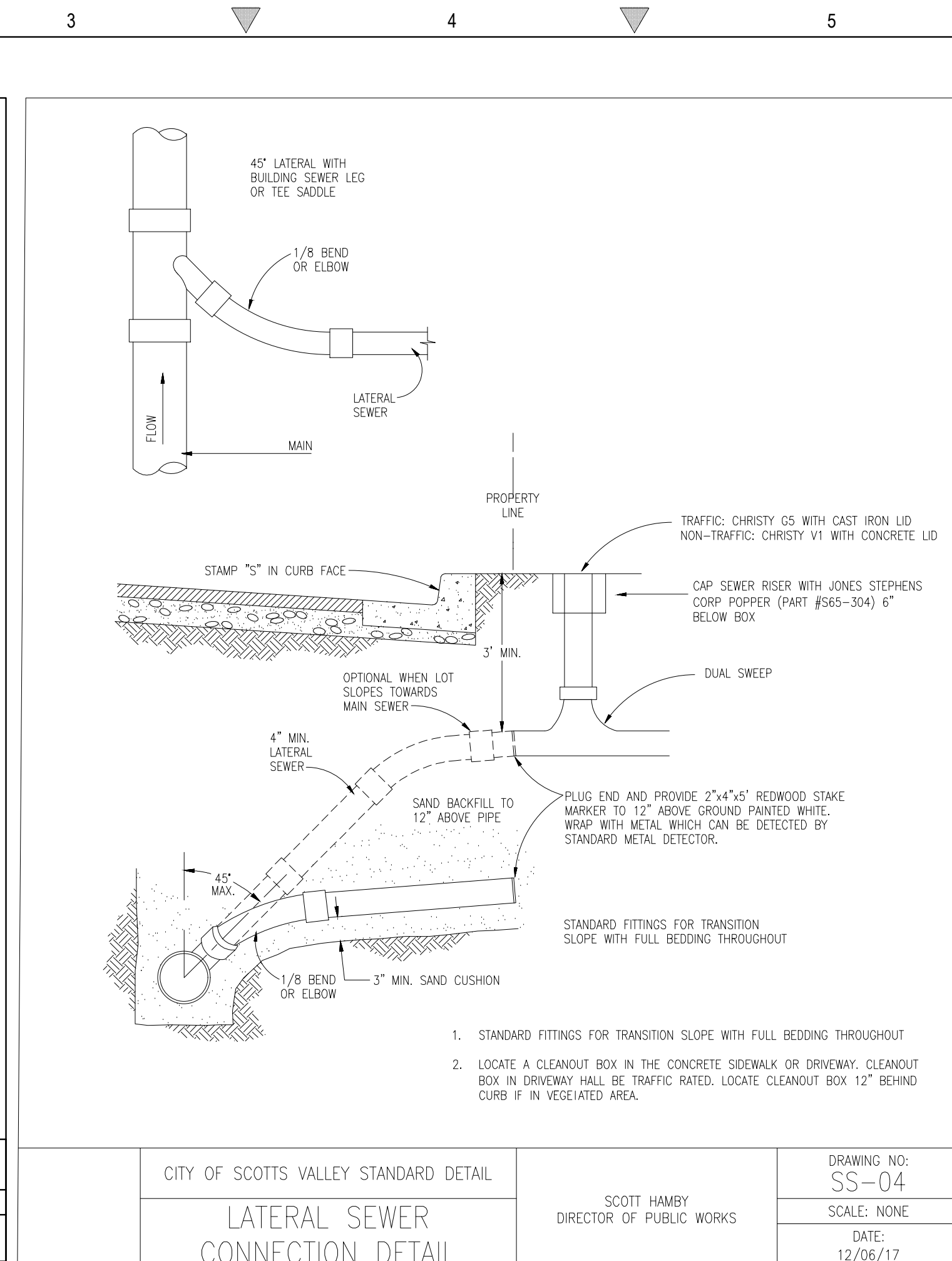
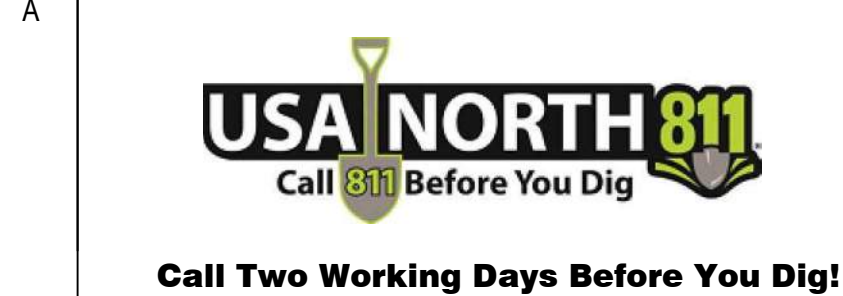
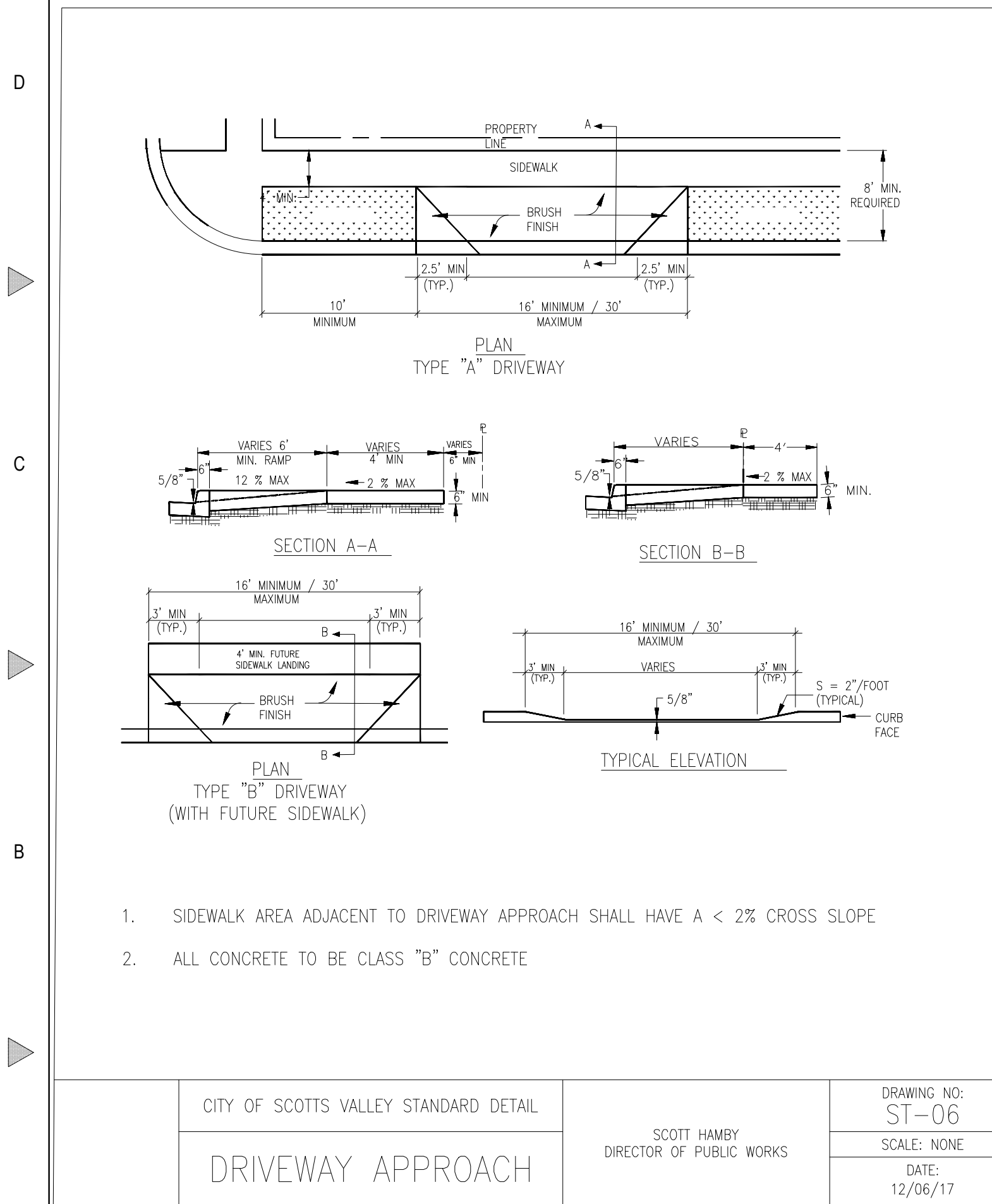
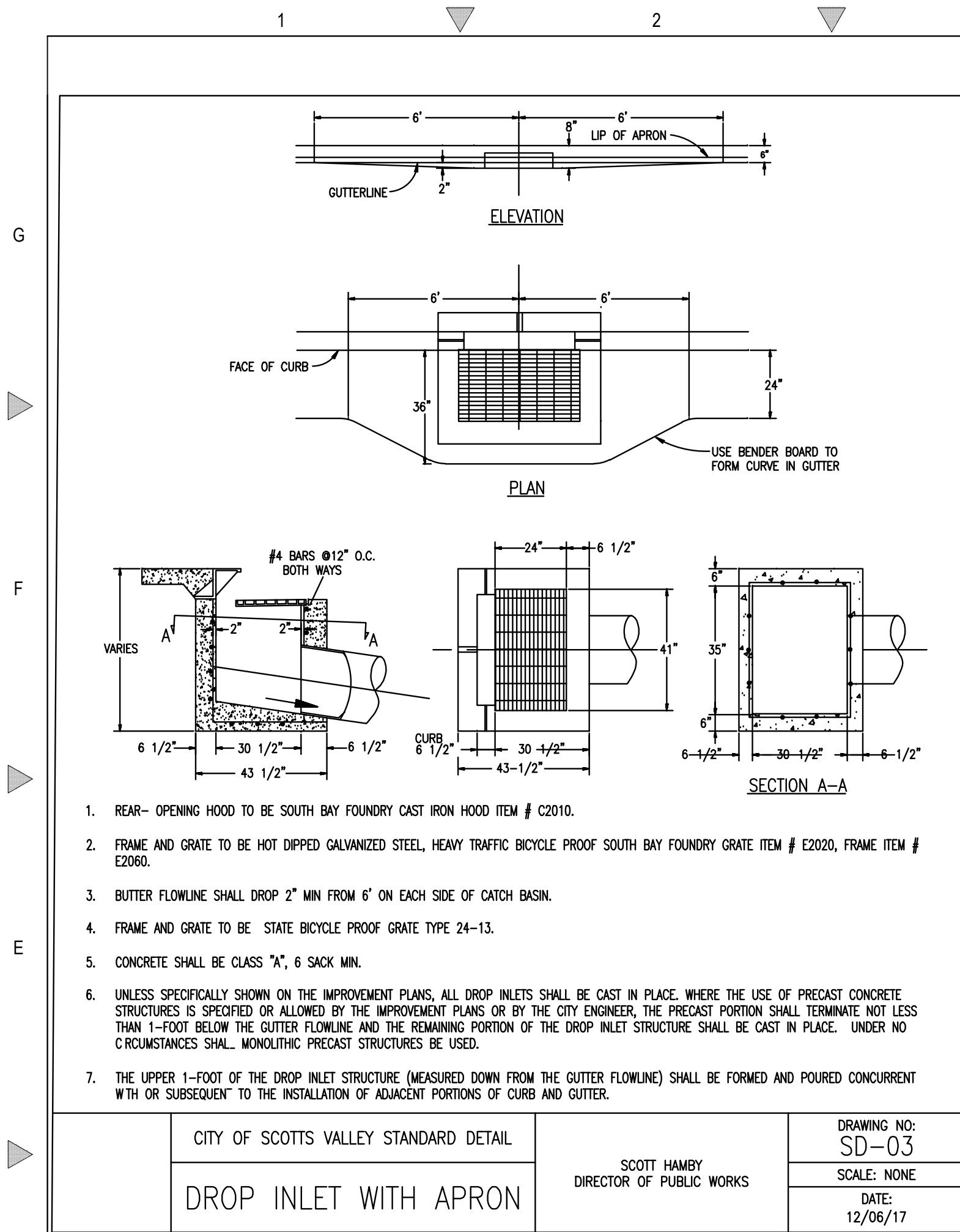
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Job: 338-40

Sheet: C6.2

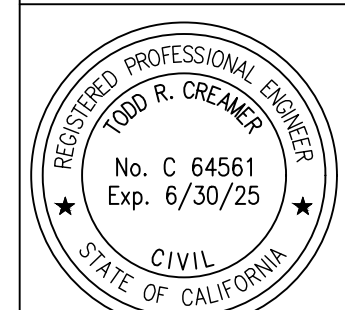
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Page 46 of 541



REVISIONS		BY
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2	FIRE COMMENTS DATED 08/24/23	TC

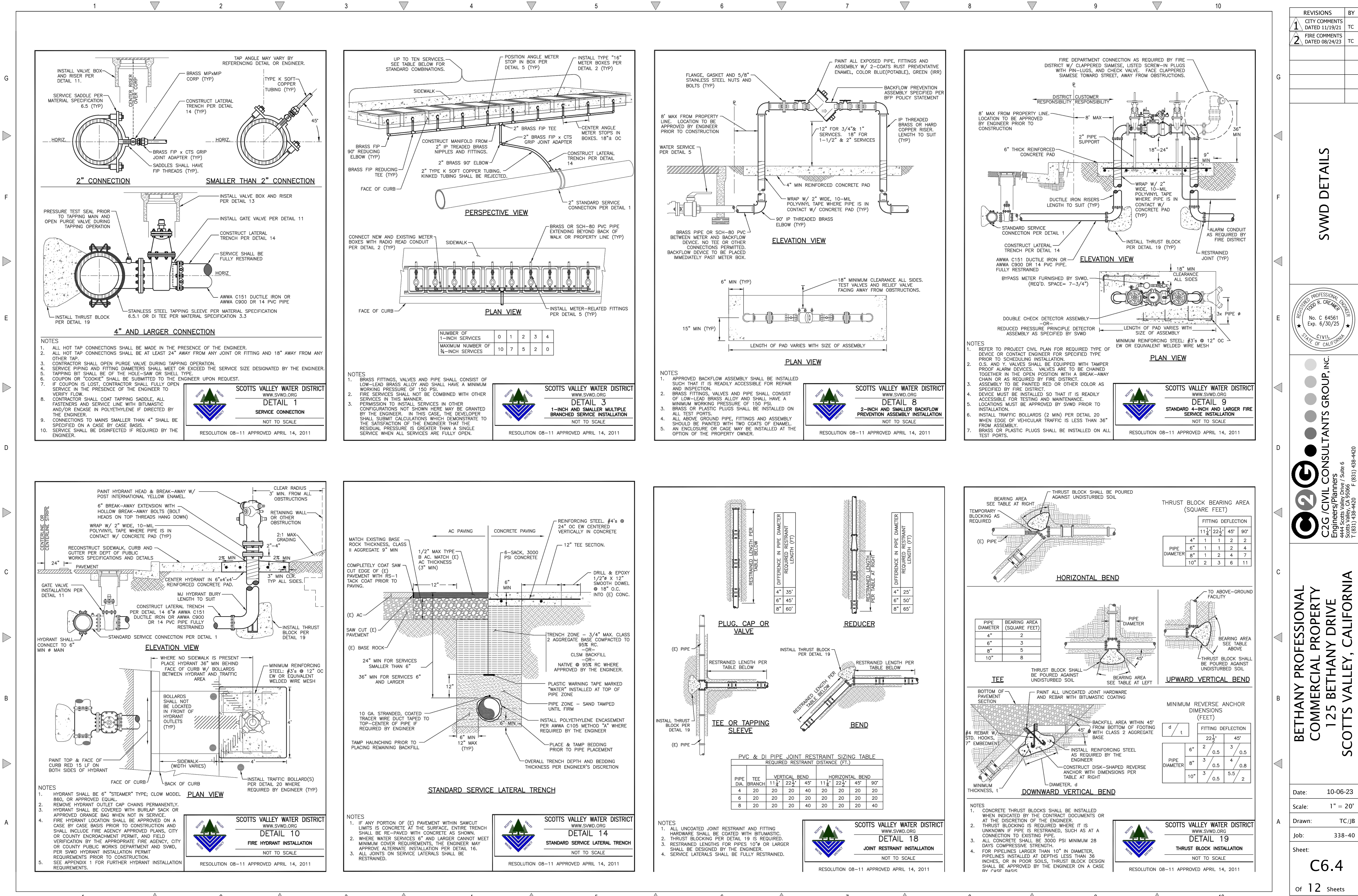
DETAILS



 C2G / CIVIL CONSULTANTS GROUP, INC.
Engineers/Planners
4444 Scotts Valley Drive / Suite 6
Scotts Valley, CA 95066
TT (831) 438-4420 F (831) 438-4420

**BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTTS VALLEY, CALIFORNIA**

Date:	10-06-23
Scale:	NONE
Drawn:	TC/JB
Job:	338-40
Sheet:	C6.3 Of 12 Sheets



REVISIONS

BY

1

CITY COMMENTS

DATED 11/19/21

TC

2

FIRE COMMENTS

DATED 08/24/23

TC

SWD DETAILS

REGISTERED PROFESSIONAL ENGINEER

TODD R. CREMER

No. C 64561

Exp. 6/30/25

CIVIL

STATE OF CALIFORNIA

C2G CIVIL CONSULTANTS GROUP, INC.

Engineers/Planners

4400 Scotts Valley Road, Suite 6

Scotts Valley, CA 95066

T (831) 438-4420 F (831) 438-4420

By: cm

BETHANY PROFESSIONAL

COMMERCIAL PROPERTY

125 BETHANY DRIVE

SCOTTS VALLEY, CALIFORNIA

Date: 10-06-23

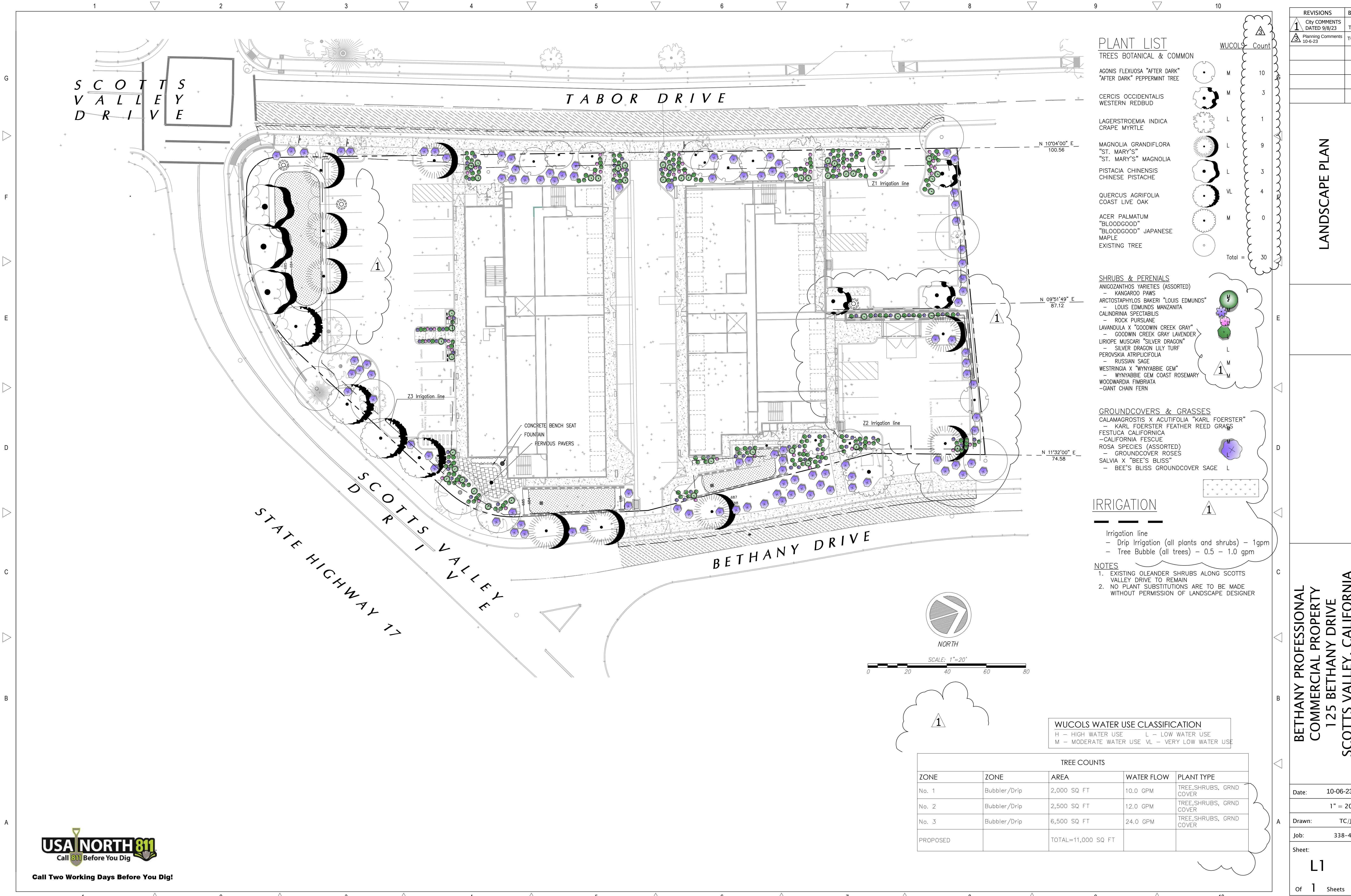
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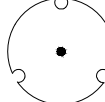
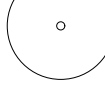
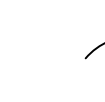
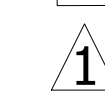
Drawn: TC/JB

Job: 338-40

Sheet: C6.4

of 12 Sheets



PLANT LIST		WUCOLS		Count
TREES BOTANICAL & COMMON				
AGONIS FLEXUOSA "AFTER DARK"		M		10
"AFTER DARK" PEPPERMINT TREE		M		3
CERCIS OCCIDENTALIS		L		1
WESTERN REDBUD		L		9
LAGERSTROEMIA INDICA		L		3
CRAPE MYRTLE		VL		4
MAGNOLIA GRANDIFLORA		M		0
"ST. MARY'S"				
"ST. MARY'S" MAGNOLIA				
PISTACIA CHINENSIS				
CHINESE PISTACHE				
QUERCUS AGRIFOLIA				
COAST LIVE OAK				
ACER PALMATUM				
"BLOODGOOD"				
"BLOODGOOD" JAPANESE				
MAPLE				
EXISTING TREE				
Total =				30

SHRUBS & PERENIALS	Count	Notes
Plant Name	Quantity	Additional Info
ANIGOSANTHOS VARIETIES (ASSORTED)	1	L
- KANGAROO PAWS	1	L
ARCTOSTAPHYLOS BAKERI "LOUIS EDMUNDS"	1	L
- LOUIS EDMUNDS MANZANITA	1	L
CALINDRINIA SPECTABILIS	1	L
- ROCK PURSLANE	1	L
LAVANDULA X "GOODWIN CREEK GRAY"	1	L
- GOODWIN CREEK GRAY LAVENDER	1	L
LIRIOPE MUSCARI "SILVER DRAGON"	1	L
- SILVER DRAGON LILY TURF	1	L
PEROVSKIA ATRIPLICIFOLIA	1	L
- RUSSIAN SAGE	1	L
WESTRINGIA X "WYNYABBIE GEM"	1	L
- WYNYABBIE GEM COAST ROSEMARY	1	L
WOODWARDIA FIMBRIATA	1	L
- GIANT CHAIN FERN	1	L

<u>GROUNDCOVERS & GRASSES</u>			D
CALAMAGROSTIS X ACUTIFOLIA "KARL FOERSTER"			
- KARL FOERSTER FEATHER REED GRASS			
FESTUCA CALIFORNICA			
-CALIFORNIA FESCUE			
ROSA SPECIES (ASSORTED)			
- GROUNDCOVER ROSES			
SALVIA X "BEE'S BLISS"			
- BEE'S BLISS GROUNDCOVER SAGE			
L			

IRRIGATION

Irrigation line

- Drip Irrigation (all plants and shrubs) - 1gpm
- Tree Bubble (all trees) - 0.5 - 1.0 gpm

- NOTES**
1. EXISTING OLEANDER SHRUBS ALONG SCOTTS VALLEY DRIVE TO REMAIN
 2. NO PLANT SUBSTITUTIONS ARE TO BE MADE WITHOUT PERMISSION OF LANDSCAPE DESIGNER

WUCOLS WATER USE CLASSIFICATION			
H - HIGH WATER USE	L - LOW WATER USE		
M - MODERATE WATER USE	VL - VERY LOW WATER USE		

TREE COUNTS				
ZONE	ZONE	AREA	WATER FLOW	PLANT TYPE
No. 1	Bubbler/Drip	2,000 SQ FT	10.0 GPM	TREE,SHRUBS, GRND COVER
No. 2	Bubbler/Drip	2,500 SQ FT	12.0 GPM	TREE,SHRUBS, GRND COVER
No. 3	Bubbler/Drip	6,500 SQ FT	24.0 GPM	TREE,SHRUBS, GRND COVER
PROPOSED		TOTAL=11,000 SQ FT		

REVISIONS

1	City COMMENTS DATED 9/8/23	TC
2	Planning Comments 10-6-23	TC

LANDSCAPE PLAN

BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTTS VALLEY, CALIFORNIA

Date: 10-06-23

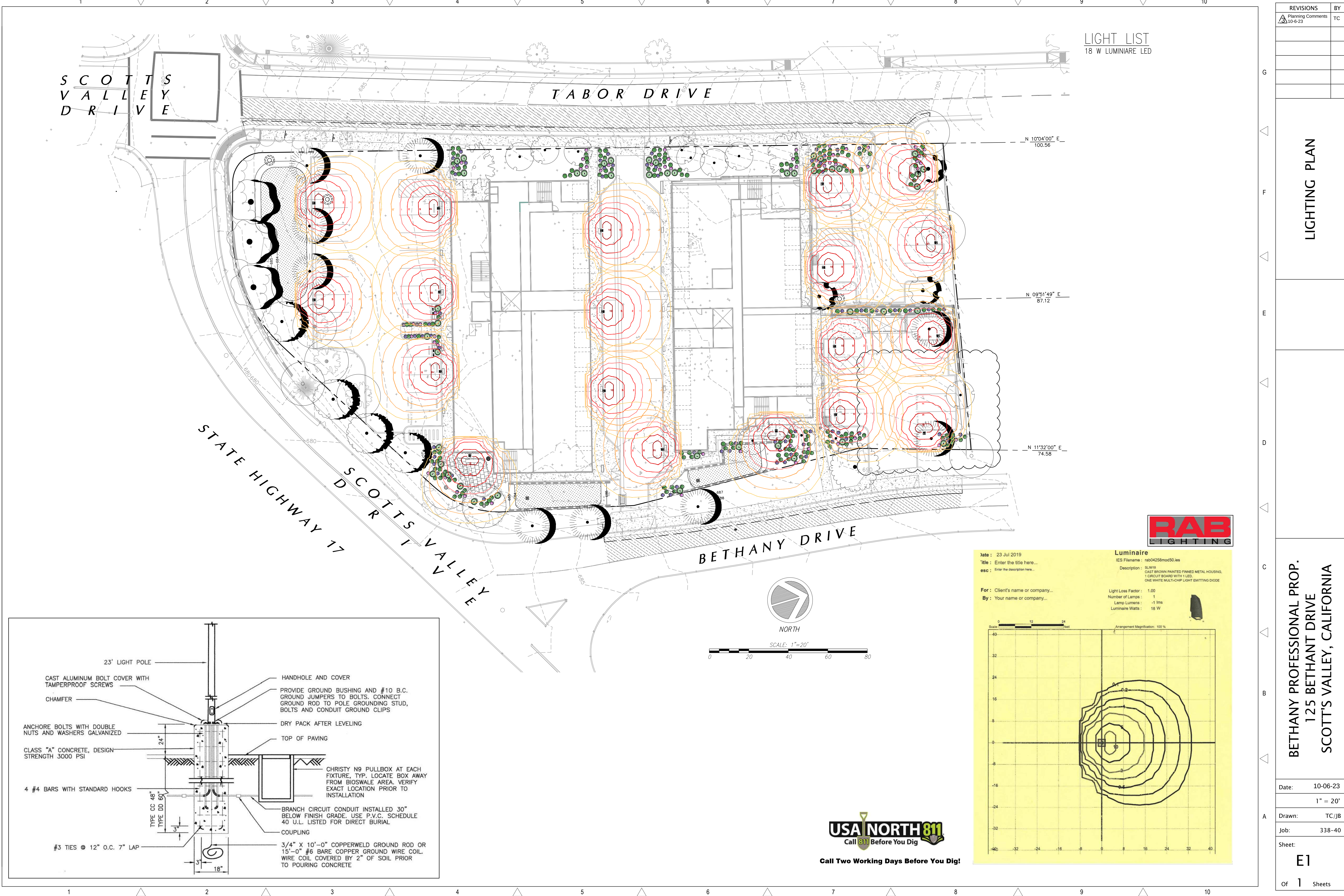
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Drawn: TC/JB

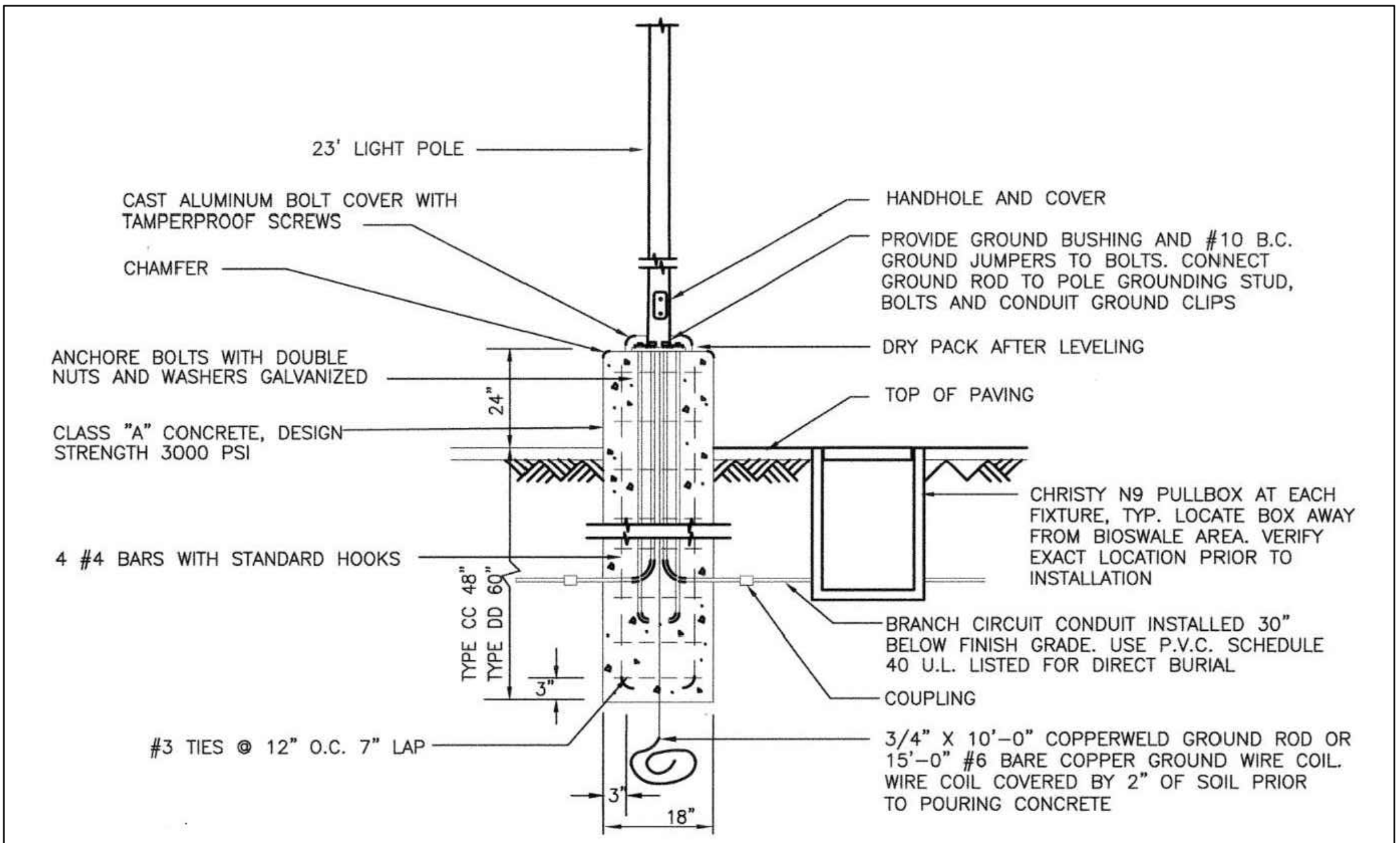
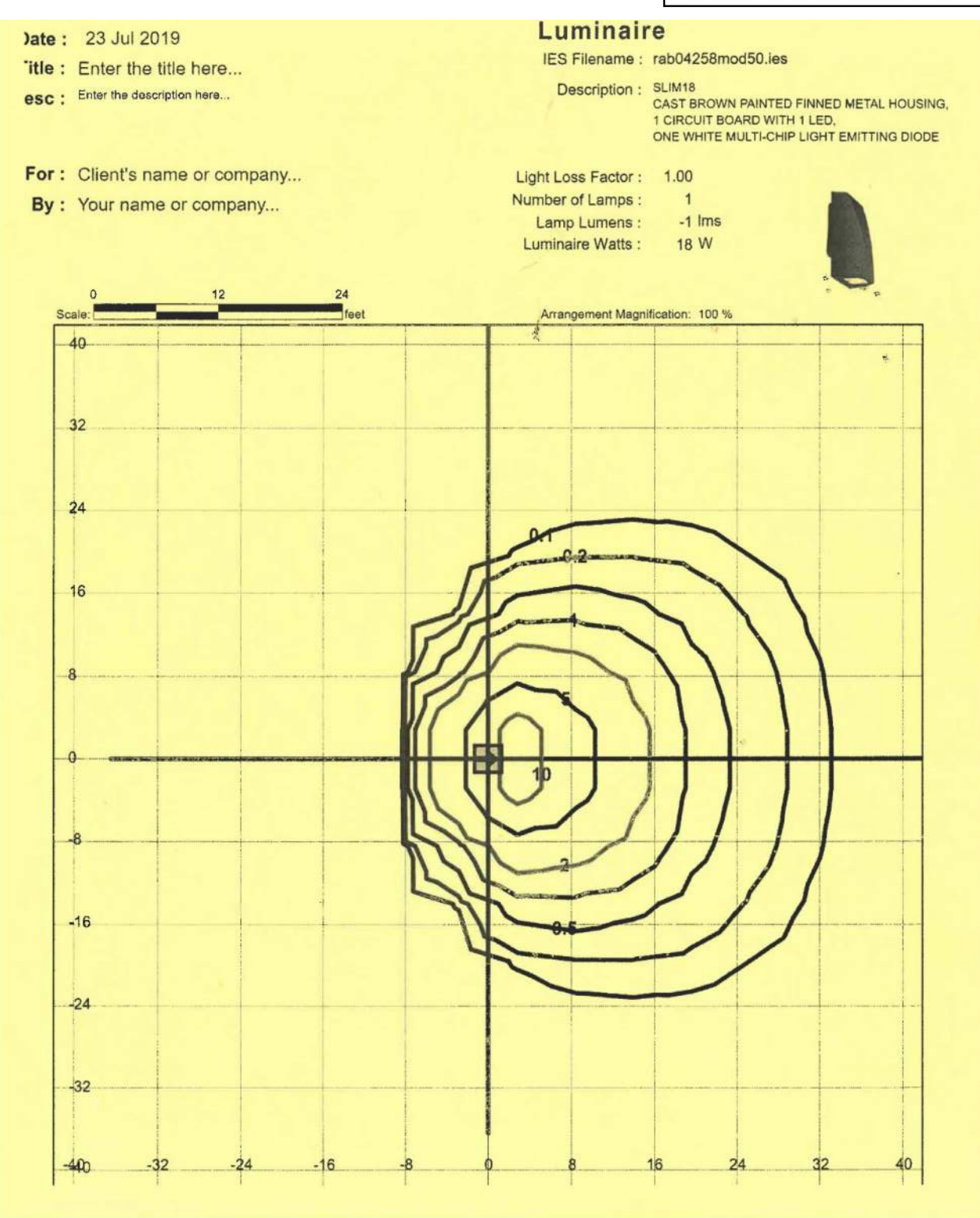
Job: 338-40

Sheet: L1

Of 1 Sheets



LIGHT LIST
18 W LUMINAIRE LED



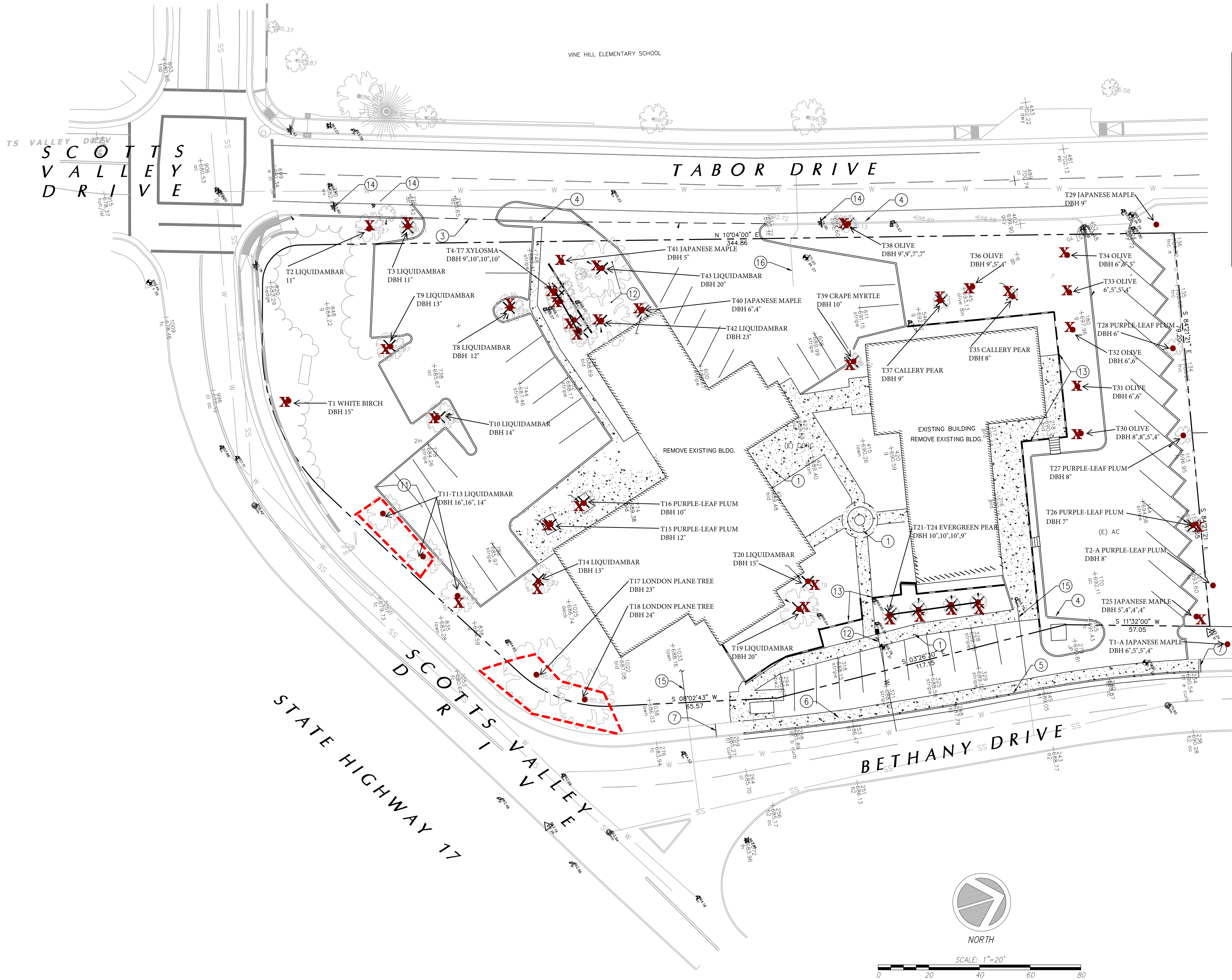
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0 20 40 60 80



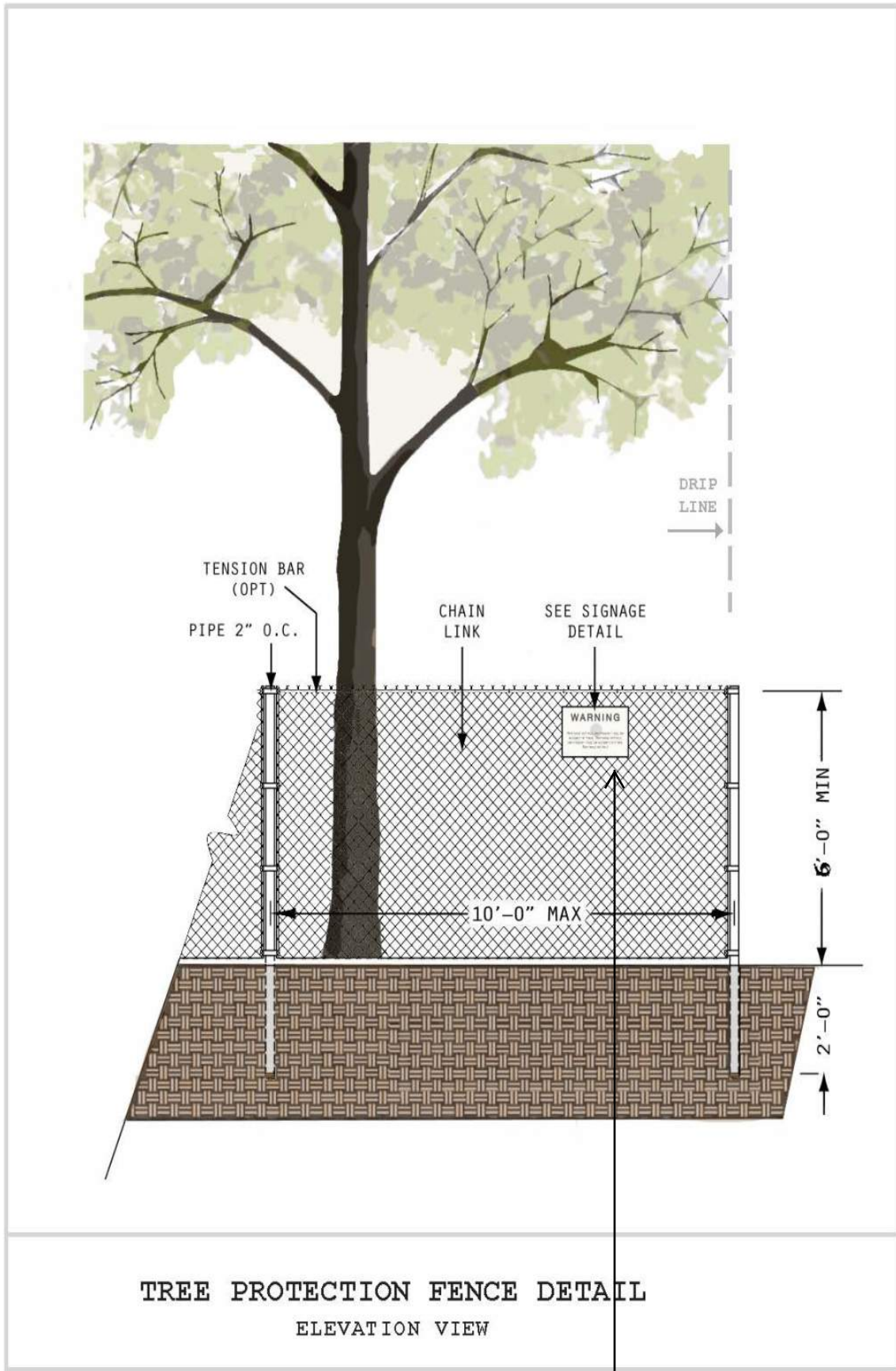
Call Two Working Days Before You Dig!

REVISIONS		BY
1	Planning Comments	TC
10-6-23		
LIGHTING PLAN		
BETHANY PROFESSIONAL PROP. 125 BETHANT DRIVE SCOTT'S VALLEY, CALIFORNIA		
Date:	10-06-23	
	1" = 20'	
Drawn:	TC/JB	
Job:	338-40	
Sheet:	E1	
Of	1	Sheets



Legend

- Tree Location
- Tree Protection Fencing
- Tree Canopy Extents
- Hand Trenching & Root Pruning
- Remove Tree



Warning
Tree Protection Zone
Keep Out

NOTICE: PROTECTIVE FENCING IS REQUIRED ON THIS JOB SITE. REMOVAL OR DAMAGE OF THIS FENCING MAY RESULT IN A FINE

This sign must be prominently displayed. Fencing may not be moved or removed without permission of the Project Arborist. During demolition and construction, all reasonable steps necessary to prevent damage, or the destruction of protected trees is required. Failure to comply with all precautions may result in a STOP WORK order being issued by the regulating agency.

No Entry without Project Arborist Authorization
Kurt Fouts - Arborist Consultant - 831-359-3607

Base map provided by C2G Civil Consultants, Scotts Valley, CA

Tree Location & Removal Plan

125 Bethany Drive, Scotts Valley, California

SCOTT
VALLEY
DRIVE

TABOR DRIVE

Legend

- Tree Location
- Tree Protection Fencing
- Tree Canopy Extents
- Hand Trenching & Root Pruning
- Remove Tree
- Replacement Tree

Tree Protection Specifications & Recommended Sequence

Demolition Phase:

1. **Tree Removal** - Remove trees marked for removal.
2. **Tree Pruning** - Lay out edge of proposed building closest to trees T17 and T18. Perform clearance pruning if necessary, to achieve a minimum of 5 feet clearance from new building.
3. **Tree Protection Fencing** - Install Tree Protection Fencing, in location indicated on Tree Location & Removal Plan, sheet T1, and copied on Tree Protection Plan, sheet T2, prior to beginning of demolition.
4. **Supplemental Irrigation** - A temporary hose bib shall be installed within the vicinity of trees T11 & T2 and T17 & T18.
 - A. A battery-operated hose end irrigation timer shall be installed on the hose bib.
 - B. Soaker hoses shall be laid out within the canopy drip line of the four trees to provide supplemental irrigation for the duration of the project.
 - C. If it is necessary to temporarily move the hoses during construction phases adjacent to the trees, the hoses shall be reinstalled once the design element is completed.
5. **Demolition of existing curb and parking lot** - On existing asphalt, mark new curb layout adjacent to trees T11 & T12. Sawcut asphalt at new curb marking. Remove existing asphalt between new curb and trees T11 & T12, using a jack hammer and hand loading pieces.

Construction Phase:

1. **Installation of curb and parking lot** - Excavation for new curb closest to trees T11 & T12, shall be accomplished by hand methods (see tree protection plan Sheet T2, for location). An electric spade may be used for excavation. The depth of the trench for curb form shall equal the depth required for excavation of the new curb. Any roots found less than 2" in diameter, shall be cleanly pruned with loppers, hand saw or Sawzall, 1-2 feet behind the form boards, between the forms and trees T11 & T12. If roots are encountered 2" in diameter or greater, they shall be pruned under supervision of the Project Arborist. Roots shall be pruned by methods indicated on Tree Protection Plan sheet T1, **Pre-Construction Root Pruning**.
2. **Installation of storm drain line, sanitary sewer line & fire service line, adjacent to trees T17 & T18** -
 - A. Stake trenching location for drain line, sewer line or fire service line.
 - B. Hand dig or machine trenching to a depth of 24" shall be performed in area indicated on plan sheet T2. This procedure will pre-cut any roots from adjacent trees T17 & T18.
 - C. Use of any of the following equipment to machine trench is permissible:
 - a. Ditch Witch RT48 Trencher, or equivalent.
 - D. Any torn roots found in trench, shall be cleanly pruned with loppers, hand saw or Sawzall. Roots shall be pruned by methods indicated on Tree Protection Plan sheet, **Pre-Construction Root Pruning**.
 - E. Once roots have been cleanly pruned, final trenching to desired depth and width required for pipe installation may be completed with other machinery (backhoe, excavator), as necessary.
3. **Installation of pervious paver patio** - The patio perimeter shall be laid out so that no patio edge is closer than 5 feet to trunks of trees T17 & T18. Any subgrade material added to achieve desired subgrade for pavers shall be by hand methods, no machinery within patio footprint.
4. The grade shall not be raised at the tree trunk or within 1 - 2 feet of the trunk. No new soil shall be placed against the tree trunks under any circumstances.

PRE-CONSTRUCTION ROOT PRUNING

Excavation shall only occur within the TPZ (Tree Protection Zone), of retained trees, when designated by the Project Arborist. Excavations within (or outside of the TPZ, as designated), the Tree Protection Zone, will be executed by hand, in order to preserve roots two (2") inches in diameter or greater during the excavation process. All root pruning will be conducted under supervision of the Project Arborist. These activities will be documented, and a monitoring report will be provided to the City Arborist. Under direction of the Project Arborist, it may be necessary to temporarily remove the Tree Protection Fencing to allow access for root pruning activities.

Trenches for root pruning will be hand dug according to locations of the Tree Protection Plan sheet:

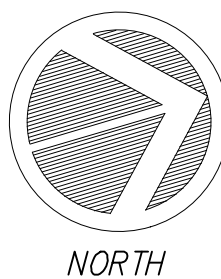
- Trenches will be dug one foot behind staking on tree side of stakes.
- The depth of the trench will equal the depth required for installation of the adjacent element.
- Cleanly prune any roots encountered 2 inches in diameter or smaller. Use loppers, hand saw or Sawzall. A sharp spade may be used for palm roots. The pruned roots should be covered with burlap layers or carpeting and kept moist until the trench is backfilled.
- If roots are encountered 2" in diameter or greater, the Project Arborist shall be notified, and a determination shall be made to prune the root or retain the root depending on site specific conditions.
- Reinstall the Tree Protection Fencing to its original location.

T17 LONDON PLANE TREE
DBH 23"

T18 LONDON PLANE TREE
DBH 24"

Use Ditch Witch first 24" depth
or hand dig.

Additional tree protection information can be found in Appendix G of Arborist Report dated 5/28/2021.



SCALE: 1"=20'

Base map provided by C2G Civil Consultants, Scotts Valley, CA

K.F.
5/27/2021
APN:023-
102-15

Sheet T2
of 2 sheets

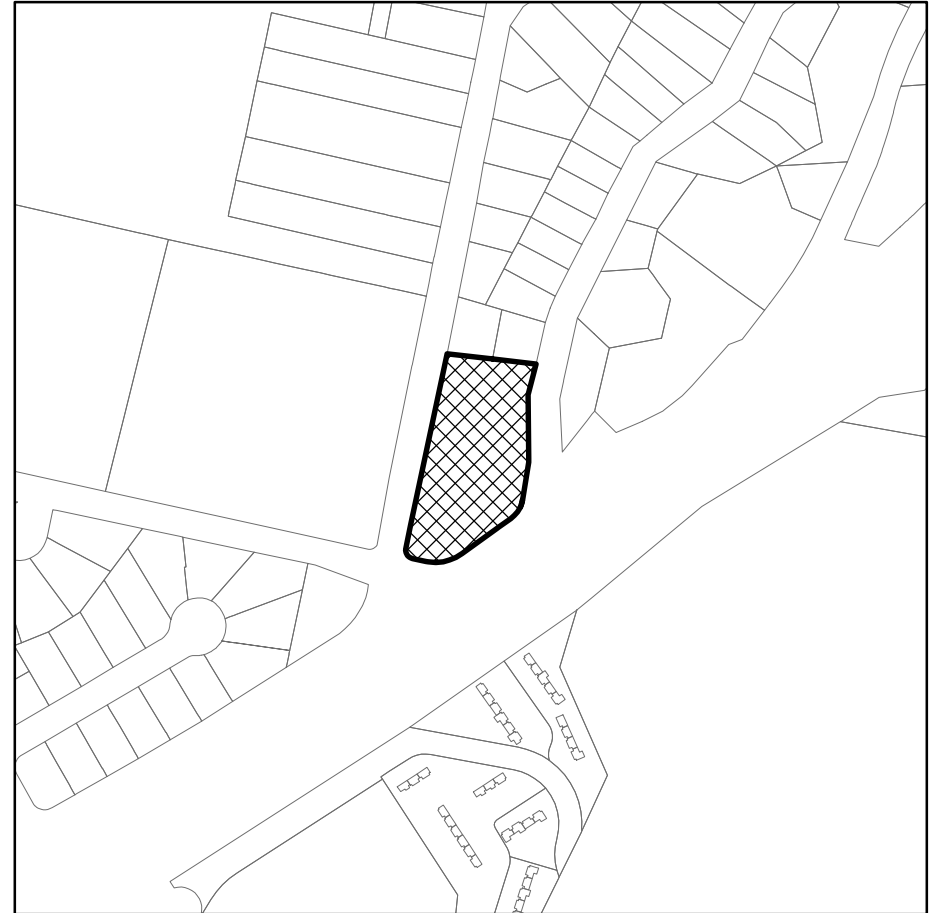
Tree Protection Plan 125 Bethany Drive, Scotts Valley, California

Kurt Fouts
Arborist
826 Monterey Avenue
Capitola, CA 95010
831-329-8607
kurfouts@earthlink.com

Attachment 3: General Plan Amendment Map



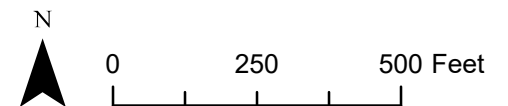
Existing General Plan Land Use Designation



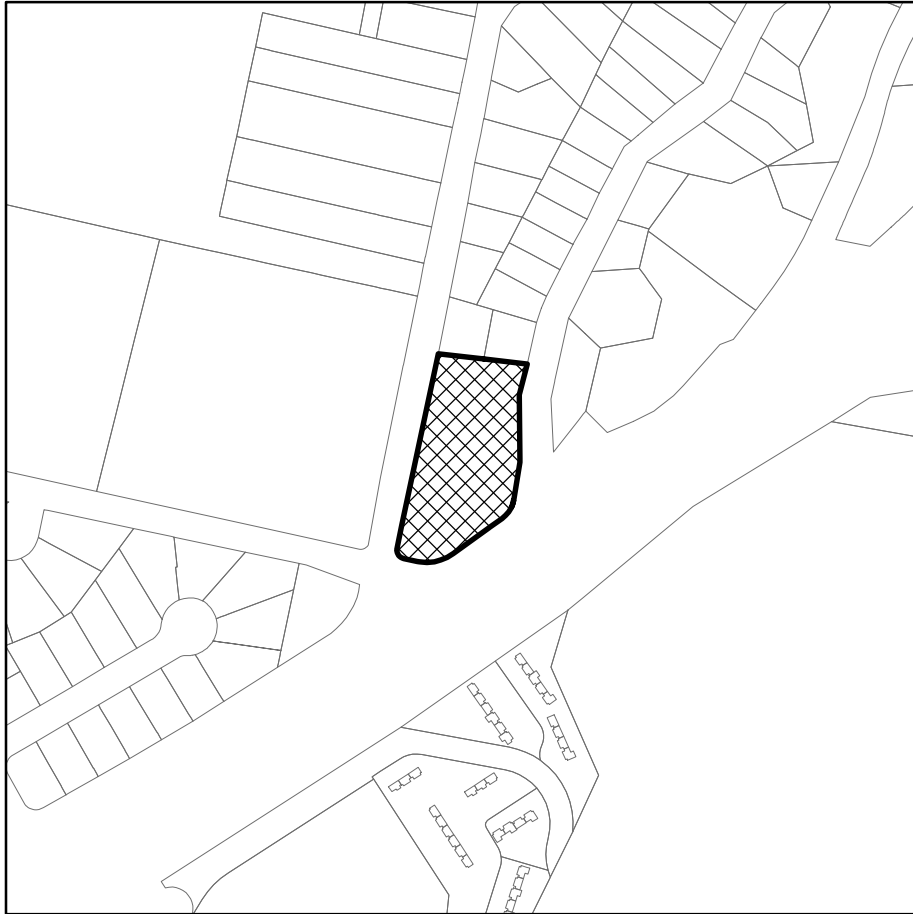
Proposed General Plan Land Use Designation

Legend

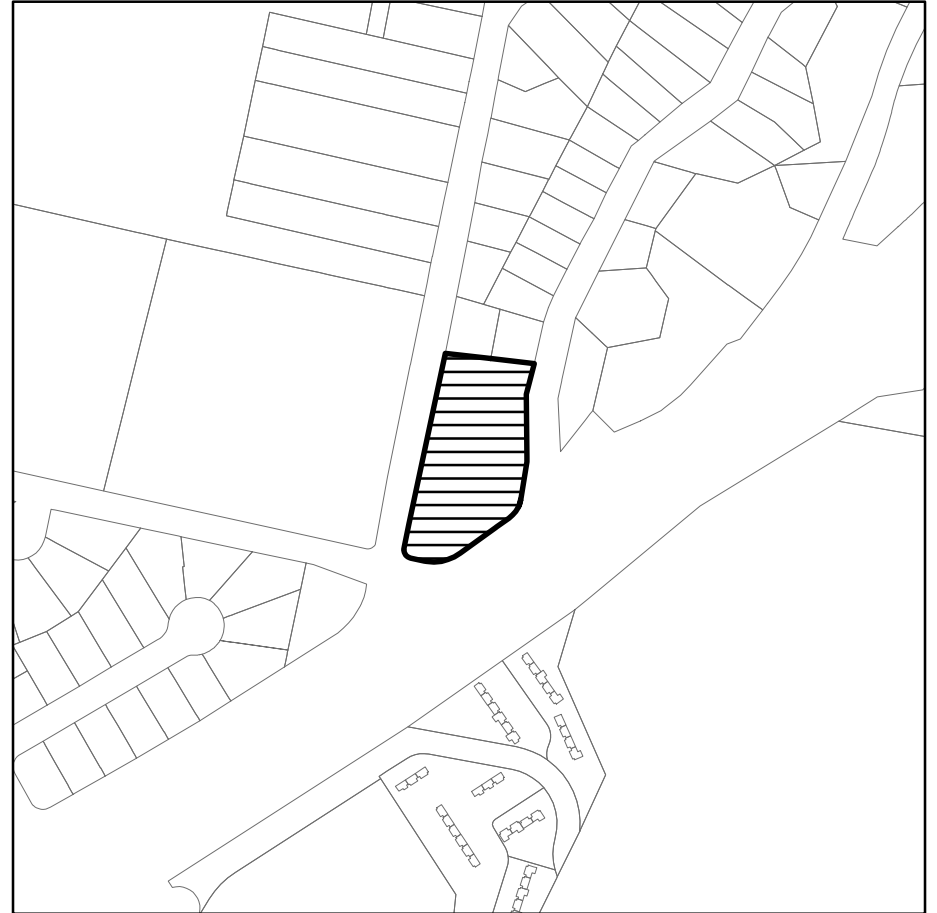
-  Commercial Professional
-  Light Industrial



Attachment 4: Zone Change Map



Existing Zoning Classification



Proposed Zoning Classification

Legend

-  C-P: Commercial Professional
-  I-L: Light Industrial



0 250 500 Feet

Negative Declaration

Name of Project

125 Bethany Drive

Lead Agency

City of Scotts Valley
One Civic Center Drive
Scotts Valley, CA 95066

Contact

Susie Pineda
Contract Planner
spineda@m-group.us

Project Applicant

Owner/Developer: Heritage Real Estate Ventures, LLC

Project Location

The project site is on a one 1.35-acre parcel (APN 023-102-15) located on the north side of Scotts Valley Drive between Tabor Drive and Bethany Drive.

Project Description

The project would demolish the two existing one- and two-story commercial buildings (totaling 12,200 sf). The site, known as Bethany Park, was previously the support offices for Bethany University. The property was sold to Heritage Real Estate Ventures, LLC when Bethany University was redeveloped as the 1440 Multiversity Campus.

The proposed 125 Bethany project (the project) is a mixed-use three-story commercial redevelopment which consists of one 52,822 gross square feet (sf) building. This building would include 10,465 net square feet of professional and administrative office space, and 42,357 net square feet of storage for up to 227 user spaces. The first and second floors of the building will be bifurcated by a drive aisle that allows vehicles to park for loading and unloading. The third floor will be continuous over the drive aisle. There will be three office spaces on the first floor, six office spaces on the second floor and six office spaces on the third floor. The project would provide 54 parking spaces located on the north and south extents of the project site, and along a central corridor which would also include loading spaces.

Public Review and Comment Period

July 24, 2023 to August 24, 2023

Any individual, group, or agency disagreeing with this determination or wishing to comment on the project may submit written comments to the City of Scotts Valley at the address listed above. All comments received by 5:00 PM on August 24, 2023 will be considered by the City of Scotts Valley.

Findings and Reasons

With the implementation of identified standard conditions of approval, the Initial Study did not identify any potentially significant impacts on the environment. The project would not have the potential to significantly degrade the environment; would have no significant impact on long-term environmental goals; would have no significant cumulative effect upon the environment; and would not cause substantial adverse effects on human beings, either directly or indirectly.

The following reasons support these findings:

1. The project is consistent with the adopted goals and policies of the City of Scotts Valley General Plan, and the City of Scotts Valley Municipal Code.
2. City staff independently reviewed the Initial Study, and this Negative Declaration reflects the independent judgment of the City of Scotts Valley.



City of Scotts Valley
125 Bethany Drive Initial Study



Table of Contents

Initial Study	1
Background & Project Description	1
Environmental Checklist	4
Aesthetics.....	4
Agriculture and Forestry Resources	6
Air Quality	7
Biological Resources.....	12
Cultural Resources	15
Energy	17
Geology and Soils	18
Greenhouse Gas Emissions	22
Hazards and Hazardous Materials	23
Hydrology and Water Quality	26
Land Use and Planning	29
Mineral Resources	30
Noise	31
Population and Housing.....	36
Public Services.....	37
Recreation	38
Transportation	39
Tribal Cultural Resources	41
Utilities and Service Systems	43
Wildfire.....	44
Mandatory Findings of Significance	46
Determination.....	48

List of Figures

Figure 1: Regional Location
Figure 2: Project Vicinity
Figure 3: Site Plan
Figure 4: Building Elevations
Figure 5: Landscape Plan
Figure 6: Lighting Plan
Figure 7: Grading Plan
Figure 8: Drainage Plan

Note: All figures are inserted at the end of the document.

List of Appendices

Appendix A: Arborist Report
Appendix B: Cultural Resources Evaluation
Appendix C: Preliminary Geotechnical Investigation
Appendix D: Stormwater Control Plan
Appendix E: Noise Assessment Study
Appendix F: Traffic Report

Initial Study

Background & Project Description

Project Title

125 Bethany Drive

Lead Agency Name and Address

City of Scotts Valley
One Civic Center Drive
Scotts Valley, CA 95066

Contact

Susie Pineda
Contract Planner
spineda@m-group.us

Project Location

As shown in **Figure 1: Regional Location**, and **Figure 2: Project Vicinity**, the project site is on a one 1.35-acre parcel (APN 023-102-15) located on the north side of Scotts Valley Drive between Tabor Drive and Bethany Drive.

Project Applicant

Owner/Developer: Heritage Real Estate Ventures, LLC

General Plan Designation

Commercial Professional

Zoning

Commercial Professional (C-P)

Project Description

Note: Subsequent to the preparation of this Initial Study, the project plans were modified to accommodate additional parking and increase the setback on the north side of the project, adjacent to two single-family residential units. This change reduced the total square footage from 66,204 gross square feet(sf.) to 52,822 sf. The project description reflects this change, but the environmental analysis assumed the previous larger project. Because the project as now proposed would be the same uses but smaller, it was assumed that all impacts would be the same or less.

The project would demolish the two existing one- and two-story commercial buildings (totaling 12,200 sf). The site, known as Bethany Park, was previously the support offices for Bethany University. The property was sold to Heritage Real Estate Ventures, LLC when Bethany University was redeveloped as the 1440 Multiversity Campus.

As shown in **Figure 3: Site Plan**, the proposed 125 Bethany project (the project) is a mixed-use three-story commercial redevelopment which consists of one 52,822 gross sf. building. This building would include 10,465 net sf. of professional and administrative office space, and 42,357 net sf. of storage for up to 227 user spaces. The first and second floors of the building will be bifurcated by a drive aisle that allows vehicles to park for loading and unloading. The third floor will be continuous over the drive aisle. There will be three office spaces on the first floor, six office spaces on the second floor and six office spaces on the third floor. The project would provide 54 parking spaces located on the north and south extents of the project site, and along a central corridor which would also include loading spaces.

As shown in **Figure 4: Building Elevations**, the exterior building materials would include vertical “board and batten” metal siding, low clear glass windows in white vinyl frames, veneer stone, single composite siding, wood soffit details, roll-up steel doors, and standing seam metal roofs.

The project would include sustainable features including energy-efficient lighting and HVAC systems, energy efficient windows, and water-conserving fixtures such as low-flow toilets and drought-resistant landscaping.

As shown in **Figure 3: Site Plan**, access to the project site would be from three driveways on Tabor Drive and two driveways on Bethany Drive.

As shown in **Figure 5: Landscaping Plan**, a majority of the existing landscaping would be removed and replaced with a variety of trees, shrubs and perennials, and groundcovers and grasses. Trees along the perimeter of Bethany Drive and Tabor Drive would include Chinese pistache and Coast live oaks.

As shown in **Figure 6: Lighting Plan**, 19 pole-mounted light fixtures, 15 feet in height, would be installed on the project site. These LED fixtures would be directed downward to limit lighting entirely within the project site.

As shown in **Figure 7: Grading Plan**, grading for the project would require a cut of 770 cubic yards of soil, and fill of 1,980 cubic yards, for a net import of 1,210 cubic yards.

As shown in **Figure 8: Drainage Plan**, four drainage management areas (DMAs) would be created to treat 42,045 sf. of net impervious area. Storm drainage from constructed impervious surfaces (e.g., roofs, driveways) would be conveyed via curbs and gutter to channelized surface flow and direct runoff onto vegetated areas or via collector storm drainpipes to an underground stormwater storage and infiltration chamber(s).

Water and sewer services would connect to an existing sanitary sewer and water main located on Bethany Drive.

Project-Related Approvals and Permits

In addition to environmental certification, the project would require the following City approvals:

- General Plan amendment from Commercial Professional to Light Industrial
- Zone Change from C-P Professional Commercial to Light Industrial (I-L).
- Planned Development in conjunction with the Zone Change request to allow for the approval of a general development plan incorporating alternative development standards.
- Use permit.
- Design Review to evaluate the site design and architecture.
- Cultural Resources Alteration Application.

Other Public Agencies Whose Approval is Required

None.

Environmental Checklist

The discussion below analyzes the potential environmental impacts of the project per the criteria as described in Public Resources Code Section 21166 and CEQA Guidelines Section 15162. This analysis uses the Appendix G of the CEQA Guidelines as a framework to address each environmental resource.

Aesthetics

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Discussion

Scenic Vista

The project site contains an existing one- and two-story office building. Surrounding buildings include an elementary school to the west, residential to the south, and Highway 17 to the south

and east. The project site is relatively flat and would not block any scenic vista nor substantially change an important view from a scenic vantage point, and therefore there would be no impact.

Scenic Resources and Visual Character

The project site is not located along a state scenic highway or designated scenic corridor. Per the 1994 General Plan Figure OS-1 Viewsheds and Scenic Corridors, Highway 17 viewing south adjacent to the project site is considered an “Important Vista” as the views affords a long-distance view of the valley character of Scotts Valley. The project would not impede or otherwise cause a distraction to this view as it is set back away from the highway to the west.

Although the project would represent a visual change from the existing conditions, it would be consistent with the type of development that currently exists in the area and is consistent with the policies related to visual resources in the General Plan.

The project site is zoned C-P Professional Commercial. As described in Chapter 17.20 of the Scotts Valley Municipal Code, the maximum building height is 35 feet. Per the project plans, the maximum building height would be 34 feet nine inches, consistent with City regulations.

Because there are no scenic resources and the visual character would not be substantially altered and would not conflict with applicable zoning and other regulations governing scenic quality, impacts would be less than significant.

Light and Glare

Existing ambient sources of nighttime lighting include lighting of building exteriors and architectural accents, illumination through windows, landscape lighting, street lighting, parking lot lighting, and vehicle headlights. The project would include outdoor lighting typical of a residential development.

As shown in **Figure 6: Lighting Plan**, the project design incorporates 19 pole-mounted (15 feet high) low-level LED lighting fixtures that would minimize lighting spill effects on adjacent properties. Furthermore, as a condition of approval, the project applicant would be required to utilize downward-directed fixtures on building exteriors with concealed light sources. Consistent with City building regulations, lighting will need to be controlled for security, aesthetics, safety, and identification without interfering with adjacent land uses. Implementation of these Standard Conditions of Approval would reduce potential off-site light impacts to a less than significant level.

Findings

The project would not affect a scenic vista or scenic resource, would not change the visual character of the project area, and therefore there would be no impact. The project would not result in a substantial change to light and glare and therefore impacts would be less than significant. No mitigation is required.

Agriculture and Forestry Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Discussion

The property is not located on land that is classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the Farmland Mapping and Monitoring Program of the California Resource Agency. Therefore, no agricultural impacts would occur as a result of the project.

Findings

As described above, there would be no impact on agricultural resources. Therefore, no mitigation is required.

Air Quality

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) 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?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?				X

Discussion

Air Quality Plan and Air Quality Standards

The project site is located within the North Central Coast Air Basin (NCCAB), which includes Monterey County, San Benito County, and Santa Cruz County, comprising an area of approximately 5,159 square miles along the central California coast. The Monterey Bay Air Resources District (MBARD) is responsible for local control and monitoring of criteria air pollutants throughout the NCCAB.

MBARD has developed the *2012 Air Quality Management Plan for the Monterey Bay Region* (2012 AQMP). The 2012 AQMP is a transitional plan shifting focus of MBARD's efforts from achieving the 1-hour component of the State ozone AAQS to achieving the 8-hour ozone requirement. The Plan includes an updated air quality trends analysis, which reflects both the 1- and 8-hour standards, as well as an updated emission inventory, which includes the latest information on stationary, area and mobile emission sources.

In March 2017, MBARD adopted the *2012-2015 Triennial Plan Revision*, which assesses and updates elements of the 2012 AQMP, including the air quality trends analysis, emission inventory, and mobile source programs. The 2017 AQMP Revision only addresses attainment of the State ozone standard. In 2012, EPA designated the NCCAB as in attainment of the current national 8-hour ozone standard of 0.075 ppm¹.

The following MBARD rules would limit emissions of air pollutants from construction and operation of residential development pursuant to the project:

- *Rule 400 (Visible Emissions)* – Discharge of visible air pollutant emissions into the atmosphere from any emission source for a period or periods aggregating more than three minutes in any one hour, as observed using an appropriate test method, is prohibited.
- *Rule 402 (Nuisances)* - No person shall discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or which endanger the comfort, repose, health, or safety of any such persons or the public; or which cause, or have a natural tendency to cause, injury or damage to business or property.
- *Rule 425 (Use of Cutback Asphalt)* – The use of cutback asphalt (asphalt cement that has been blended with petroleum solvents) is restricted.

¹ On October 1, 2015, U.S. EPA adopted a new 8-hour ozone standard of 0.070 ppm. However, U.S. EPA has not yet reviewed recent NCCAB emissions to determine attainment with the current 0.070 ppm standard. Therefore, this attainment status is based upon U.S. EPA's prior 0.075 ppm standard.

- *Rule 426 (Architectural Coatings)* – This rule limits the emissions of ROGs from the use of architectural coatings.

The MBARD's 2008 CEQA Air Quality Guidelines provides criteria for determining cumulative impacts and consistency. The CEQA Air Quality Guidelines note that a project which is inconsistent with an Air Quality Plan would have a significant cumulative impact on regional air quality. Any emissions sources that would be generated as part of the project would be subject to the MBARD rules and regulations. The proposed development (the point source) does not include any processes or activities that would emit significant air pollutants. The proposed use would not conflict with the AQMP for the Monterey Bay Region and would not make a considerable contribution to this existing, cumulatively significant ozone impact. Impacts would be less than significant.

Construction

MBARD CEQA Guidelines state that construction activities (e.g., excavation, grading, on-site vehicles) that emit 82 pounds per day or more of PM₁₀ would have a significant impact on local air quality when they are located nearby and upwind of sensitive receptors. Based on this emissions threshold, construction activity occurring on more than 2.2 acres per day may result in significant PM₁₀ emissions (MBARD, 2015). Because development of the project would not result construction activity occurring on more than 2.2 acres per day, impacts would be less than significant.

Furthermore, Standard Conditions of Approval require that development projects reduce dust generation from project grading and construction to minimal levels, the project proponent shall require the grading contractor to implement best management practices (BMPs) for dust control, including watering down exposed earth surfaces each non-rainfall day at intervals that attenuate dust problems. Any dirt tracked on to adjacent roadways shall be removed daily in a manner that does not create substantial airborne dust. Standard conditions of project approval would require the project applicant to implement the following BMPs for the project during site grading:

- Limit grading to 8.1 acres per day, and grading and excavation to 2.2 acres per day.
- Water graded/excavated areas and active unpaved roadways, unpaved staging areas, and unpaved parking areas at least twice daily or apply non-toxic chemical soil stabilization materials per manufacturer's recommendations. Frequency should be based on the type of operations, soil and wind exposure.
- Prohibit all grading activities during periods of high wind (more than 15 mph).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or gravel for temporary roads and any other methods approved in advance by MBARD.

- Exposed ground areas that are planned to be reworked for durations longer than 1 month after initial grading shall be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established.
- Plant vegetative ground cover in disturbed areas as soon as possible.
- Use street sweepers, water trucks, or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the project site. Reclaimed (non-potable) water should be used whenever possible;
- Spray dirt stockpile areas daily as needed.
- Place gravel on all roadways and driveways as soon as possible after grading. In addition, construct building pads as soon as possible after grading unless seeding, soil binders, or frequent water application are used.
- Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
- All trucks hauling dirt, sand, soil, or other loose materials shall be covered or shall maintain at least 2 feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code Section 23114.
- Unpaved road travel shall be limited to the extent possible, for example, by limiting the travel to and from unpaved areas, by coordinating movement between work areas rather than to central staging areas, and by busing workers where feasible.
- Install wheel washers where vehicles enter and exit unpaved roads onto streets or wash off trucks and equipment leaving the project site and inspect vehicle tires to ensure they are free of soil prior to carry-out to paved roadways.
- Sweep streets at the end of each day, or as needed, if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water shall be used where feasible.

Operational

The project would result in new long-term operational emissions from mobile sources (burning of fossil fuels in cars); energy sources (cooling, heating, and cooking); and area sources (landscape equipment and household products). Mobile source emissions constitute most operational emissions from this type of development project. However, emissions associated with operation of the project are not expected to exceed any applicable MBARD thresholds. Therefore, the project would not generate a significant level of operational emissions and impacts would be less than significant.

Sensitive Receptors

Sensitive receptors in the vicinity include single-family residential located to the north and an elementary school to the west.

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust which is a known toxic air contaminant (TAC). The California Air Resources Board (CARB) has identified diesel exhaust particulate matter as a toxic air contaminant, and assessment of toxic air contaminant cancer risks is typically based upon a 70-year exposure period. Project grading and construction activities that would utilize diesel-powered equipment would expose receptors to possible diesel exhaust for a very limited number of days (approximately 10 days). Because exposure to diesel exhaust would be well below the 70-year exposure period and given the limited and short-term duration of activities that would use diesel equipment, construction-related diesel emissions are not considered significant.

Furthermore, the State is implementing emission standards for different classes of on- and off-road diesel vehicles and equipment that applies to off-road diesel fleets and includes measures such as retrofits. Additionally, Title 13 of the California Code of Regulations (section 2485(c)(1)) prohibits idling of a diesel engine for more than five minutes in any location.

Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations. Potential exposure of sensitive receptors to diesel emissions and associated risks is considered a less-than-significant impact, and no mitigation measures are required.

Additionally, Standard Conditions of Approval require that prior to issuance of a grading permit, the Director of Public Works and the Building Official shall confirm that the grading permit and specifications stipulate that all off-road construction vehicles/equipment comply with the California Air Resources Board's In-Use Off-Road Diesel Vehicle Regulation.

Odors

During construction activities, temporary odors from vehicles exhaust and construction equipment engine would occur. However, construction-related odors would be short-term and would cease upon completion. Therefore, no objectionable odors are anticipated from construction activities associated with the project and there would be no impact.

Land uses typically producing objectionable odors include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The project does not include any uses that would be associated with objectionable odors. Odor emissions from the project would be limited to odors associated with vehicle and engine exhaust and idling cars. The project does not include any known sources of objectionable odors associated with the long-term operational use and therefore there would be no impact.

Findings

A significant air quality impact is defined as any violation of an ambient air quality standard, any substantial contribution to an existing or projected air quality violation, or any exposure of sensitive receptors to substantial pollutant concentrations. As discussed above, the MBARD thresholds of significance have not been exceeded. Therefore, there would be no significant air

quality impacts and no mitigation is required in addition to the City's Standard Conditions of Approval for construction dust control at the time of development.

Biological Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory				X

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
wildlife corridors, or impede the use of native wildlife nursery sites?				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Discussion

The project site is developed and contains buildings, parking lots, areas with tuff, and a variety of trees, shrubs and ground covers.

Sensitive Natural Communities, Special Status Species, and Wildlife Corridors and Nursery Sites

The project site is a developed site that is urban in character and does not contain any sensitive natural communities, or Special Status plant or animal species. As an urban infill site, the project would not impede the movement of native wildlife nursery sites or migratory wildlife corridors. As such, the project would have no impact and no mitigation is required.

State and Federal Regulated Waterways and Federal Wetlands

Section 404 of the federal Clean Water Act protects wetland habitats that are classified as federal “jurisdictional wetlands”. Section 1600 et seq. of the California Fish and Game Code also protects wetland habitats and requires a Streambed Alteration Agreement to be obtained from the California Department of Fish and Game (CDFG) for the alteration of most wetlands. Because there are no jurisdictional waters, or other types of wetlands on the project site, the project would have no impact and no mitigation is required.

Conflict with Local Policies, HCP or NCCP, or Other Conservation Plan

Per SVMC Section 17.44.080(E)(4), tree removal request shall be included as part of the development application, including an arborist's report, and shall be approved by the Planning Commission or City Council. The development review process shall seek to preserve healthy

trees, trees that contribute to the overall aesthetic quality of an area, and to preserve significantly sized trees that are important to the overall landscape of an area.

As described in the Arborist Report (see [Appendix A](#)), a total of 45 trees were surveyed on the project site. Of these 18 are protected and 27 are not protected. The dominant species and most of the “protected” trees were liquidambar, (*Liquidambar styraciflua*). Other frequently planted species include olive (*Olea europaea*) and purple-leaf plum, (*Prunus cerasifera*). Two London plane trees, (*Platanus x hispanica*), are the largest specimens on the property. Two trees on an adjacent property, one Japanese maple, (*Acer palmatum*), and one purple-leaf plum were also surveyed.

Most of the trees were identified as being in good or fair condition. Only one tree was found in poor condition, a severely drought stressed European white birch (*Betula pendula*). Management of trees on the property was good except for the purple-leaf plums and a group of evergreen pear (*Pyrus kawakamii*) trees. These trees had been topped at 10 feet above grade and the resulting re-growth was identified as being poorly attached.

The project would remove 13 protected trees (10 liquidambar and three olive). As shown in [Figure 7: Landscape Plan](#), new trees will be installed at a recommended tree replacement to compensate for their removal at a minimum 2:1 tree replacement using 15-gallon or 24-inch box size trees. This recommendation is consistent with City regulations, as described above.

Standard conditions of project approval require the project applicant to implement all measures contained within the Arborist Report for the protection of existing trees to remain, including but not limited to the required procedures and sequence, required tree replacement, tree preservation and protection, and appraised value of preserved trees in the report.

Furthermore, no known habitat conservation plans are in effect for this project site. Therefore, the project would not conflict with any local policies or applicable HCP's and there would be no impact.

Findings

The project would comply with the City's Standard Conditions of Approval wherein protected tree removals are compensated at a minimum of 2:1 ratio consistent with the City's Tree Protection Regulations (17.44.080).

Cultural Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X	
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	

Discussion

Cultural Resources Evaluation was prepared for the project site by Archaeological Resource Management (ARM) in June 2021 (see [Appendix B](#)). The analysis below is based on a peer review and findings as described in this report.

Cultural Resources

On July 14, 2023, the City sent notifications to the Amah Mutsun Tribal Band, the Amah Mutsun Tribal Band of Mission San Juan Bautista, the Costanoan Ohlone Rumsen-Mutsun Tribe, the Indian Canyon Mutsun Band of Costanoan, the Muwekma Ohlone Indian Tribe of the SF Bay Area, and the Wuksache Indian Tribe/Eshom Valley Band. Any comments received will be considered and, if necessary, this Initial Study amended accordingly prior to CEQA certification by the City of Scotts Valley

The project site and immediate area are mapped within a High And Moderate Sensitivity Zone based on information available in the early 1990s and as shown in the City's 1994 General Plan Figure OS Archaeological Sensitivity Zones. Research over the past 30 years suggests a low or low-moderate sensitivity for the project site and vicinity based on completed and ongoing development and the lack of significant reported discoveries.

The archival research by ARM revealed that one informally recorded archaeological resource, P-2, is located within or adjacent to the project area. This consisted of three chert flakes noted as

part of a broad archaeological survey which included the proposed project area within its scope, S-3913. Three additional previously recorded resources are located within a one-quarter mile radius of the proposed project area: CA-SCR-238, CA-SCR-239, and P-44-402.

No significant cultural materials, prehistoric or historic, were noted during surface reconnaissance; however, surface visibility was limited due to existing structures, hardtop surfaces, and landscaping materials. In addition, the proposed project area is located in close proximity to Carbonera Creek, a watercourse along which prehistoric sites have been encountered in the past. Therefore, ARM recommended that archaeological monitoring be carried out during earth moving activities.

Human Remains

No known human remains are located on the project site. Pursuant to section 7050.5 of the Health and Safety Code, if human remains are discovered, there shall be no further excavation or disturbance of the discovery site, or any nearby area reasonably suspected to overlie adjacent human remains until the project applicant has complied with the provisions of State CEQA Guidelines Section 15064.5(e).

Findings

As discussed above, the project site is located within areas of moderate and high archaeological sensitivity. Implementation of the following City Standard Conditions of Approval would reduce this impact to less than significant.

1. The project applicant shall ensure that notes on any plans that require ground disturbing excavation that there is a potential for exposing buried cultural resources including prehistoric Native American burials.
2. The project applicant shall retain a Professional Archaeologist on an “on-call” basis during ground disturbing construction to review, identify and evaluate any potential cultural resources that may be inadvertently exposed during construction. The archaeologist shall review and evaluate any discoveries to determine if they are historical resource(s) and/or unique archaeological resources under the California Environmental Quality Act (CEQA).
3. If the Professional Archaeologist determines that any cultural resources exposed during construction constitute a historical resource and/or unique archaeological resource or tribal cultural resource under CEQA, he/she shall notify the City of Scotts Valley and other appropriate parties of the evaluation and recommend mitigation measures to mitigate to a less-than significant impact in accordance with California Public Resources Code Section 15064.5. Mitigation measures may include avoidance, preservation in-place, recordation, additional archaeological testing and data recovery among other options.
4. The completion of a formal Archaeological Monitoring Plan (AMP) and/or Archaeological Treatment Plan (ATP) that may include data recovery may be recommended by the

Professional Archaeologist if significant archaeological deposits are exposed during ground disturbing construction. Development and implementation of the AMP and ATP and treatment of significant cultural resources will be developed in consultation with any regulatory agencies and culturally affiliated Native American tribes who have expressed interest with tribal cultural resources for Scotts Valley.

Energy

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?				X
e) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X

Discussion

Energy consumption associated with construction of the project would be temporary and short-term. Project design and operation would comply with State Building Energy Efficiency Standards, appliance efficiency regulations, and green building standards. Additionally, the project includes other design features including efficient low-energy lighting, and natural ventilation systems.

The project would also be required to be built according to City and State energy efficiency standards. The project would be required to comply with existing regulations, including applicable measures from the City's General Plan. Vehicle trips and energy consumption would be less carbon intensive as compared to historic levels due to statewide compliance with future low carbon fuel standard amendments and increasingly stringent Renewable Portfolio Standards.

Findings

The project would comply with existing State energy standards and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. There would be no impact to energy.

Geology and Soils

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and			X	

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

Discussion

A geotechnical investigation was prepared for the project site by Rock Solid Engineering (RSE), dated February 9, 2021 (see [Appendix D](#)). The analysis below is based on a peer review and findings as described in this report.

Based on their review of the Geologic Map of Santa Cruz County, California (Reference 3), the site is mapped as Santa Cruz Mudstone (Tsc) and Purisima Formation (Tp). Purisima Formation deposits are described as very thick bedded yellowish-gray tuffaceous and diatomaceous siltstone containing thick interbeds of bluish-gray, semi-friable, fine-grained andesitic sandstone. The results of field exploration by RSE indicate that the subsurface soils present are consistent with the Purisima Formation. Perched groundwater was only encountered in Boring B-8 at 17 feet below existing grade.

The site is located within a seismically active area but is outside an Alquist-Priolo Earthquake Fault Rupture Zone as delineated by the State of California. The site is not located within a liquefaction hazard zone as delineated by Santa Cruz County GIS.

The entire Central Coast Area is considered to be an active seismic region due to the presence of several active faults. Three northwest-trending major earthquake faults that are responsible

for the majority of the movement on the San Andreas fault system extend through the San Francisco Bay Area. They include the San Andreas fault, the Calaveras fault and the Hayward fault, which are respectively located approximately 5.9 miles, 23.6 miles, and 28.3 miles to the northeast. Other faults closer to the site are the Zayante-Vergeles fault, Butano, and Sargent fault which are respectively located approximately 2.5 miles, 5.3 miles, and 6.0 miles to the northeast.

In general, RSE concluded that the project site is geotechnically suitable for the proposed project provided the recommendations contained in their Preliminary Geotechnical Investigation are incorporated in the design and implemented during site grading and foundation construction.

Earthquake Faults, Landslides, and Seismic Ground Shaking

Project construction would subject the buildings and their inhabitants to periodic seismic shaking associated with the San Andreas Fault and other active faults within the Monterey Bay area. As part of the building permit application submitted to the City of Scotts Valley, the project applicant would be required to submit plans that comply with the latest California Building Code (CBC) standards consistent with Title 15 – Buildings and Construction of the Scotts Valley Municipal Code.

Prior to approval of any entitlements, City staff will review project plans and verify that the CBC Seismic requirements are printed on the plans. Building Division staff shall verify that CBC standards are met prior to issuance of Building Permits. Building inspectors shall conduct site inspections to assure that construction occurs consistent with approved plans.

The Scotts Valley 1994 General Plan, Figure S3 ("Liquefaction Potential") indicates that the project site is located in an area with a Moderate Potential for Liquefaction. However, based on RSE's and our review of Geology and Liquefaction Potential of Quaternary Deposits in Santa Cruz County, California (Reference 8), the site is not mapped in an area of potential liquefaction. Their observations confirmed that the potential for liquefaction, lateral spreading, and differential compaction to occur is considered low due to the presence of relatively dense soils and the lack of a continuous shallow groundwater table.

Figure S-4 ("Landslide Deposits") indicates that the site is not in an area containing landslide deposits. Figure S-5 ("Slopes") indicates that the project site is not located within any mapped geological hazard areas. In addition, the subject site slopes only gently, therefore, the potential for landsliding to occur across the site and cause damage to structures is considered low.

Per the earthquake hazard zones defined by the Alquist Priolo map, the risk of earthquake induced ground rupture occurring across the project site is moderately low.

Because compliance with Title 15 – Buildings and Construction of the Scotts Valley Municipal Code is required for all future projects, potential impacts associated with earthquake-related ground rupture would be less than significant and no mitigation is required.

Soil Erosion

The project would involve grading activities associated with the construction of buildings, infrastructure, and roads. Grading would largely be limited to the project site, which would limit the amount of exposed soil area that would be subject to erosion. Measures to control erosion would be incorporated into the construction specifications pursuant to the National Pollution Discharge Elimination System (NPDES) requirements for construction. In addition, to comply with the NPDES requirements for construction, projects involving construction on sites that are one acre or more are required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) that specifies how the discharger would protect water quality during construction activities. Compliance with the erosion control ordinances and acquisition of the NPDES General Permit for construction activities would ensure that soil erosion impacts associated with development pursuant to the project would be less than significant.

Sewage Disposal

The project would involve disposal of wastewater through the City's existing sanitary sewer system, and there would be no septic systems constructed as part of the project. Therefore, no impacts would occur.

Unique Geological Features and Paleontological Resources

There are no known paleontological resources on the project site. However, development of the project could result in the discovery and disturbance of previously unknown or undiscovered paleontological resources. Should evidence of paleontological resources be encountered during grading and construction, adherence to City, State, and Federal historic preservation laws, regulations, and codes related to archaeological and paleontological resources would ensure the adequate protection of historic and pre-historic resources. This includes City Standard Conditions of Approval requiring compliance with these laws should paleontological resources be encountered. With implementation of existing regulations, the impact would be less than significant.

Findings

Compliance with Title 15 – Buildings and Construction of the Scotts Valley Municipal Code and NPDES requirements would reduce any potential impacts associated with geological and soil resources to a less than significant impact. Therefore, no mitigation is required.

Greenhouse Gas Emissions

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

Discussion

Construction

Construction of the project would result in direct emissions of CO₂, N₂O, and CH₄ from the operation of construction equipment and the transport of materials. MBARD does not have a threshold for construction GHG emissions, which would be one-time, short-term emissions and therefore would not significantly contribute to long-term cumulative GHG emissions impacts of the project.

In the absence of quantitative significance thresholds in CEQA guidance, this analysis turns to other programs. For example, the CARB Mandatory Reporting program requirements are triggered for sources of GHG emissions exceeding 2,500 MTCO₂e) per year. AB 32 requires California agencies to take actions that would reduce GHG emissions by 2020 to the levels of 1990, and then substantially further reduce emissions by 2050. Most individual projects do not generate sufficient GHGs to create a project-specific impact to significantly influence climate change; therefore, this impact typically involves an analysis to determine if a project's GHG emissions are cumulatively considerable (significant cumulative impact). Once construction is complete, the generation of construction related GHG emissions would cease. The project is not expected to exceed the CARB Mandatory Reporting applicability level of 2,500 MTCO₂e per year. As a result, the short-term emission of GHG during construction would be less than significant.

Operational

Operational or long-term emissions would occur over the project's life. GHG emissions would result from direct emissions such as project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power over the life of the project, the energy required to convey water to, and wastewater from the project site, the emissions associated with solid waste generated from the project site, and any fugitive refrigerants from air conditioning or refrigerators. The project would meet CalGreen and CBC standards for energy efficiency standards including passive solar design and natural ventilation and natural lighting.

Additionally, the project would be required to install water-efficient landscape, water-reducing features, and low-impact development practices to reduce water use consistent with City and State regulations. Building construction is also required to comply with the energy efficiency standards of the California Building Code. All these factors result in a project that would not significantly contribute to a cumulative GHG impact. Thus, impacts would be less than significant.

Findings

While some GHGs would be generated as a result of development of the project, its contribution to GHGs would not be cumulatively considerable and there would not be any significant impacts associated with GHGs. Therefore, the project would result in a less than significant impact, and no mitigation is required.

Hazards and Hazardous Materials

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of			X	

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
hazardous materials into the environment?				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a 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?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

Discussion

Hazardous Substances

Regarding on-site hazards, the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No records of the project site were found pertaining to open cases of LUSTs, toxic releases, or site cleanup requirements.

It is likely that oils, lubricants, and similar materials may be used to maintain and/or fuel construction vehicles and machinery during the construction phase of the project. Standard conditions of approval require the project applicant to have the construction contractor implement a best management practice/hazardous materials containment plan during the entire time construction activities are occurring. The hazardous materials containment plan shall contain the following elements:

- Stationary equipment such as motors, pumps, welding equipment shall be placed over drip pans or other containment apparatus.
- Construction materials shall not be stockpiled or stored where they could be accidentally discharged downslope or into Scotts Valley Drive.
- Any petroleum, lubricants or other hazardous materials used during construction shall be stored in a special storage location equipped with double containment and this location shall be shown on the erosion control plan and approved by the agencies that review this plan.

The project's commercial use may involve use and storage of some materials that are considered hazardous, although these materials are typically limited to everyday use solvents, paints, chemicals used for cleaning and building maintenance, and landscaping supplies. These materials would not be substantially different from household chemicals and solvents already in use throughout the City. Therefore, impacts associated with hazardous substances would be less than significant, and no mitigation is required.

Release of Substances Near Schools

Vine Hill Elementary School is located on the west side of Tabor Drive, adjacent to the project site. However, project construction and operation would not involve the emission of hazardous materials, therefore impacts would be less than significant, and no mitigation is required.

Emergency Response

General Plan Safety Element Figure S-6 "Evacuation Routes" shows Scotts Valley Drive as a primary evacuation route in the City's Emergency Response Plan. Construction of the project would not change the function of Scotts Valley Drive as a primary evacuation route. Therefore, the project would have no impact on emergency response.

Public Airport or Private Airstrip

The project site is not located within two miles of a public airport or public use airport, or within the vicinity of a private airstrip. Therefore, there would be no impact.

Wildland Fire

Refer to the **Wildfire** Section below for further discussion.

Findings

The project site is not on a list of hazardous materials sites, nor would the residential use involve the use of hazardous materials that would require permitting by the Santa County Health Department and therefore impacts would be less than significant. The project would not impact the City's primary evacuation routes, nor is it located within two miles of an airport, and therefore there would be no impacts. No mitigation is required.

Hydrology and Water Quality

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?				X
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			X	

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
i. Result in substantial erosion or siltation on- or off-site?			X	
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			X	
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
iv. Impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X

Discussion

A Stormwater Control Plan was prepared for the project site by C2G/Civil Consultants Group, Inc. in October 2020 (see [Appendix D](#)). The analysis below is based on the findings of the prepared report.

Groundwater Demand

Due to the characteristics of the type of commercial storage use proposed, the project would use approximately the same amount of water as current commercial uses. Therefore, there would be no impact.

Groundwater Recharge

The project is not located in an area designated on the Scotts Valley General Plan Hydrological Resources Map, Figure OS-5, as a Potential Groundwater Recharge Area.

According to the Stormwater Control Plan, the project site contains impervious surface area associated with the buildings, sidewalks, and parking lots. Redevelopment would result in 42,045 sf. of new and replaced impervious area. To offset the potential loss of groundwater infiltration, the project would include the use of curb and gutter to channelize surface flow and direct runoff into area drains and catch basins. Area drains and catch basins would be used to collect runoff and convey it onto vegetated areas or via collector storm drainpipes to an underground stormwater storage and infiltration chamber(s) to allow retention and detention for Tier 3 and Tier 4 requirements.

This system would be designed to accommodate the relatively low infiltration rates found at this site. Therefore, there would be no impact and no mitigation is required.

Stormwater Runoff

The Stormwater Control Plan (SCP) addresses potential impacts from stormwater runoff. The SCP includes project site-specific best management practices (BMPs) to control erosion and sedimentation and maintain water quality in accordance with the current edition of the City of Scotts Valley Stormwater Technical Guide. The BMPs address the construction and maintenance of storm drain inlets, irrigation and use of pesticides, maintenance of hardscapes, and maintenance of underground stormwater facilities.

Furthermore, Standard Conditions of Approval require the project applicant and construction contractor to implement best management practices to prevent sedimentation and discharge of contaminants off-site during project construction, including hazardous materials containment plan during the entire time construction activities are occurring. The hazardous materials containment plan shall contain the following elements:

- Stationary equipment such as motors, pumps, welding equipment shall be placed over drip pans or other containment apparatus.
- Construction materials shall not be stockpiled or stored where they could be accidentally discharged downslope or into Scotts Valley Drive.
- Any petroleum, lubricants or other hazardous materials used during construction shall be stored in a special storage location equipped with double containment and this location shall be shown on the erosion control plan and approved by the agencies that review this plan.

Implementation of recommendations as described in the SCP and preparation of a SWPPP for review and approval prior to construction activities would ensure that impacts from stormwater runoff would be less than significant.

Floodplains, Seiche, Tsunami and Mudflow Related Hazards

The property is not located within a floodplain. There is no possibility of a seiche or tsunami occurring that could affect the project. The project is not located on or near a lake or ocean coastline. Therefore, the project would have no impacts.

Findings

Implementation of recommendations as described in the SCP and preparation of a SWPPP would reduce impacts on hydrology and water resources to a level of less than significant. Therefore, no mitigation is required.

Land Use and Planning

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

Discussion

Surrounding land uses include an elementary school to the west, residential to the south, and Highway 17 to the south and east. No community or neighborhood would be physically divided by the project.

The proposed project includes a General Plan amendment from Commercial Professional to Light Industrial, and a Zone Change from C-P Professional Commercial to Light Industrial (I-L).

The Scotts Valley General Plan defines Light Industrial land uses as neither commercial/retail nor residential, but states that they may create noise, odor, dust, glare, traffic, or impacts on the aquifer and/or air quality. Planning review shall assure that activities conducted on the property do not unreasonably interfere with the character of adjoining land uses.

The I-L Light Industrial zoning district applies to all lands designated in the General Plan as “Light Industrial.” This land use classification accommodates industrial and industrially related land uses and provides a location for businesses that are inappropriate in commercial or residential zones because of their operations or size; and because they may create noise, odor, dust or glare and create impacts to traffic, the aquifer or air quality. Uses in this classification shall not encroach upon the character of adjoining land uses and will not expose adjoining uses to hazardous conditions. SVMC Section 17.26.030 allows ministorage as a conditional use, with approval of a Conditional Use permit.

The project will also include approval of a Planned Development (PD) in conjunction with the Zone Change. PD districts must be combined with base zoning districts and are individually designed to meet the needs of the property. Development of the property can only occur pursuant to a PD permit issued in strict conformity with the general development plan, or with the underlying base district. The general development plan must be adopted as part of the PD and includes detailed specifications such as permitted land uses and sizes, landscape areas and open space, dimensioned streets and driveways (both public and private), use standards, and other development standards.

Findings

Concurrent with City Council approval, the project would be consistent with the amended General Plan land use and zoning designations for the project site. Any potential conflicts with the development standards—such as maximum height, setback, or other requirements—would be resolved through the Planned Development (Zoning) Overlay and Permits (PD) general development plan approval process. The project would have no impact and therefore no mitigation is required.

Mineral Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) 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?				X

Discussion

The Scotts Valley 1994 General Plan, Figure OS 4, indicates that there are no significant mineral deposits on the project site. The project is not located in an area known to contain regionally significant mineral resources and would not result in the loss of the availability of a known mineral resource of regional value. Additionally, the project site is not located in an area that has been identified by the City of Scotts Valley as a locally important mineral resource recovery site.

Findings

The project would have no impact and therefore no mitigation is required.

Noise

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

Discussion

A Noise Assessment Study (NAS) was prepared by Edward L. Pack Associates Inc., dated June 25, 2021 (see [Appendix E](#)). The analysis below is based on a peer review and findings as described in this report.

The noise exposures and noise levels presented in the NAS were evaluated against the standards of the City of Scotts Valley General Plan Noise Element, the City of Scotts Valley Municipal Code, and the State of California CalGreen Non-Residential Mandatory Measures.

The analysis of the on-site sound level measurements indicates that the existing noise environment is due primarily to vehicular traffic sources on Highway 17. Traffic on Bethany Drive and Tabor Drive do not significantly affect the on-site noise environment.

Short Term Noise Levels

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods surrounding the construction site. Project construction would occur adjacent to existing single-family residences; however, construction activities would occur throughout the project site and would not be concentrated at a single point near sensitive receptors.

Project construction would comply with the City's Municipal Code Section 17.46.160, which states that all construction activity shall be limited to the hours between 8 a.m. and 6 p.m., Monday through Friday, and 9 a.m. through 5 p.m. on Saturday. No construction activity is allowed on Sunday. These permitted hours of construction are included in the code in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant disruption. Construction would

occur throughout the project site and would not be concentrated or confined in the area directly adjacent to sensory receptors. Therefore, construction noise would be acoustically dispersed throughout the project site and impacts would be less than significant.

The NAS also recommended additional measures to reduce construction noise impacts. These recommendations will be included as part of the City's standard Conditions of Approval for the project and included as notes on the civil plan set:

Operational and Situational Controls

- Schedule construction operations that comply with the limits of the City of Scotts Valley Municipal Code.
- Construction Hours = Per City Requirements, 8:00 AM – 6:00 PM Monday-Friday, and 9:00 AM – 5:00 PM Saturdays. No work is permitted on Sundays.
- Minimize material movement along the west and north sides of the site.
- Locate stockpiles adjacent to residential neighbors and along Tabor Drive as much as possible to help shield residences and Vine Hill Elementary School from on-site noise generation.
- Keep mobile equipment (haul trucks, concrete trucks, etc.) off of local streets near residences as much as possible.
- Utilize temporary power service from the utility company in lieu of generators wherever possible.
- Keep vehicle paths graded smooth as rough roads and paths can cause significant noise and vibration from trucks (particularly empty trucks) rolling over rough surfaces. Loud bangs and ground-borne vibration can occur.
- All work within 10 ft. of the property lines common with residential uses or noise sensitive uses should be performed by hand.

Interior Works

- For interior work, the windows of the interior spaces facing neighboring residences where work is being performed shall be kept closed while work is proceeding.
- Noise generating equipment indoors should be located within the building to utilize building elements as noise screens.

Equipment

- Use the lowest vibration inducing equipment when within the distance limits shown in Table V. Small grading and earth moving equipment, such as "Bobcat" size equipment should be used.
- Place long-term stationary equipment as far away from the residential and school areas as possible.

- Circular saws, miter or chop saws and radial arm saws shall be used no closer than 50 ft. from any residential property line unless the saw is screened from view by any and all residences using an air-tight screen material of at least 2.0 lbs./sq. ft. surface weight, such as $\frac{3}{4}$ " plywood.
- Music shall not be audible off site.
- Earth Removal: Use scrapers as much as possible for earth removal, rather than the noisier loaders and hauling trucks.
- Building Construction: Power saws should be shielded or enclosed where practical to decrease noise emissions. Nail guns should be used where possible as they are less noisy than manual hammering.
- Generators and Compressors: Use generators and compressor that are housed in acoustical enclosures rather than weather enclosures or none at all.
- Backfilling: Use a backhoe for backfilling, as it is less costly and quieter than either dozers or loaders.
- Ground Preparation: Use a motor grader rather than a bulldozer for final grading. Wheeled heavy equipment is less noisy than track equipment. Utilize wheeled equipment rather than steel track equipment whenever possible, with the exception of work within the vibration distances shown in Table V. The soil conditions at the site indicate that wheeled equipment may generate higher levels of ground vibration than tracked equipment. Small, rubber tracked equipment, such as skid steers, would produce the lowest levels of noise and vibration.
- Use electrically powered tools rather than pneumatic tools whenever possible.
- The greatest potential for noise abatement of current equipment should be the quieting of exhaust noises by use of improved mufflers.
- It is recommended that all internal combustion engines used at the project site be equipped with a type of muffler recommended by the vehicle manufacturer.
- All equipment should be in good mechanical condition so as to minimize noise created by faulty or poorly maintained engines, drive-trains and other components. Worn, loose or unbalanced parts or components shall be maintained or replaced to minimize noise and vibration.

Noise Compliant Management

- Designate a noise complaint officer. The officer shall be available at all times during construction hours via both telephone and email. Signs shall be posted at site entries.
- Notify, in writing, all residents and Vine Hill Elementary School within 300 ft. of the project perimeter of construction. The notification shall contain the name, phone number and email address of the noise complaint officer. A flyer may be placed at the doors of the residences.
- A log of all complaints shall be maintained. The logs shall contain the name and address of the complainant, the date and time of the complaint, the nature/description of the

noise source, a description of the remediation attempt or the reason remediation could not be attempted.

Long Term Noise Levels

To determine existing noise levels, measurements were recorded at two locations. Location 1 was near the existing front lawn/parking lot border, 150 ft. from the centerline of Highway 17. Location 2 was along the north property line of the site, 36 ft. from the centerline of Bethany Drive. Recorded noise at Location 1 ranged from 60.7 to 68.4 dBA during the daytime and from 53.0 to 64.7 dBA at night. At measurement Location 2, the Leq's ranged from 48.6 to 57.8 dBA during the daytime and from 43.6 to 53.1 dBA at night.

The DNL's for the two measurement locations were calculated as a decibel average of the Leq's as they apply to the daily time periods of the DNL index. The DNL is a 24-hour noise descriptor that uses the measured Leq values to calculate a 24-hour time-weighted average noise exposure. The results of the calculations found that the noise exposure at measurement Location 1 was 67 dB DNL. The noise exposure at measurement Location 2 was 56 dB DNL.

Implementation of the project would create new sources of noise in the project vicinity from residential sources, mechanical equipment, and landscape maintenance. These noise sources would be similar to those generated throughout the City. Such noise would primarily occur during the "daytime" activity hours of 7:00 a.m. to 7:00 p.m. Furthermore, the project would be required to comply with the noise standards set forth in the City's General Plan (NA-458) and Municipal Code. Given the nature of the proposed use, traffic generated noise would be similar to existing conditions and would be less than the traffic noise generated from Highway 17.

Therefore, there would be no impact from long-term noise levels.

Exposure to Groundborne Vibrations

The contractors used for the demolition and construction have not yet been selected, nor has a construction schedule and list of equipment been developed. The NAS analyzed potential vibration impacts based on a list of typical construction equipment, their vibration levels at 25 ft. reference distances, and the vibration levels at the building setbacks of the adjacent residential buildings to the north. The NAS determined that some equipment (e.g., vibratory roller, compactor) would generate ground-borne vibration levels exceeding the FTA's 0.20 in/sec PPV significance threshold vibrations. Methods to reduce demolition and construction vibratory noise can be accomplished by the use of improved mufflers as recommended by the vehicle manufacturer. As such, exposure to groundborne vibrations would be less than significant.

Airport or Private Airstrip Noise

The project site is not located within any airport noise impact contours and not located within the vicinity of any private air strip, and therefore there would be no impact.

Findings

The project would not expose future residential uses to short-term construction nor long-term operational noise levels in excess of City standards. Noise generated during the construction phase is temporary and would be limited to Monday-Saturday daytime hours per compliance with the City's Municipal Code Section 17.46.160. Therefore, no mitigation is required.

Population and Housing

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

Discussion

The project is a commercial storage facility and would not induce a substantial increase in population, nor displace existing people or housing. Therefore, there would be no impact and no mitigation is required.

Findings

There is no potential for a significant impact due to substantial growth either directly or indirectly. Therefore, the project would have no impact and no mitigation is required.

Public Services

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?				X
ii) Police protection?				X
iii) Schools?				X
iv) Parks?				X
v) Other public facilities?				X

Discussion

Fire Services

The project site contains existing commercial uses and is located in an existing urban area that is currently served by the Scotts Valley Fire Protection District. The closest fire station is located at 251 Glenwood Drive, less than a half mile of the project site. Therefore, there would be no impact.

Police Services

The project site contains existing commercial uses. Replacement of these uses by the project would not generate a demand beyond what the police department can accommodate. The Scotts Valley Police department is located less than two miles south of the project site. Therefore, there would be no impact.

Schools

The project is replacement of a commercial use and would not generate a significant demand on the City's school system and therefore there would be no impact.

Parks

The project is replacement of a commercial use and would not generate a significant demand on the City's park system and therefore there would be no impact.

Other Public Facilities

The project does not have the potential to affect other public facilities (e.g., library, city administrative services, etc.), in excess of that previously considered by the General Plan. Therefore, there would be no impact.

Findings

The project would have no impact on public services and therefore no mitigation is required.

Recreation

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Discussion

The project is replacement of a commercial use and would not generate a significant demand on the City's park system. The project would not require the construction of new or expanded recreational facilities and therefore there would be no impact and no mitigation is required.

Finding

No significant impacts to recreation and open space resources would occur.

Transportation

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?				X
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d) Result in inadequate emergency access?				X

Discussion

A Focused Transportation Study was prepared for the project site by Keith Higgins Traffic Engineer, dated December 12, 2021 (see [Appendix E](#)). The analysis below is based on the findings of prepared report.

Conflict with City Policies or Programs, Increase Hazards, Impair Emergency Access

As shown in [Figure 3: Site Plan](#), access to the project site would be from three driveways on Tabor Drive. Additionally, one exit-only driveway would be located on Bethany Drive, close to the intersection of Scotts Valley Drive. No changes to the City's circulation network are proposed.

The design of the roadway would be consistent with City standards to ensure there is adequate emergency vehicle access. Therefore, there would be no impact.

Increase Vehicle Miles Travelled

Vehicle Miles Traveled (VMT) is a measure of total vehicular travel that accounts for the number of vehicle trips and the length of those trips. Because the City of Scotts Valley has not formally adopted VMT significance criteria, this CEQA analysis uses guidance per the City of Scotts Valley's Draft VMT Implementation Guidelines (Kimley-Horn and Associates, July 2020).

The VMT Implementation includes screening criteria to avoid unnecessary analysis and findings for non-significant transportation impacts. Small projects that generate less than 110 trips per day are exempt from VMT analysis. However, upon issuance of the building permit, the project would be required to pay a City traffic impact fee.

Based on the Transportation Study (see [Appendix E](#)), the project would generate an estimated 82 daily trips. Because this is less than the 110-trip threshold for small projects, the project would qualify for the screening criteria and as such is exempt from further VMT analysis.

Findings

The project would not conflict with City policies or programs regarding the circulation system, including transit, roadway, bicycle and pedestrian facilities. The project would not cause a hazard nor impair emergency access. The project is considered a "small project" per the City VMT Implementation Guidelines and is exempt from further analysis. Therefore, there would be no impacts to transportation and no mitigation is required.

Tribal Cultural Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				X
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?				X
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?				X
b) Cause a substantial adverse change in the significance of a tribal cultural				X

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing in the California				

Discussion

Cultural Resources Evaluation was prepared for the project site by Archaeological Resource Management (ARM) in June 2021 (see [Appendix B](#)). The analysis below is based on a peer review and findings as described in this report.

Section 21080.3.1(b) of the California Public Resources Code (AB 52) requires a lead agency formally notify a California Native American tribe that is traditionally and culturally affiliated within the geographic area of the discretionary project when formally requested.

As described in the Cultural Resources section, no formal consultation requests have been received to date.

Findings

No California Native American tribes traditionally and culturally affiliated with the Santa Cruz County region have formally requested a consultation with the City of Scotts Valley. Therefore, no impact to the significance of a Tribal Cultural Resource is anticipated and no mitigation is required.

Utilities and Service Systems

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				X
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				X
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				X
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X

Discussion

Water and Wastewater Treatment Facilities

The proposed project would use less water and therefore generate less wastewater than the current existing commercial use which be replaced. Therefore, there would be no impact.

Electric Power, Natural Gas, or Telecommunications

The project would require new upgraded connections to PG&E for electricity and natural gas. In addition, the project would require new telecommunication connections with the respective service providers. The project site is already served by various dry utility providers. Therefore, there would be no impact.

Solid Waste

The proposed project would generate less solid waste than the current existing commercial use which be replaced. Therefore, there would be no impact

Findings

Existing utilities and service systems are available to serve the project and no new facilities would be required to be constructed. Therefore, the project would have no impacts associated with utilities and service systems, and no mitigation is required.

Wildfire

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a				X

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
wildfire or the uncontrolled spread of a wildfire?				
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

Discussion

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped the relative wildfire risk in areas of large population by intersecting residential housing density with proximate fire threat according to three risk levels, namely Moderate, High, and Very High. Wildfires are large-scale brush and grass fires in undeveloped areas. The project is within an urbanized area and not within a Very-High Fire Hazard Severity Zone as mapped by CALFIRE. Additionally, the project would incorporate all applicable fire safety code requirements, including fire protection devices and appropriate fire-resistant landscaping on the project site, as required by the Scotts Valley Fire District, and therefore there would be no impact.

Findings

The project would not affect emergency response/evacuation plans, would not expose residents or structures to a wildfire risk, and would not exacerbate fire risk. Therefore, the project would have no impact to wildfires, and no mitigation is required.

Mandatory Findings of Significance

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Does the project:				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Discussion

As discussed in the individual sections, the project would not degrade the quality of the environment, including effects on animals or plants.

As described in the Biological Resources section, the project would comply with the City's Standard Conditions of Approval wherein protected tree removals are compensated at a minimum of 2:1 ratio consistent with the City's Tree Protection Regulations (17.44.080).

The project site is located within areas of moderate and high archaeological sensitivity. As described in the Cultural Resources section, the project would comply with the City's Standard Conditions of Approval. Implementation of the City's Standard Conditions of Approval would reduce this impact to less than significant. This includes retaining a Professional Archaeologist on an "on-call" basis during ground disturbing construction to review, identify and evaluate any potential cultural resources that may be inadvertently exposed during construction.

As described in the environmental resource sections of this Initial Study, the project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

The project would result in temporary air quality and noise impacts during construction. With the implementation of the identified Standard Conditions of Approval, and consistency with adopted City policies, construction impacts would be mitigated to a less than significant level. As described above, these impacts would be temporary, and the project would not have cumulatively considerable impacts on air quality and noise impacts in the project area.

The project would have a less than significant impact or no impact on the remaining environmental resources and would not contribute to cumulative impacts to these resources. Therefore, the project would not cause a cumulatively considerable impact and no mitigation is required.

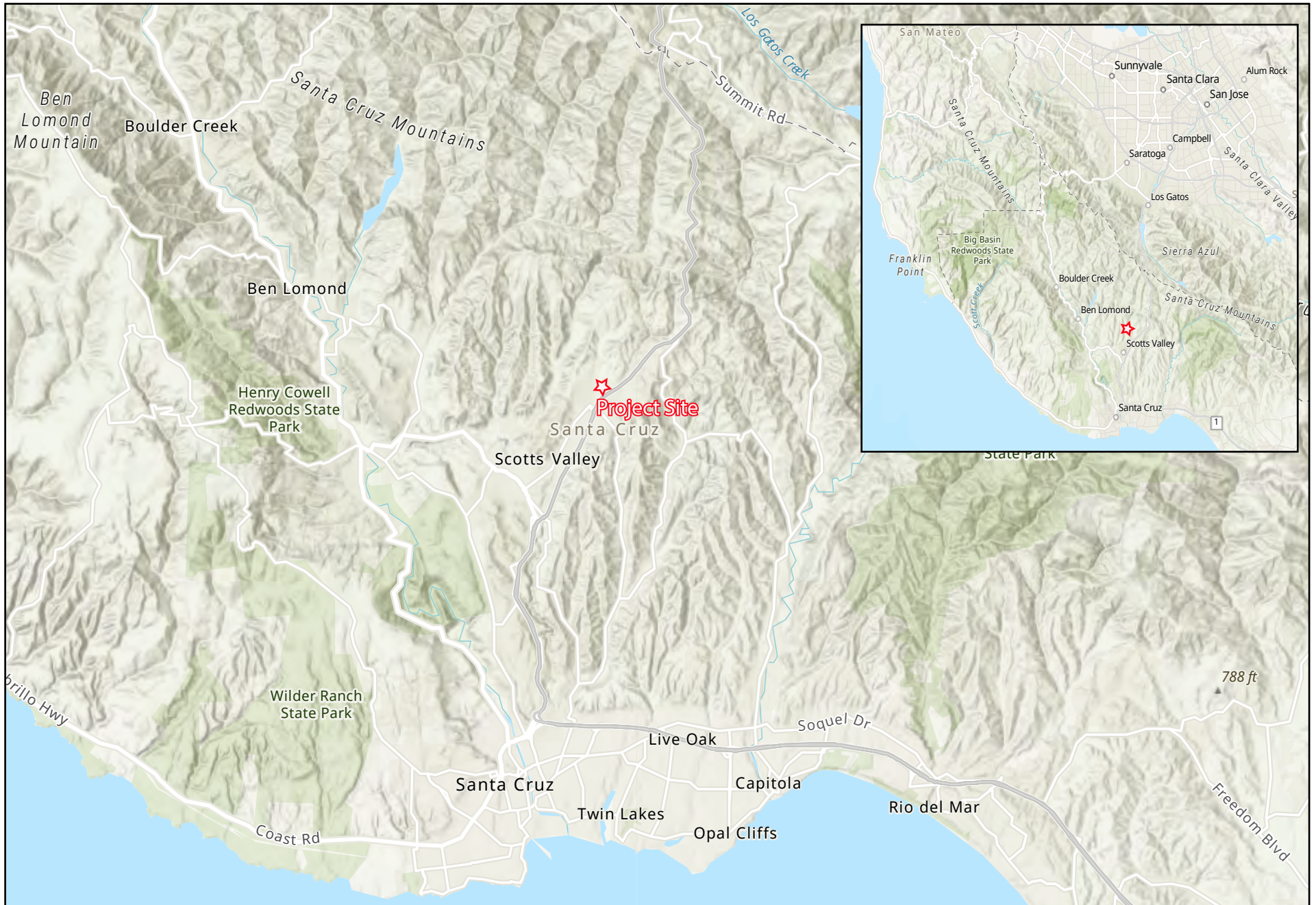
Determination

On the basis of this initial evaluation:

I find that the project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	X
I find that although the project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	
I find that the project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.	
I find that the project MAY have a potentially significant or a 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 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 project, nothing further is required.	

Susie Pineda
Contract Planner

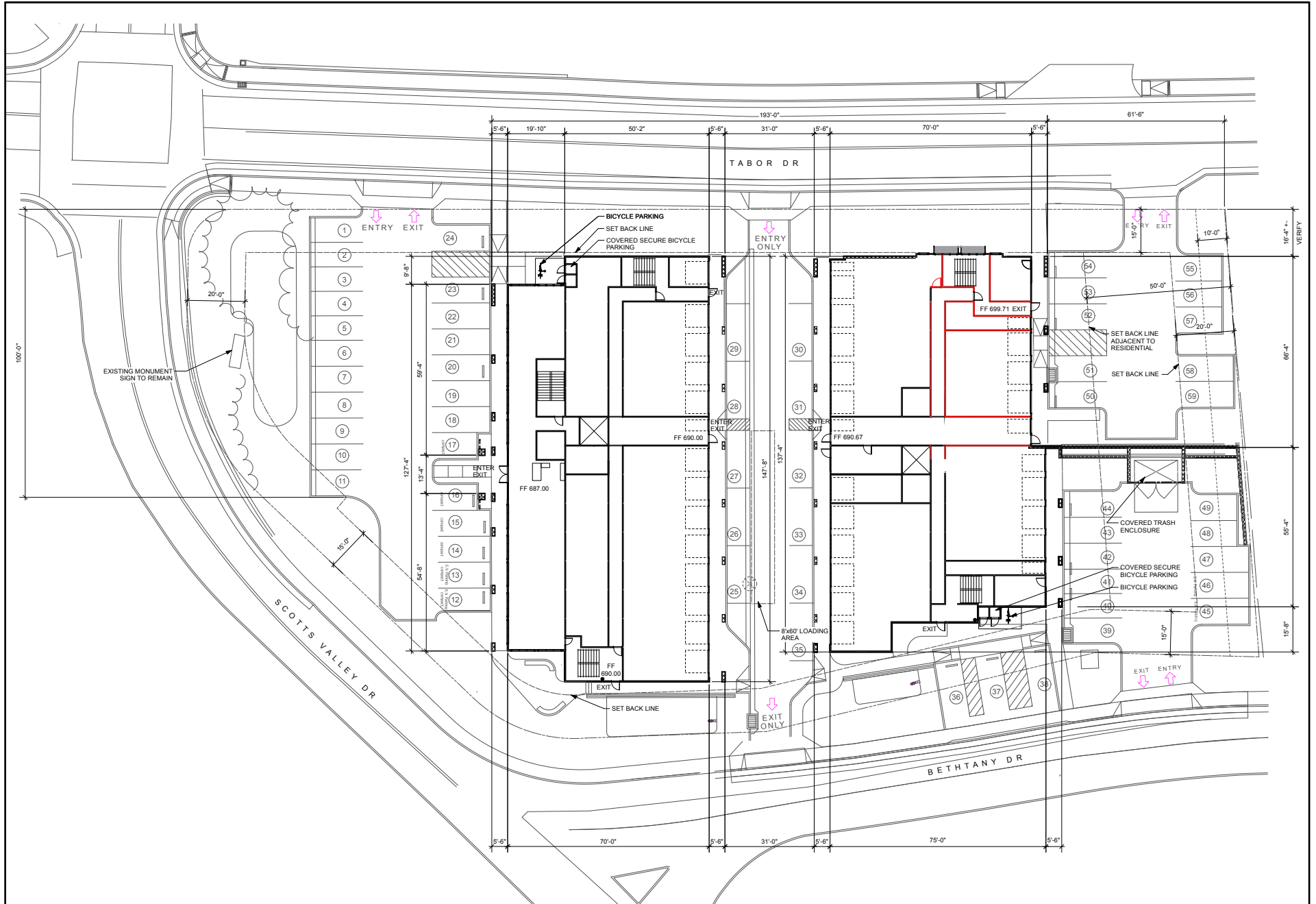
Date



Source: USGS, 2023



Source: Nearmaps, 2023





2 NORTH ELEVATION
Scale: 1/8" = 1'-0"

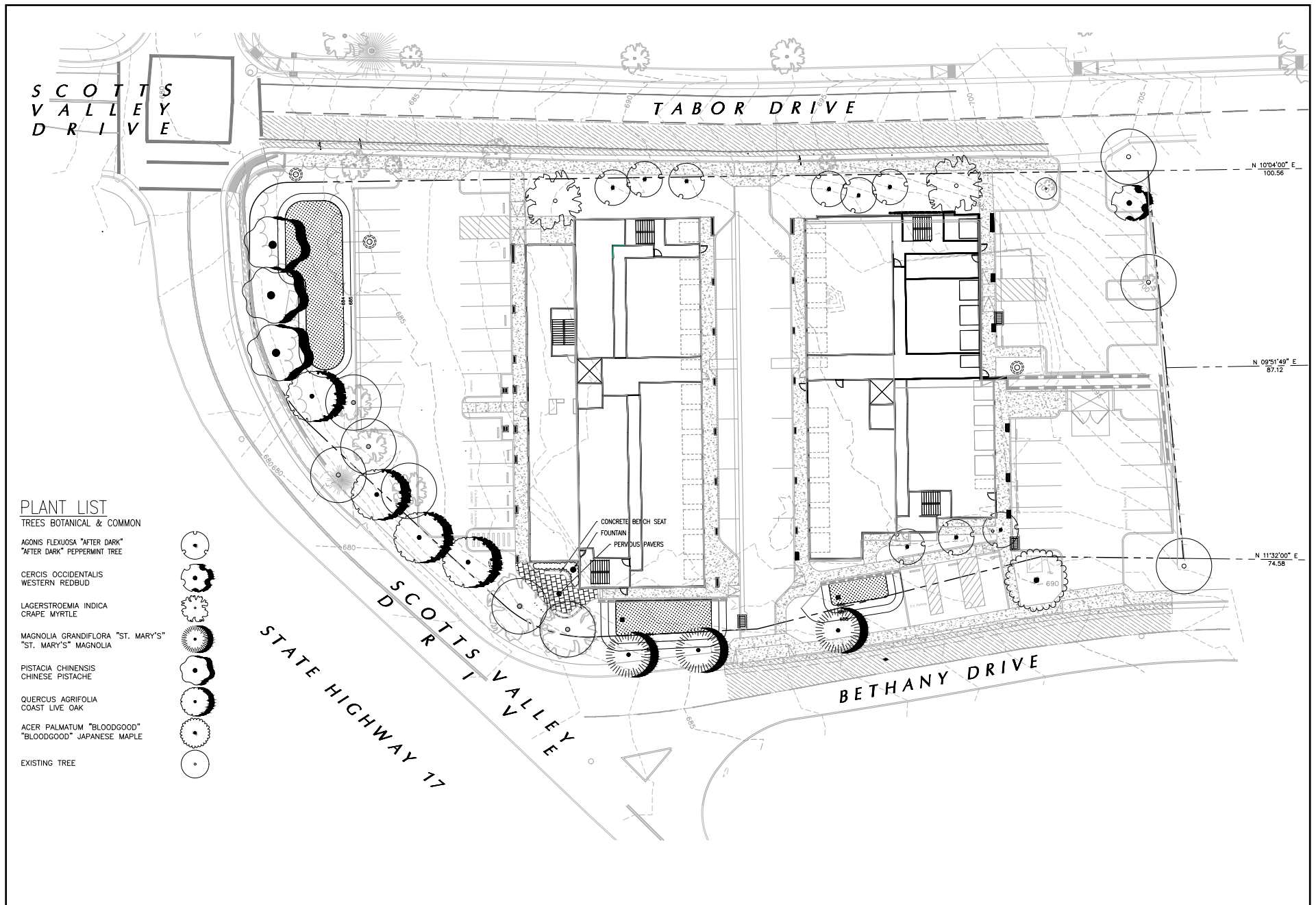


1 EAST ELEVATION
Scale: 1/8" = 1'-0"

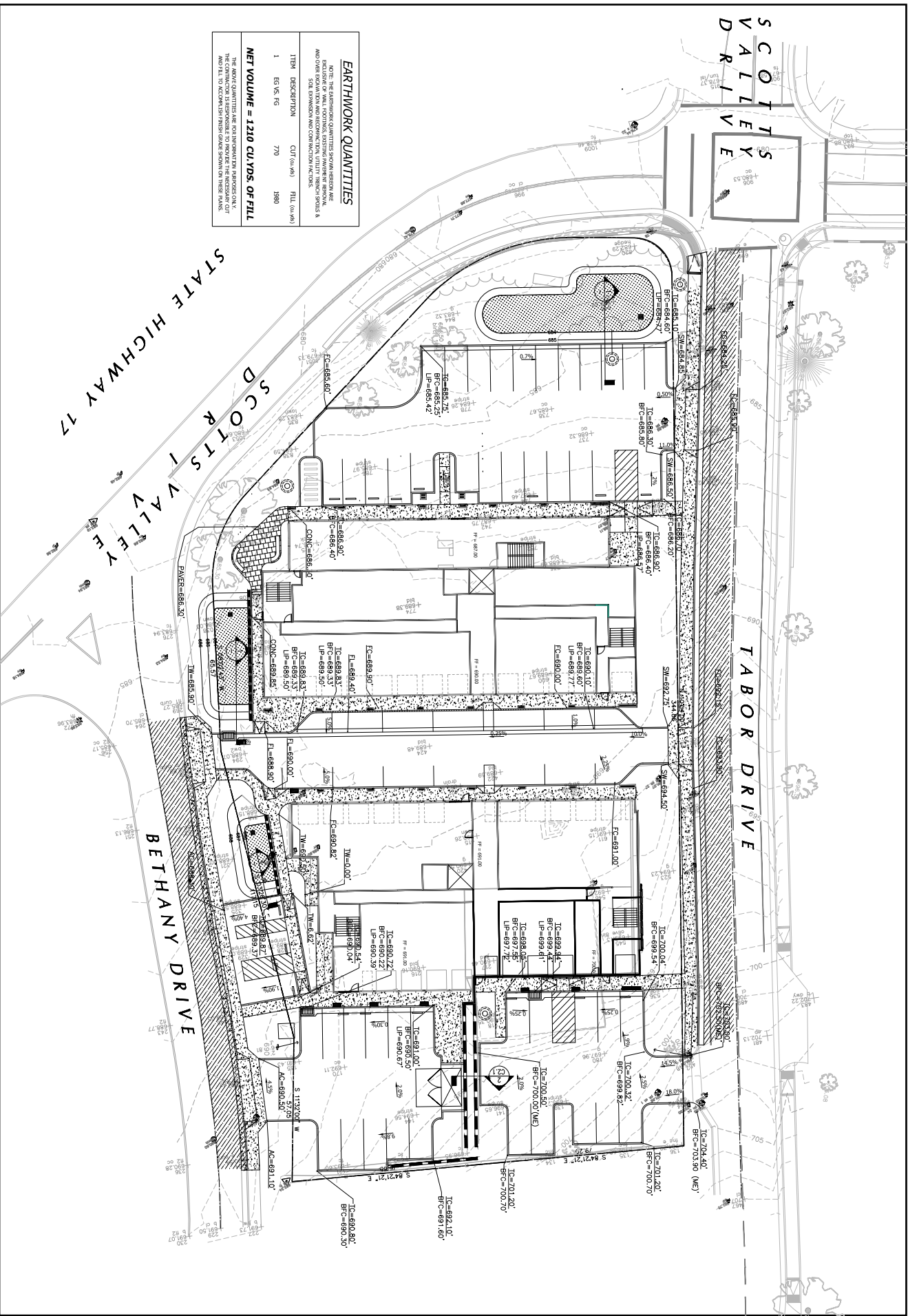
Source: C2G, 2023.



Source: C2G, 2023.

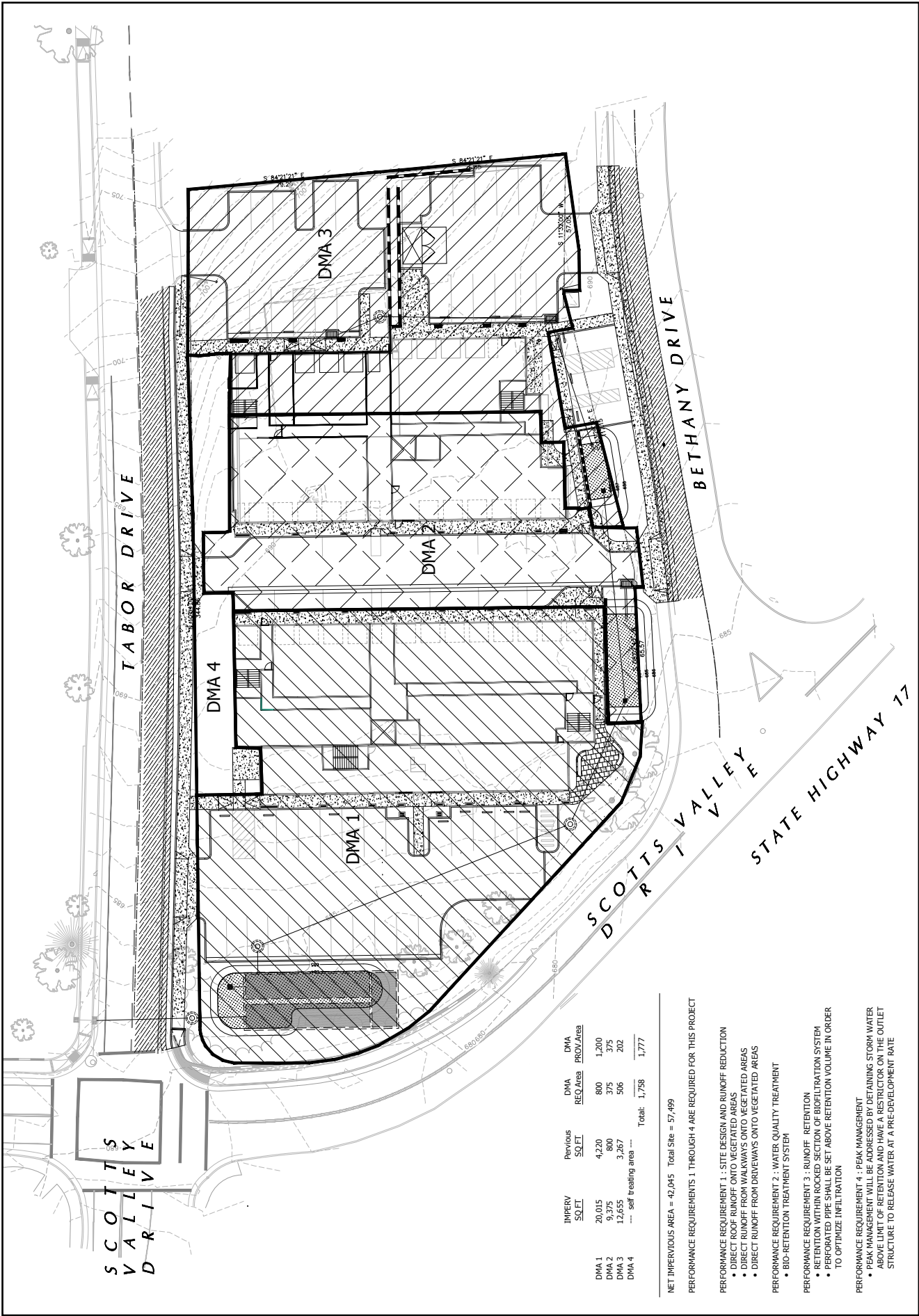


Source: C2G, 2023



Source: C26, 2023.

Figure 7: Grading Plan
125 Bethany Drive
Draft Initial Study



Source: C2G, 2023.

Figure 8: Drainage Plan
125 Bethany Drive
Draft Initial Study

ARBORIST REPORT-
Tree Inventory, Impact Assessment & Protection Plan
Bethany Professional Commercial Property
125 Bethany Drive, APN: 023-102-15
Scotts Valley, CA
May 29, 2021

Prepared for:

Heritage Real Estate Ventures LLC
PO Box 379
Ames, IA 50010

Prepared by:



ISA Certified Arborist WE0681A

Table of Contents

SUMMARY	1
Background.....	1
Assignment	1
Limits of the Assignment	2
Purpose and use of the report.....	2
Resources.....	2
OBSERVATIONS	3-9
DISCUSSION.....	10
Species List.....	10
Tree Evaluation and Recording Methods.....	10
Condition Rating	11
Suitability for Preservation	11
Tree Protection Zone	12
Critical Root Zone	12
Root Disturbance Distance.....	13
Impacts to Subject Trees.....	14-16
Tree Removal.....	17
Tree Protection Specifications.....	18
Tree Appraisal & Tree Replacement.....	20
CONCLUSION.....	21
RECOMMENDATIONS.....	22

Attachments: Appendix A - H

Appendix A – Tree Assessment Chart

Appendix B – Criteria for Tree Assessment Chart

Appendix C - Tree Location & Removal Plan

Appendix D – Tree Protection Plan

Appendix E – Bibliography

Appendix F – Glossary of Terms

Appendix G – Tree Protection Guidelines & Restrictions

- Protecting Trees During Construction
- Project Arborist Duties & Inspection Schedule
- Tree Protection Fencing
- Tree Protection Signs
- Monitoring
- Root Pruning
- Tree Work Standards & Qualifications
- City of Scotts Valley Protected Trees

Appendix H - Assumptions & Limiting Conditions

SUMMARY

This report provides the following information:

1. A summary of the health and structural condition of 45 trees.
 2. An evaluation of anticipated construction impacts to the trees.
 3. Recommendations for retention or removal of assessed trees based on their condition and anticipated construction impacts.
 4. Tree protection specifications for retained trees.
- The *Tree Assessment Chart*, Appendix A is the condensed reference guide to inform all tree management decisions for the trees evaluated.
 - A commercial parcel with existing buildings will be demolished and site improvements including a mini storage complex will be constructed.
 - Forty-five trees within or near the parcel boundaries were inventoried. Eighteen are “protected”.
 - Four “protected” trees are suitable for preservation and can be incorporated in the proposed project.
 - Thirteen “protected” trees are recommended for removal due to anticipated high construction impacts.
 - One “protected” tree is in poor condition and is not suitable for retention in the project.
 - If removals are permitted, replacement trees will be required.
 - This is a preliminary evaluation, once final plans are completed, tree protection specifications based on the final plans will be required.

Background

Plans will be submitted to the City of Scotts Valley, to develop the two parcels into a multi-unit housing complex. Heritage Real Estate Ventures has requested my services, to assess the condition of trees on the applicant's property and the construction impacts that may affect them. Further, to provide a report with my findings and recommendations to meet City of Scotts Valley planning requirements.

Assignment

Provide an arborist report that includes an assessment of the trees within the project area. The assessment is to include the species, size (trunk diameter, height and canopy spread), condition (health and structure), and suitability for preservation ratings. Further, to review the preliminary development plans and assess the potential construction impacts.

To complete this assignment, the following services were performed:

- **Tree Resource Evaluation:** Tag with metal tags, inventory, evaluate and assign suitability for preservation ratings for subject trees.

Assignment continued:

- **Plan Review: Reviewed provided plans including:** Civil Binder, by C2G Civil Consultants, dated 11/13/2020.
- **Construction Impact Assessment:** Combine tree resource data with anticipated construction impacts, to provide recommendations for removal or retention of trees.
- **Mapping:** Tree locations were plotted onto: Demolition Plan, by C2G Civil Consultants, dated 2/20/2019, and a Tree Location Plan was created. Utility Plan, was base map used for Tree Protection Plan.

Limits of the Assignment

The information contained in this report covers only those items that were examined and reflects the condition of those items at the time of inspection on 5/23/2021.

The inspection is limited to visual examination of accessible items without climbing, dissection, excavation, probing, or coring. There is no warranty or guarantee, expressed or implied, that problems or deficiencies of the trees in questions may not arise in the future.

Purpose and use of the report

The report is intended to identify all the trees within the plan area that could be affected by a project. The report is to be used by the developer, their agents, the City of Scotts Valley, as a reference for existing tree conditions and to help satisfy the City of Scotts Valley planning requirements.

Resources

All information within this report is based on site plans as of the date of this report. Resources are as follows:

- Civil binder, by C2G Civil Consultants, dated 11/13/2020.
- Site Visit, Tree Survey & Condition Evaluation at 125 Bethany Drive, Scotts Valley Drive, Scotts Valley, on 5/23/2021.
- City of Scotts Valley Municipal Code –Section 17.44.080 Tree Protection Regulations (applicable sections).
- 1) Guide for Plant Appraisal 9th Edition, 2) Species Classification and Group Assignment, (Wester Chapter Edition).

OBSERVATIONS

The roughly 1.25-acre parcel is a developed commercial property. The corner property is bordered by streets on three sides and residential properties on the fourth side. The property gently slopes from a high point adjacent to Tabor Drive, down to Scotts Valley Drive to the south and down to Bethany Drive to the east. Several retaining walls bisect the property to create level areas for most of the property. (Image #1).



Image #1 –Project area bordered by Tabor Drive, top of image, Scotts Valley Drive, to left and Bethany Drive, bottom of image.

I surveyed 45 trees on the commercial property. The dominant species and most of the “protected” trees were liquidambar, (*Liquidambar styraciflua*). Other frequently planted species include olive (*Olea europaea*) and purple-leaf plum, (*Prunus cerasifera*). Two London plane trees, (*Platanus x hispanica*), are the largest specimens on the property. Two trees on an adjacent property, one Japanese maple, (*Acer palmatum*), and one purple-leaf plum were also surveyed.

Most of the trees were in good or fair condition. Only one tree was found in poor condition, a severely drought stressed European white birch (*Betula pendula*).

Management of trees on the property was good except for the purple-leaf plums and a group of evergreen pear (*Pyrus kawakamii*) trees. These trees had been topped at 10 feet above grade and the resulting re-growth is poorly attached.

Many of the mature liquidambars are showing drought stress from chronic water deficit. The small planting areas, with limited rooting areas, are largely responsible for this condition.

The liquidambars are growing too close to paved areas. Curb and pavement damage is seen in much of the parking lot area (Image #2). This species is well known for shallow rooting and hardscape damage.



Image #2 - Tree T8, liquidambar. Note cracked and lifted curb and pavement.

Multiple liquidambar trees are creating curb and pavement problems in the south parking lot, (Image #3).



Image #3 – Tree T9, liquidambar. Curb and asphalt lifting and cracking.

In some areas the asphalt has completely failed creating holes with exposed roots, (Images 4 & 5).

Image #4 – Tree T11, liquidambar. Note exposed root (circled).



Image #5 – Tree T8, with exposed root in asphalt.

At the northern end of the property several olive trees and purple-leaf plum grow. These species second most common species surveyed on the parcel.

All are in good or fair condition (Image #6).



Image #6 – View from Tabor Drive. Trees T30- T34 olive, on right. Trees T29, Japanese maple and T28, purple-leaf plum, on left.

The two largest specimens on the property are London plane tree (Image #7). They are in fair condition, showing minor drought stress. They have good structure and limbs are well attached. Because they grow in a turf area, competition with the turf for available moisture is likely contributing to water deficit issues.



Image #7 – Trees T17 & T18, London plane tree.

Management of trees on the property was good except for the purple-leaf plums and a group of evergreen pear (*Pyrus kawakamii*) trees. These trees had been topped at 10 feet above grade and the resulting re-growth is poorly attached, (Image #8).



Image #8 – Trees T21 – T24 evergreen pear. Health of the trees is fair. Trees were topped at 10' above grade, resulting in poorly attached new growth.

Most of the liquidambar have overextended limbs and could use some targeted crown reduction pruning on the overly long limbs.

Twenty-seven “not protected” trees were surveyed. All were in good or fair condition.

DISCUSSION

Species List

TOTAL SUBJECT TREES: 45 Trees

Protected: 18

12	Liquidambar	(<i>Liquidambar styraciflua</i>)
3	Olive	(<i>Olea europaea</i>)
2	London Plane Tree	(<i>Platanus x hispanica</i>)
1	European White Birch	(<i>Betula pendula</i>)

Not Protected: 27

1	Liquidambar	(<i>Liquidambar styraciflua</i>)
4	Olive	(<i>Olea europaea</i>)
6	Purple-leaf plum	(<i>Prunus cerasifera</i>)
5	Japanese Maple	(<i>Acer palmatum</i>)
4	Evergreen Pear	(<i>Pyrus kawakamii</i>)
4	Shiny Xylosma	(<i>Xylosma congesta</i>)
2	Callery Pear	(<i>Pyrus calleryana</i>)
1	Crape Myrtle	(<i>Lagerstroemia indica</i>)

Tree Evaluation and Recording Methods

Site evaluations were made on 5/23/2021. *The survey included two trees on an adjacent property with canopies overhanging the project limits.* The health and structural **condition** of each tree was assessed and recorded. Based on the trees health and structural condition, each trees **suitability for preservation** was rated and recorded.

The recorded data is included in the *Tree Assessment Chart, Appendix A*, of this report. Tree numbers were plotted on the attached *Tree Location Map sheet, T1*. **To correlate the data in the Tree Assessment Chart to the tree's location on the site, refer to the Tree Location & Removal Plan, sheet T1 - Appendix C.**

Condition Rating

A trees condition is determined by an assessing both the **health** and **structure**, then combining the two factors to reach a *condition rating*. If the health rating and the structure rating differ, the lower rating becomes the default *condition rating*. Tree condition is rated as poor, fair or good. The quantity of trees assigned for each category (good, fair or poor), is indicated below:

Tree Condition Rating- Protected Trees

- Good - 0
- Fair - 17
- Poor - 1

Suitability for Preservation

A trees suitability for preservation is determined based on its health, structure, age, species characteristics and longevity using a scale of good, fair or poor. The quantity of trees assigned to each category (good, fair or poor), is listed below.

Suitability Rating- Protected Trees

- Good - 0
- Fair – 17
- Poor - 1

Trees Recommended for Removal Due to Poor Condition - Protected Trees

- One tree

T1

European White Birch

(*Betula pendula*)

Tree Protection Zone

The tree protection zone (TPZ), is a defined area within which certain activities are prohibited or restricted to minimize potential injury to designated trees during construction.

The size of the optimal TPZ can be determined by a formula based on 1) trunk diameter 2) species tolerance to construction impacts, and 3) tree age (Matheny, N. and Clark, J 1998). In some instances, tree drip line is used as the TPZ. Development constraints can also influence the final size of the tree protection zone.

Fencing is installed to delineate the (TPZ), and to protect tree roots, trunk, and scaffold branches from construction equipment. *The fenced protection area may be smaller than the optimal or designated TPZ area in some circumstances.* Tree protection may also involve the armoring of the tree trunk and/or scaffold limbs with barriers to prevent mechanical damage from construction equipment. *See Tree Protection Guidelines & Restrictions – Appendix E.*

Once the TPZ is delineated and fenced (prior to any site work, equipment and materials move in), construction activities are only to be permitted within the TPZ if allowed for and specified by the project arborist.

Where tree protection fencing cannot be used, or as an additional protection from heavy equipment, tree wrap may be used. Wooden slats at least one inch thick are to be bound securely, edge to edge, around the trunk. A single layer or more of orange plastic construction fencing is to be wrapped and secured around the outside of the wooden slats. Major scaffold limbs may require protection as determined by the City arborist or Project arborist. Straw wattle may also be used as a trunk wrap and secured with orange plastic fencing.

Data has been entered in the *Tree Assessment Chart – Appendix A*, which indicates the optimal Tree Protection Zone for each tree.

Critical Root Zone

Critical Root Zone (CRZ) is the area of soil around the trunk of a tree where roots are located that provide critical stability, uptake of water and nutrients required for a tree's survival. The CRZ is the minimum distance from the trunk that trenching that requires root cutting should occur and can be calculated as three to the five times the trunk Diameter at Breast Height (DBH). For example, if a tree is one foot in trunk diameter then the CRZ is three to five feet from the trunk location. We will often average this as four times the trunk diameter or 1ft. DBH = 4ft. CRZ (Smiley, E.T., Fraedrich, B. and Hendrickson, N. 2007).

Root Disturbance Distance

No one can estimate and predict with absolute certainty, what distance from a tree a soil disturbance such as excavation for construction should be, to ensure it will not significantly affect tree stability or health. Or to what degree, (low, moderate or high), a tree might be impacted. There are simply too many variables involved that we cannot see or anticipate. However, three times the D.B.H. (diameter at breast height), is a widely accepted minimum used in the industry for root disturbance, *on one side of the trunk*, and is supported by several research studies including (Smiley, Fraedich & Hendrickson 2002, Bartlett Tree Research Laboratories). This distance is often used during the design and planning phases of a project in order to estimate root loss due to construction activities. This distance is a guideline only and should be increased for trees with significant leans, decay or other structural problems.

The ISA, International Society of Arboriculture- Root Management (2017) publication recommends, "cutting roots at a distance greater than six times the trunk diameter (DBH) minimizes the likelihood of affecting both health and stability. This recommendation is given further direction by the companion publication, A.N.S.I. (*American National Standard*) A300 (Part 8)- 2013 Root Management, when roots are cut in a *non-selective* manner, i.e. in a straight line on one side of a tree. It says, if the cutting is "within six times the trunk diameter (DBH), mitigation shall be recommended". Further, A.N.S.I. recommends the "minimum distance from the trunk for root cutting should be adjusted according to trunk diameter, species tolerance to root loss, tree age, health and site condition".

In general, root cutting that occurs at a distance less than six times the diameter of a tree should be undertaken by hand digging and hand (or Sawzall), root pruning. These methods help mitigate root loss impacts.

Impacts to Subject Trees

Construction impact assessments are based on the Site Improvements, sheet C2.1, dated 11/13/2020, and Grading and Drainage Plan, sheet 3.1, dated 2/20/2019, by C2G/Civil Consultants Group, Engineers.

Four “protected” trees will have moderate construction impacts and are suitable for incorporation into the project.

Demolition & Construction Phases Affecting Subject Trees –

1. Demolition of existing curb and parking lot.
2. Installation of curb and parking lot.
3. Installation of storm drain line.
4. Installation of sanitary sewer line.
5. Installation of fire service line.
6. Installation of pervious paver patio.
7. Installation of the new mini storage building.

During the demolition phase, the existing curb and parking lot near trees T11 and T12, will be sawcut and the asphalt removed, (Image #9). Several surface roots currently causing damage to the lot will be pruned and removed. The parking lot will be realigned and will require new excavation within 5 feet of tree T11 and 2 feet of tree T12. Both the demolition and new curb installation will result in root loss that can be tolerated by the trees if mitigation methods are used.



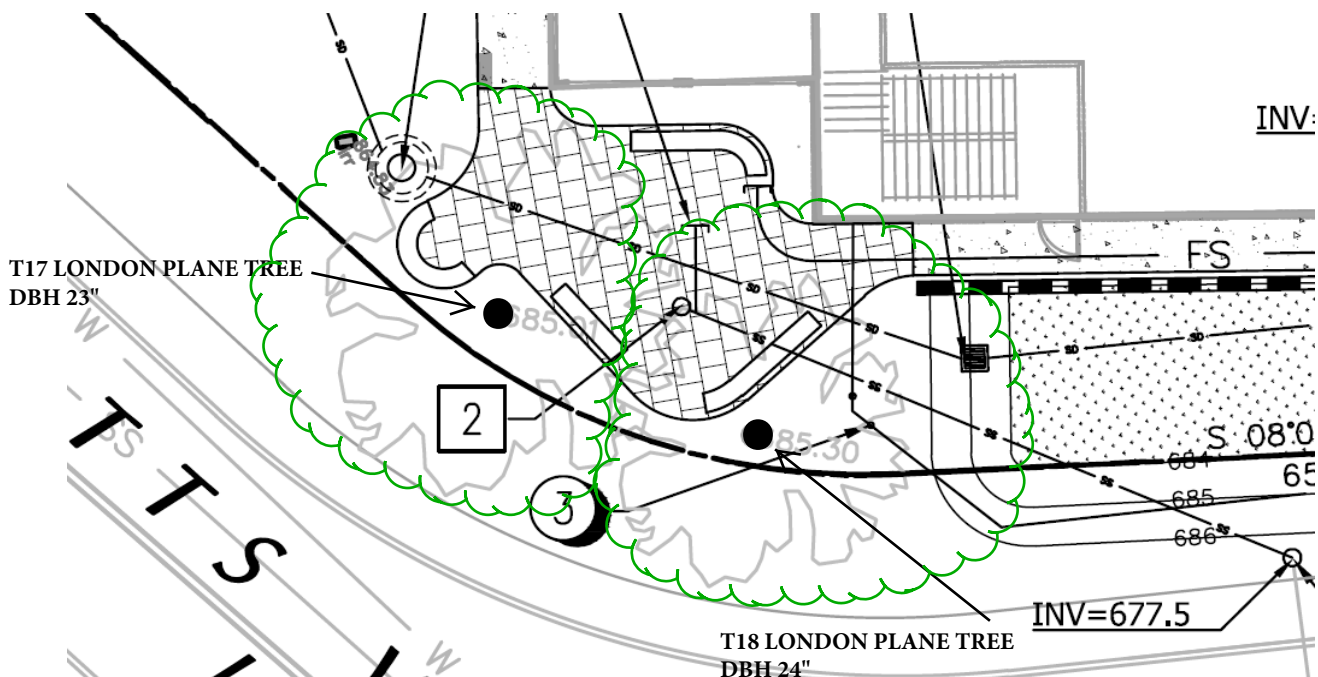
Image #9 – Trees T11 & T12, liquidambar. Note new curb installed adjacent to trees. Some of the new curb will be installed in the same footprint as the existing parking lot (red line is existing curb location). Existing roots will be cut behind new curb (blue line).

Impacts to Subject Trees, Continued

New utility lines will be installed near trees T17 and T18, London plane tree (Image #10). A storm drain line will be installed within 6 feet of tree T17 and will result in root loss. A sanitary sewer line will be installed within 5 feet of tree T18, and a fire service line will be installed within 6 feet. The installation of these lines will result in root loss.

A pervious paver patio will be installed 2 feet from both London plane trees (Image #10). The installation will require a grade raise of about one foot. Subgrade material for the pavers will be compacted and some loss of smaller absorbing roots is anticipated.

The new mini storage building will be installed within 15 feet of the two London plane trees (Image #10). Depending on the height of the new building, minor canopy clearance pruning, on one or both trees may be necessary to allow for construction of the new building and to achieve clearance from it once construction is completed.



Impacts to Subject Trees, Continued

If site constraints allow, moving any of the utility lines even a few feet further from the two trees will reduce the amount of root loss and corresponding negative impact, and is recommended if feasible.

Since all four trees are suffering drought stress, and all will have reduced ability to uptake water due to root loss, one of the mitigation specifications will be to supply supplemental irrigation to them during the construction period.

Thirteen of the fourteen remaining “protected” trees will be highly impacted by the project and removal will be necessary.

Four trees that are not protected and can be incorporated into the project including trees T27, T28, T29, T34 and T2-A will be moderately impacted, and mitigation methods to reduce root loss impacts are recommended and shown on Tree Protection Plan, sheet T2.

Impact Level

Impact level rates the degree a tree may be impacted by construction activity and is primarily determined by how close the construction procedures occur to the tree. Construction impacts are rated as low, moderate, high. The quantity of trees assigned for each category (low, moderate, high), is indicated below:

Impact Rating to Trees - Protected

- Low - 1
- Moderate – 4
- High - 13

Mitigation Measures for Retained Trees

The trees retained on this project will require some or all the following methods to protect them from the impacts described above and to minimize root loss during the construction phases.

- Tree Protection Fencing
- Hand trenching.
- Supervised root pruning.

Tree protection specifications are included on the **Tree Protection Plan, sheet T2 and on Tree Location & Removal Plan sheet T1. These plan sheets shall become an element of the final plan set.**

Trees Recommended for Removal Due to Anticipated Construction Impacts – Protected Trees

Thirteen

- | | | |
|------|-------------|------------------------------------|
| - 10 | Liquidambar | (<i>Liquidambar styraciflua</i>) |
| - 3 | Olive | (<i>Olea europaea</i>) |

Tree Protection Specifications & Recommended Sequence

(These specifications are included on the Tree Protection Plan, sheet T2)

Demolition Phase:

1. Tree Removal – Remove trees marked for removal.
2. Tree Pruning – Lay out edge of proposed building closest to trees T17 and T18. Perform clearance pruning if necessary, to achieve a minimum of 5 feet clearance from new building.
3. Tree Protection Fencing - Install Tree Protection Fencing, in location indicated on Tree Location & Removal Plan, sheet T1, and copied on Tree Protection Plan, sheet T2, prior to beginning of demolition.
4. Supplemental Irrigation – A temporary hose bib shall be installed withing the vicinity of trees T11 & T2 and T17 & T18.
 - A. A battery-operated hose end irrigation timer shall be installed on the hose bib.
 - B. Soaker hoses shall be laid out within the canopy drip line of the four trees to provide supplemental irrigation for the duration of the project.
 - C. **If it is necessary to temporarily move the hoses during construction phases adjacent to the trees, the hoses shall be reinstalled once the design element is completed.**
5. Demolition of existing curb and parking lot – On existing asphalt, mark new curb layout adjacent to trees T11 & T12. Sawcut asphalt at new curb marking. Remove existing asphalt between new curb and trees T11 & T12, using a jack hammer and hand loading pieces

Construction Phase:

1. Installation of curb and parking lot - Excavation for new curb closest to trees T11 & T12, shall be accomplished by hand methods (*see tree protection plan Sheet T2, for location*). An electric spade may be used for excavation. The depth of the trench for curb form shall equal the depth required for excavation of the new curb. Any roots found less than 2" in diameter, shall be cleanly pruned with loppers, hand saw or Sawzall, **1-2 feet behind the form boards, between the forms and trees T11 & T12**. If roots are encountered 2" in diameter or greater, they shall be pruned under supervision of the Project Arborist. Roots shall be pruned by methods indicated on Tree Protection Plan sheet T1, Pre-Construction Root Pruning.

Tree Protection Specifications & Recommended Sequence, continued:

2. Installation of storm drain line, sanitary sewer line & fire service line, adjacent to trees T17 & T18 -
 - A. Stake trenching location for drain line, sewer line or fire service line.
 - B. Hand dig or machine trenching to a depth of 24" shall be performed in area indicated on plan sheet T2. This procedure will pre-cut any roots from adjacent trees T17 & T18.
 - C. Use of any of the following equipment to machine trench is permissible:
 - a. Ditch Witch RT45 Trencher, or equivalent.
 - D. Any torn roots found in trench, shall be cleanly pruned with loppers, hand saw or Sawzall. Roots shall be pruned by methods indicated on Tree Protection Plan sheet, Pre-Construction Root Pruning.
 - E. Once roots have been cleanly pruned, final trenching to desired depth and width required for pipe installation may be completed with other machinery (backhoe, excavator), as necessary
3. Installation of pervious paver patio – The patio perimeter shall be laid out so that no patio edge is closer than 5 feet to trunks of trees T17 & T18. Any subgrade material added to achieve desired subgrade for pavers shall be by hand methods, no machinery within patio footprint.
 - A. The grade shall not be raised at the tree trunk or within 1 – 2 feet of the trunk. *No new soil shall be placed against the tree trunks under any circumstances.*

Tree Appraisal & Valuation– Protected Trees

The City of Scotts Valley requires valuation of all retained protected trees potentially affected by a construction project. The value of four trees has been appraised. References included, 1) *Guide for Plant Appraisal 9th Edition*, 2) *Species Classification and Group Assignment*, (Wester Chapter Edition).

The total appraised value is \$ 23,400 The criteria for appraisal are included in the attached spreadsheet, *Appendix D, Appraised Value of “Protected” Trees – Trunk Formula Method*.

The owner/applicant will be required to obtain, and file with the Community Development Director, a Tree Protection security deposit prior to obtaining Building Division permits. The total value of the security deposit will be \$23,400.

Summary Table - Total number of trees inventoried: 45

Number of protected trees: 18

Total appraised value of protected trees to be retained:
\$23,400

Recommended security deposit: \$23,400

Number of protected trees requested for removal: 14

Tree Replacement

The final number of trees could vary slightly depending on the final design. At present, fourteen (14) “protected” trees are recommended for removal, thirteen due to construction impacts and one due to poor condition.

Compensation for tree removal necessary to construct the project include:

- Preservation and protection of the retained trees during construction.
- Pre-construction treatments for specific trees.
- Tree planting specified in the landscape design for this project.

The City of Scotts Valley recommends a minimum ratio of two trees are to be replanted (15 gallon or 24-inch box size), for every “protected” tree removed. Currently, fourteen trees are recommended for removal Therefore, a total of twenty-eight replacement trees is required. The Landscape Plan, sheet L1, dated 2/20/2019 has twenty -five trees plotted. There are locations for replanting an additional three trees within the new site plan, to reach the required replanting total of twenty – eight trees. The tree replanting locations are indicated on the Tree Protection Plan, sheet T2.

CONCLUSION

- The *Tree Assessment Chart*, Appendix A is the condensed reference guide to inform all tree management decisions for the trees evaluated.
- A commercial parcel with existing buildings will be demolished and site improvements including a mini storage complex will be constructed.
- Forty-five trees within or near the parcel boundaries were inventoried. Eighteen are “protected”.
- Four “protected” trees including T11 & T12, liquidambar and T17 & T18, London plane tree, are suitable for preservation and can be incorporated in the proposed project.
- Thirteen “protected” trees are recommended for removal due to anticipated high construction impacts. The highly impacted trees include trees T2, T3, T9, T10, T13, T14, T19, T20, T42 & T43, liquidambar, and T30, T36 & T38, olive.
- One “protected” tree, T1, European white birch, is in poor condition and is not suitable for retention in the project.
- If removals are permitted, replacement trees will be required.
- The City of Scotts Valley recommends a minimum ratio of two trees are to be replanted (15 gallon or 24-inch box size), for every “protected” tree removed. Currently, fourteen trees are recommended for removal. Therefore, a total of twenty-eight replacement trees is required.
- The Landscape Plan, sheet L1, dated 2/20/2019 has twenty -five trees plotted. There are locations for replanting an additional three trees within the new site plan, to reach the required replanting total of twenty – eight trees. The tree replanting locations are indicated on the Tree Protection Plan, sheet T2.
- The City of Scotts Valley requires valuation of all retained protected trees potentially affected by a construction project. The value of four trees has been appraised. The total appraised value is \$ 23,400 The criteria for appraisal are included in the attached spreadsheet, *Appendix D, Appraised Value of “Protected” Trees – Trunk Formula Method*. The owner/applicant will be required to obtain, and file with the Community Development Director, a Tree Protection security deposit prior to obtaining Building Division permits. The total value of the security deposit will be \$23,400.

RECOMMENDATIONS

1. Obtain all necessary permits prior to removing or significantly altering any trees on site.
2. Remove trees recommended for removal.
3. Prune trees T17 and T18 London plane trees to allow a minimum of five feet clearance from the new building.
4. Follow tree protection specifications as indicated on page 18 of this report and repeated on Tree Protection Plan, sheet T2.

Respectfully submitted,

Kurt Fouts

Kurt Fouts ISA Certified Arborist WE0681A



Store More Scott's Valley, 125 Bethany Drive, Scotts Valley

Tree Assessment Chart - Appendix A

Suitability for Preservation Ratings:

Good: Trees in good health and structural condition with potential for longevity on the site

Fair: Trees in fair health and/or with structural defects that may be reduced with treatment procedures

Poor: Trees in poor health and/or with poor structure that cannot be effectively abated with treatment

Retention or Removal Code:

RT: Retain Tree

RI: Remove Due to Construction Impacts

I.M. Impacts Can Be Mitigated With Pre-Construction Treatments

R.C. Remove Due to Condition

Protected Tree City of Scotts Valley Any tree 13 inches or greater in diameter measured at 4.5 feet above grade. Any multi-trunk with one trunk 8" in diameter or greater. Any oak 8 inches or greater. Any tree 8 inches or greater, if located within 20 feet of a slope > 20%. Certain undesirable species exempt.

Tree #	Species	Trunk Diameter @ 54 inches a.g.	Protected Tree	Crown Height & Spread	Health Rating	Structural Rating	Suitability for Preservation (Based Upon Condition)	Tree Protection Zone (radius from trunk)	Construction Impacts (Rating & Description)	Retention or Removal Code	Comments
T1	European white birch (<i>Betula pendula</i>)	15"	Yes	45'X15'	Poor	Fair	Poor	10'	N/A	R.C.	In significant decline. Minimal live canopy.
T2	liquidambar (<i>Liquidambar styraciflua</i>)	11"	Yes	60'X20'	Fair	Fair	Fair	10'	High (root loss, excavation)	R.I.	Protected, within 5' of R.O.W. < 1' from new sidewalk. Minor canopy dieback.
T3	liquidambar	11"	Yes	50'X20'	Fair	Fair	Fair	10'	High (root loss, excavation)	R.I.	Protected, within 5' of R.O.W. < 1' from new sidewalk. Appears drought stressed. Has limited rooting area and leaf is off color.
 826 Monterey Avenue Capitola, CA 95010 831-359-3607 kurtfouts1@outlook.com							Page 1 of 8				5/29/2021

Store More Scott's Valley, 125 Bethany Drive, Scotts Valley

Tree Assessment Chart - Appendix A

Tree #	Species	Trunk Diameter @ 54 inches a.g.	Protected Tree	Crown Height & Spread	Health Rating	Structural Rating	Suitability for Preservation (Based Upon Condition)	Tree Protection Zone (radius from trunk)	Construction Impacts (Rating & Description)	Retention or Removal Code	Comments
T4	shiny xylosma (<i>Xylosma congesta</i>)	11" (at 2' above grade)	No	15'X10'	Good	Fair	Fair	6'	High (within grading limits)	R.I.	Less than 1' from concrete block retainer.
T5	shiny xylosma	9"	No	15'X10'	Good	Fair	Fair	6'	High (within grading limits)	R.I.	Less than 1' from concrete block retainer.
T6	shiny xylosma	10"	No	15'X10'	Good	Fair	Fair	6'	High (within grading limits)	R.I.	Less than 1' from concrete block retainer.
T7	shiny xylosma	10"	No	15'X10'	Good	Fair	Fair	6'	High (within grading limits)	R.I.	Less than 1' from concrete block retainer.
T8	liquidambar	12"	No	35'X10'	Fair	Fair	Fair	10'	High (within grading limits)	R.I.	Appears drought stressed. Has limited rooting area and leaf is off color. Curb and asphalt damage from surface roots.
T9	liquidambar	13"	Yes	40'X10'	Fair	Fair	Fair	10'	High (within grading limits)	R.I.	Appears drought stressed. Has limited rooting area and leaf is off color. Curb and asphalt damage from surface roots.
 826 Monterey Avenue Capitola, CA 95010 831-359-3607 kurtfouts1@outlook.com							Page 2 of 8				5/29/2021

Store More Scott's Valley, 125 Bethany Drive, Scotts Valley

Tree Assessment Chart - Appendix A

Tree #	Species	Trunk Diameter @ 4.5'	Protected Tree	Crown Height & Spread	Health Rating	Structural Rating	Suitability for Preservation (Based Upon Condition)	Tree Protection Zone (radius from trunk)	Construction Impacts (Rating & Description)	Retention or Removal Code	Comments
T10	liquidambar	14"	Yes	40'X15'	Fair	Fair	Fair	10'	High (within grading limits)	R.I.	Appears drought stressed. Has limited rooting area and leaf is off color. Curb and asphalt damage from surface roots.
T11	liquidambar	16"	Yes	55'X15'	Good	Fair	Fair	10'	Moderate (root loss, excavation)	R.T., I.M.	Overextended limbs need crown reduction pruning. Significant asphalt damage from surface roots.
T12	liquidambar	16"	Yes	45'X15'	Good	Fair	Fair	10'	Moderate (root loss, excavation)	R.T., I.M.	Overextended limbs need crown reduction pruning. Significant asphalt damage from surface roots.
T13	liquidambar	14"	Yes	45'X15'	Good	Fair	Fair	10'	High (within grading limits)	R.I.	Overextended limbs need crown reduction pruning. Significant asphalt damage from surface roots.
T14	liquidambar	13"	Yes	50'X10'	Good	Fair	Fair	10'	High (within grading limits)	R.I.	Overextended limbs need crown reduction pruning. Significant asphalt damage from surface roots.
T15	purple-leaf plum (<i>Prunus cerasifera</i>)	12"	No	25'X15'	Good	Poor	Fair	8'	High (within grading limits)	R.I.	IN 5'X5' walkway cutout. Topped at 10' above grade., with poorly attached regrowth.
 826 Monterey Avenue Capitola, CA 95010 831-359-3607 kurtfouts1@outlook.com							Page 3 of 8				5/29/2021

Store More Scott's Valley, 125 Bethany Drive, Scotts Valley

Tree Assessment Chart - Appendix A

Tree #	Species	Trunk Diameter @ 4.5'	Protected Tree	Crown Height & Spread	Health Rating	Structural Rating	Suitability for Preservation (Based Upon Condition)	Tree Protection Zone (radius from trunk)	Construction Impacts (Rating & Description)	Retention or Removal Code	Comments
T16	purple-leaf plum	10"	No	15'X10'	Good	Poor	Fair	8'	High (within grading limits)	R.I.	IN 5'X5' walkway cutout. Topped at 10' above grade., with poorly attached regrowth.
T17	London plane tree (<i>Platanus x hispanica</i>)	23"	Yes	65'X40'	Fair	Good	Fair	18'	Moderate -High (root loss, excavation)	R.T., I.M.	12' from sidewalk. In turf area on moderate slope with many surface roots. Minor drought stress as evidenced by thinning canopy.
T18	London plane tree	24"	Yes	65'X40'	Fair	Good	Fair	18'	Moderate -High (root loss, excavation)	R.T., I.M.	13' from sidewalk. In turf area on moderate slope with many surface roots. Minor drought stress as evidenced by thinning canopy.
T19	liquidambar	20"	Yes	70'X20'	Good	Fair	Fair	10'	High (within grading limits)	R.I.	Overextended limbs need crown reduction pruning.
T20	liquidambar	15"	Yes	60'X15'	Good	Fair	Fair	10'	High (within grading limits)	R.I.	
T21	evergreen pear (<i>Pyrus kawakamii</i>)	10"	No	15'X10'	Fair	Poor	Fair	8'	High (within grading limits)	R.I.	Topped at 10' above grade., with poorly attached regrowth. Fungal leaf disease.
							Page 4 of 8				5/29/2021

Store More Scott's Valley, 125 Bethany Drive, Scotts Valley

Tree Assessment Chart - Appendix A

Tree #	Species	Trunk Diameter @ 4.5'	Protected Tree	Crown Height & Spread	Health Rating	Structural Rating	Suitability for Preservation (Based Upon Condition)	Tree Protection Zone (radius from trunk)	Construction Impacts (Rating & Description)	Retention or Removal Code	Comments
T22	evergreen pear	10"	No	15'X10'	Fair	Poor	Fair	8'	High (within grading limits)	R.I.	Topped at 10' above grade., with poorly attached regrowth. Fungal leaf disease.
T23	evergreen pear	10"	No	15'X10'	Fair	Poor	Fair	8'	High (within grading limits)	R.I.	Topped at 10' above grade., with poorly attached regrowth. Fungal leaf disease.
T24	evergreen pear	9"	No	20'x10'	Fair	Poor	Fair	8'	High (within grading limits)	R.I.	Topped at 10' above grade., with poorly attached regrowth. Fungal leaf disease.
T25	Japanese maple (<i>Acer palmatum</i>)	5", 4", 4", 4"	No	15'X15'	Good	Good	Good	8'	High (within grading limits)	R.I.	3' from property line.
T26	purple-leaf plum	7"	No	15'X15'	Good	Poor	Fair	8'	High (root loss, excavation)	R.I.	2' from new retainer. Topped at 10' above grade., with poorly attached regrowth.
T27	purple-leaf plum	8"	No	15'X15'	Good	Poor	Fair	8'	Moderate (root loss, excavation)	R.T., I.M	2' from corner of new retainer. Topped at 10' above grade., with poorly attached regrowth.
 Kurt Fouts Arborist Consultant 826 Monterey Avenue Capitola, CA 95010 831-359-3607 kurtfouts1@outlook.com							Page 5 of 8				5/29/2021

Store More Scott's Valley, 125 Bethany Drive, Scotts Valley

Tree Assessment Chart - Appendix A

Tree #	Species	Trunk Diameter @ 4.5'	Protected Tree	Crown Height & Spread	Health Rating	Structural Rating	Suitability for Preservation (Based Upon Condition)	Tree Protection Zone (radius from trunk)	Construction Impacts (Rating & Description)	Retention or Removal Code	Comments
T28	purple-leaf plum	6"	No	15'X10'	Good	Poor	Fair	8'	Moderate (root loss, excavation)	R.T., I.M	3' from type-c curb. Topped at 10' above grade., with poorly attached regrowth. Missing bark with deadwood along trunk.
T29	Japanese maple	9" (at 6" above grade)	No	10'X10'	Good	Good	Good	8'	Moderate (root loss, excavation)	R.T., I.M	6' from type-c curb.
T30	olive (<i>Olea europaea</i>)	8",8",5",4"	Yes	10'X10'	Good	Fair	Fair	8'	High (within grading limits)	R.I.	
T31	olive	6",6"	No	10'X10'	Good	Fair	Fair	8'	High (within grading limits)	R.I.	
T32	olive	6",6"	No	15'X10'	Good	Fair	Fair	8'	High (within grading limits)	R.I.	
T33	olive	6",5",5",4"	No	15'X10'	Good	Fair	Fair	8'	High (within grading limits)	R.I.	
 826 Monterey Avenue Capitola, CA 95010 831-359-3607 kurtfouts1@outlook.com							Page 6 of 8				5/29/2021

Store More Scott's Valley, 125 Bethany Drive, Scotts Valley

Tree Assessment Chart - Appendix A

Tree #	Species	Trunk Diameter @ 4.5'	Protected Tree	Crown Height & Spread	Health Rating	Structural Rating	Suitability for Preservation (Based Upon Condition)	Tree Protection Zone (in feet)	Construction Impacts (Rating & Description)	Retention or Removal Code	Comments
T34	olive	6",6",5"	No	10'X10'	Good	Fair	Fair	8'	Moderate (root loss, excavation)	R.T., I.M	5' from type-c curb
T35	flowering ornamental pear (<i>Pyrus calleryana</i>)	8" (at 4' above grade)	No	30'X15'	Good	Fair	Fair	8'	High (within grading limits)	R.I.	6' from concrete block retainer.
T36	olive	9",5",4"	Yes	10'X10'	Good	Fair	Fair	8'	High (within grading limits)	R.I.	9' from concrete block retainer.
T37	flowering ornamental pear	9"	No	30'X15'	Good	Fair	Fair	8'	High (within grading limits)	R.I.	7' from concrete block retainer.
T38	olive	9",9",7",7"	Yes	20'X15'	Good	Good	Fair	8'	High (within grading limits)	R.I.	
T39	crape myrtle (<i>Lagerstroemia indica</i>)	10"	No	20'X10'	Good	Good	Good	8'	High (within grading limits)	R.I.	Curb and asphalt damage from surface roots.
 826 Monterey Avenue Capitola, CA 95010 831-359-3607 kurtfouts1@outlook.com							Page 7 of 8				5/29/2021

Store More Scott's Valley, 125 Bethany Drive, Scotts Valley

Tree Assessment Chart - Appendix A

Tree #	Species	Trunk Diameter @ 4.5'	Protected Tree	Crown Height & Spread	Health Rating	Structural Rating	Suitability for Preservation (Based Upon Condition)	Tree Protection Zone (in feet)	Construction Impacts (Rating & Description)	Retention or Removal Code	Comments
T40	Japanese maple	6",4"	No	10'X10'	Poor	Poor	Poor	8'	High (within grading limits)	R.I.	Trunk and limb dieback symptomatic of Verticillium wilt a fungal disease.
T41	Japanese maple	5"	No	10'X10'	Poor	Poor	Poor	8'	High (within grading limits)	R.I.	Trunk and limb dieback symptomatic of Verticillium wilt a fungal disease.
T42	liquidambar	23"	Yes	60'X20'	Good	Fair	Fair	12'	High (within grading limits)	R.I.	
T43	liquidambar	20"	Yes	60'X20'	Good	Fair	Fair	12'	High (within grading limits)	R.I.	
T1-A	Japanese maple	6",5",5",4"	No	20'X15'	Good	Good	Good	8'	Low (root loss, excavation)	R.T.	10' from new trash enclosure pad. On adjacent property. 5' from property line. Canopy overhangs to subject property by 5 feet.
T2-A	purple-leaf plum	8"	No	25'X15'	Good	Good	Good	8'	Moderate (root loss, excavation, canopy loss, clearance pruning)	R.T., I.M	On adjacent property. 1.5' from property line. 3' from new trash enclosure pad. Canopy overhangs to subject property by 5 feet, and will need minor to moderate canopy clearance pruning to accomdate covered trash enclosure.
 826 Monterey Avenue Capitola, CA 95010 831-359-3607 kurtfouts1@outlook.com							Page 8 of 8			5/29/2021	

APPENDIX B – CRITERIA FOR TREE ASSESSMENT CHART

Following is an explanation of the data used in the tree evaluations. The data is incorporated in the *Tree Assessment Chart, Appendix A*.

Trunk Diameter and Number of Trunks:

Trunk diameter as measured at 4.5 feet above grade. The number of trunks refers to a single or multiple trunked tree. Multiple trunks are measured at 4.5 feet above grade.

Health Ratings:

Good: A healthy, vigorous tree, reasonably free of signs and symptoms of disease

Fair: Moderate vigor, moderate twig and small branch dieback, crown may be thinning and leaf color may be poor

Poor: Tree in severe decline, dieback of scaffold branches and/or trunk, most of foliage from epicormics

Structure Ratings:

Good: No significant structural defects. Growth habit and form typical of the species

Fair: Moderate structural defects that might be mitigated with regular care

Poor: Extensive structural defects that cannot be abated.

Suitability for Preservation Ratings:

Rating factors:

Tree Health: Healthy vigorous trees are more tolerant of construction impacts such as root loss, grading and soil compaction, then are less vigorous specimens.

Structural integrity: Preserved trees should be structurally sound and absent of defects or have defects that can be effectively reduced, especially near structures or high use areas.

Tree Age: Over mature trees have a reduced ability to tolerate construction impacts, generate new tissue and adjust to an altered environment. Young to maturing specimens are better able to respond to change.

Species response: There is a wide variation in the tolerance of individual tree species to construction impacts.

Rating Scale:

Good: Trees in good health and structural condition with potential for longevity on the site

Fair: Trees in fair health and/or with structural defects that may be reduced with treatment procedures.

Poor: Trees in poor health and/or with poor structure that cannot be effectively abated with treatment. Trees can be expected to decline or fail regardless of construction impacts or management . The species or individual may possess characteristics that are incompatible or undesirable in landscape settings or unsuited for the intended use of the site.

Construction Impacts:

Rating Scale:

High: Development elements proposed that are located within the Tree Protection Zone that would severely impact the health and /or stability of the tree. The tree impacts cannot be mitigated without design changes. The tree may be located within the building footprint.

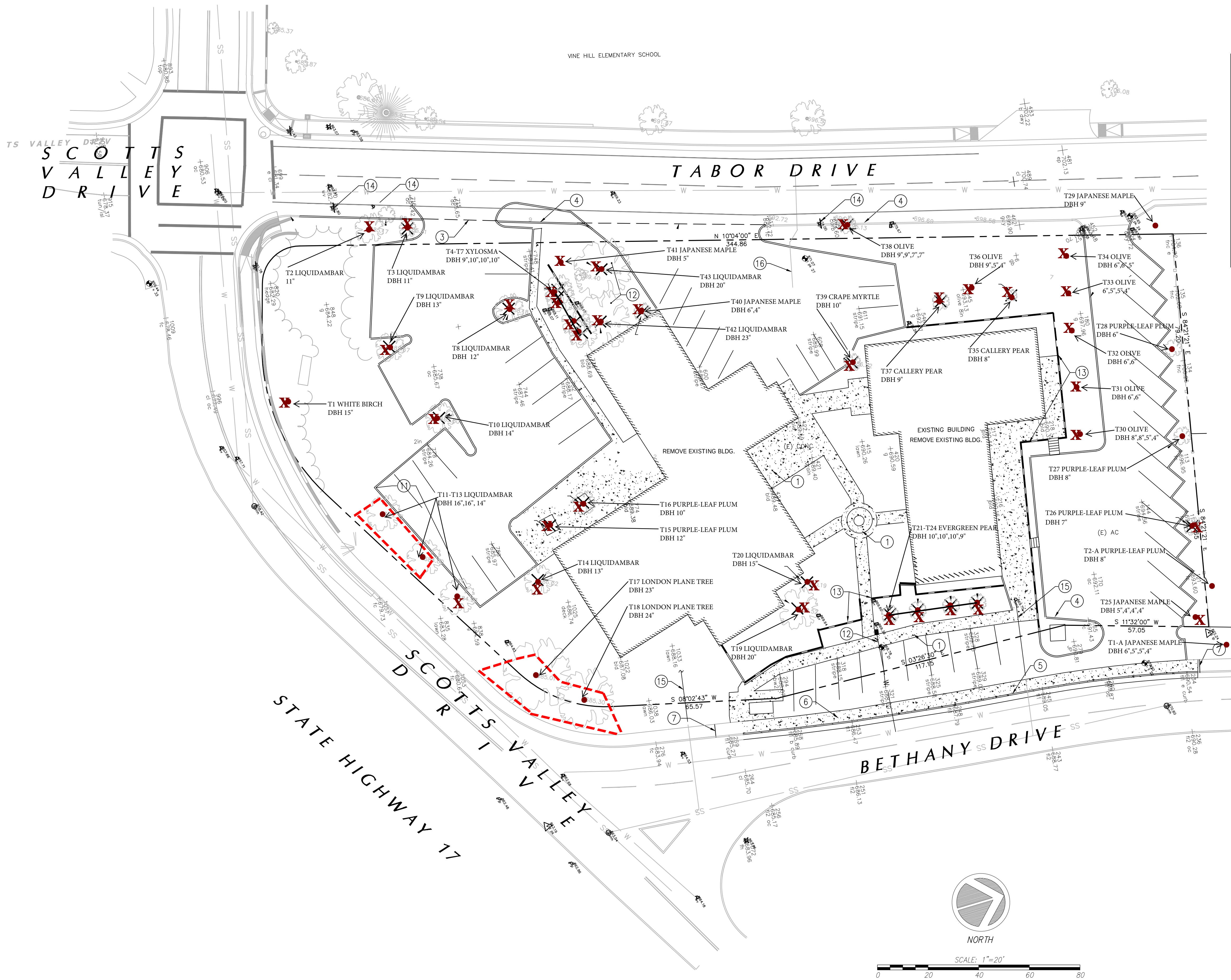
Moderate: Development elements proposed that are located within the Tree Protection Zone that will impact the health and/or stability of the tree and can be mitigated with tree protection treatments.

Low: Development elements proposed that are located within or near the Tree Protection Zone that will have a minor impact on the health of the tree and can be mitigated with tree protection treatments.

None: Development elements will have no impact on the health and stability of the Tree.

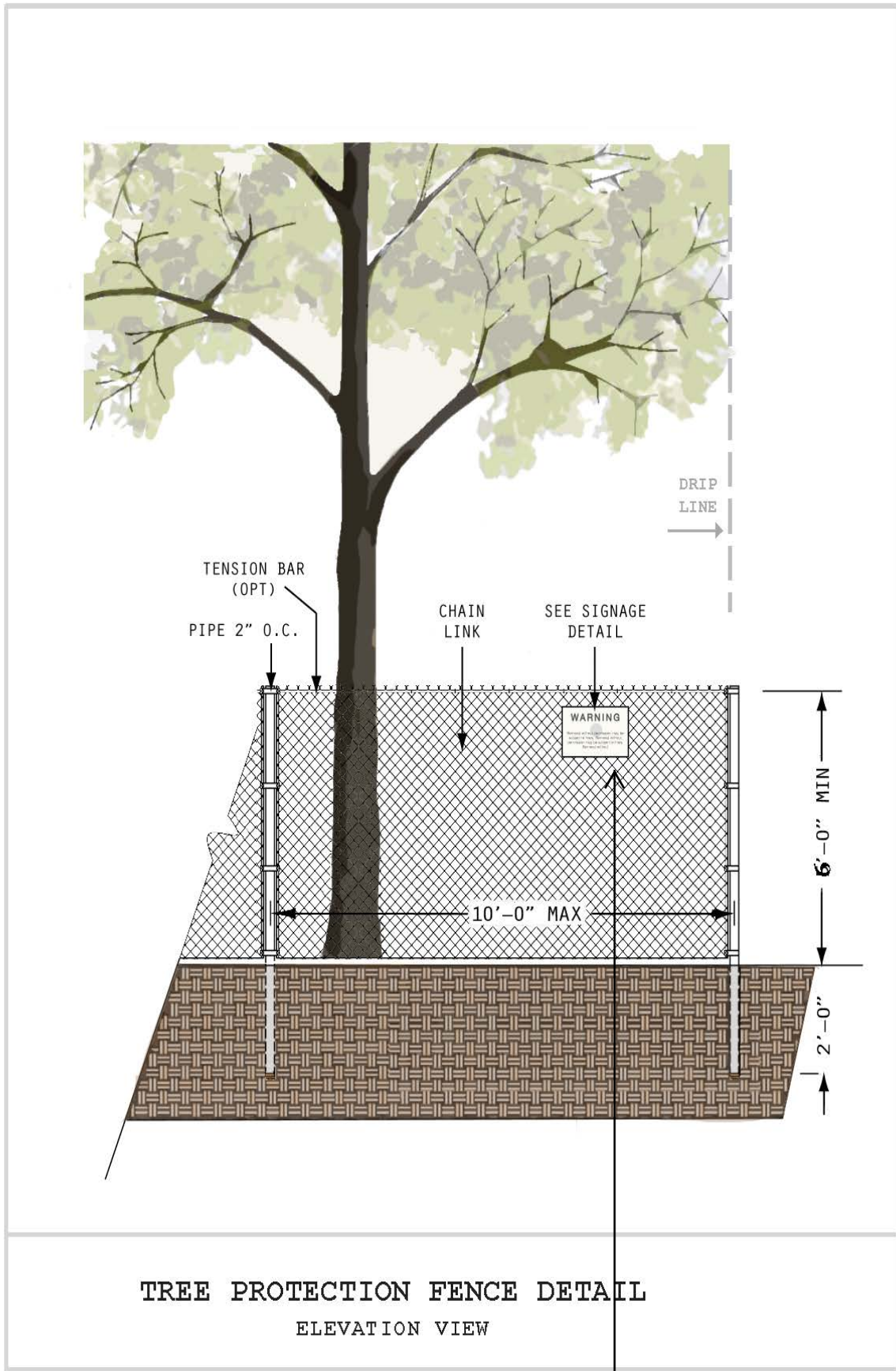
Tree Protection Zone (TPZ):

Defined area within which certain activities are prohibited or restricted to prevent or minimize potential injury to designated trees, particularly during construction or development.



Legend

- Tree Location
- Tree Protection Fencing
- Tree Canopy Extents
- Hand Trenching & Root Pruning
- Remove Tree



Warning
Tree Protection Zone
Keep Out

NOTICE: PROTECTIVE FENCING IS REQUIRED ON THIS JOB SITE. REMOVAL OR DAMAGE OF THIS FENCING MAY RESULT IN A FINE

This sign must be prominently displayed. Fencing may not be moved or removed without permission of the Project Arborist. During demolition and construction, all reasonable steps necessary to prevent damage, or the destruction of protected trees is required. Failure to comply with all precautions may result in a STOP WORK order being issued by the regulating agency.

No Entry without Project Arborist Authorization
Kurt Fouts - Arborist Consultant - 831-359-3607

Base map provided by C2G Civil Consultants, Scotts Valley, CA

K.F.
5/27/2021
APN: 023-102-15

Sheet T1
of 2 sheets

Tree Location & Removal Plan

125 Bethany Drive, Scotts Valley, California

Kurt Fouts
Arborist Consultant

826 Monterey Avenue
Capitola, CA 95010
kurfouts1@outlook.com

SCOTT'S
VALLEY
DRIVE

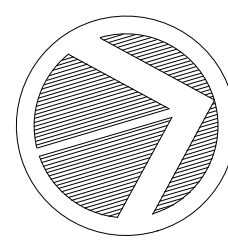
TABOR DRIVE

T17 LONDON PLANE TREE
DBH 23"

T18 LONDON PLANE TREE
DBH 24"

Use Ditch Witch first 24" depth
or hand dig.

Additional tree protection information can be found in Appendix G of Arborist Report dated 5/28/2021.



SCALE: 1"=20'
0 20 40 60 80

Base map provided by C2G Civil Consultants, Scotts Valley, CA

Legend

- Tree Location
- Tree Protection Fencing
- Tree Canopy Extents
- Hand Trenching & Root Pruning
- Remove Tree
- Replacement Tree

Tree Protection Specifications & Recommended Sequence

Demolition Phase:

1. **Tree Removal** - Remove trees marked for removal.
2. **Tree Pruning** - Lay out edge of proposed building closest to trees T17 and T18. Perform clearance pruning if necessary, to achieve a minimum of 5 feet clearance from new building.
3. **Tree Protection Fencing** - Install Tree Protection Fencing, in location indicated on Tree Location & Removal Plan, sheet T1, and copied on Tree Protection Plan, sheet T2, prior to beginning of demolition.
4. **Supplemental Irrigation** - A temporary hose bib shall be installed withing the vicinity of trees T11 & T2 and T17 & T18.
 - A. A battery-operated hose end irrigation timer shall be installed on the hose bib.
 - B. Soaker hoses shall be laid out within the canopy drip line of the four trees to provide supplemental irrigation for the duration of the project.
 - C. If it is necessary to temporarily move the hoses during construction phases adjacent to the trees, the hoses shall be reinstalled once the design element is completed.
5. **Demolition of existing curb and parking lot** - On existing asphalt, mark new curb layout adjacent to trees T11 & T12. Sawcut asphalt at new curb marking. Remove existing asphalt between new curb and trees T11 & T12, using a jack hammer and hand loading pieces.

Construction Phase:

1. **Installation of curb and parking lot** - Excavation for new curb closest to trees T11 & T12, shall be accomplished by hand methods (see tree protection plan Sheet T2, for location). An electric spade may be used for excavation. The depth of the trench for curb form shall equal the depth required for excavation of the new curb. Any roots found less than 2" in diameter, shall be cleanly pruned with loppers, hand saw or Sawzall, 1-2 feet behind the form boards, between the forms and trees T11 & T12. If roots are encountered 2" in diameter or greater, they shall be pruned under supervision of the Project Arborist. Roots shall be pruned by methods indicated on Tree Protection Plan sheet T1, **Pre-Construction Root Pruning**.
2. **Installation of storm drain line, sanitary sewer line & fire service line, adjacent to trees T17 & T18** -
 - A. Stake trenching location for drain line, sewer line or fire service line.
 - B. Hand dig or machine trenching to a depth of 24" shall be performed in area indicated on plan sheet T2. This procedure will pre-cut any roots from adjacent trees T17 & T18.
 - C. Use of any of the following equipment to machine trench is permissible:
 - a. Ditch Witch RT48 Trencher, or equivalent.
 - D. Any torn roots found in trench, shall be cleanly pruned with loppers, hand saw or Sawzall. Roots shall be pruned by methods indicated on Tree Protection Plan sheet, **Pre-Construction Root Pruning**.
 - E. Once roots have been cleanly pruned, final trenching to desired depth and width required for pipe installation may be completed with other machinery (backhoe, excavator), as necessary.
3. **Installation of pervious paver patio** - The patio perimeter shall be laid out so that no patio edge is closer than 5 feet to trunks of trees T17 & T18. Any subgrade material added to achieve desired subgrade for pavers shall be by hand methods, no machinery within patio footprint.
4. The grade shall not be raised at the tree trunk or within 1 - 2 feet of the trunk. No new soil shall be placed against the tree trunks under any circumstances.

PRE-CONSTRUCTION ROOT PRUNING

Excavation shall only occur within the TPZ (Tree Protection Zone), of retained trees, when designated by the Project Arborist. Excavations within (or outside of the TPZ, as designated), the Tree Protection Zone, will be executed by hand, in order to preserve roots two (2") inches in diameter or greater during the excavation process. All root pruning will be conducted under supervision of the Project Arborist. These activities will be documented, and a monitoring report will be provided to the City Arborist. Under direction of the Project Arborist, it may be necessary to temporarily remove the Tree Protection Fencing to allow access for root pruning activities.

Trenches for root pruning will be hand dug according to locations of the Tree Protection Plan sheet:

- Trenches will be dug one foot behind staking on tree side of stakes.
- The depth of the trench will equal the depth required for installation of the adjacent element.
- Cleanly prune any roots encountered 2 inches in diameter or smaller. Use loppers, hand saw or Sawzall. A sharp spade may be used for palm roots. The pruned roots should be covered with burlap layers or carpeting and kept moist until the trench is backfilled.
- If roots are encountered 2" in diameter or greater, the Project Arborist shall be notified, and a determination shall be made to prune the root or retain the root depending on site specific conditions.
- Reinstall the Tree Protection Fencing to its original location.

K.F.
5/27/2021
APN:023-
102-15

Sheet T2
of 2 sheets

Tree Protection Plan 125 Bethany Drive, Scotts Valley, California



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Costello, L.R., Watson, G., Smiley E.T. Root Management – Best Management Practices, Champaign, ILL: International Society of Arboriculture c. 2017

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Harris, R.W., Clark, J.R. and Matheny, N.P. Arboriculture: Integrated management of landscape tree, shrubs, and vines. 4th ed. Upper Saddle River, NJ: Prentice-Hall, Inc. c.2004

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Smiley, E.T., Matheny, N., Lilly, S. Tree Risk Assessment – Best Management Practices, Champaign, ILL: International Society of Arboriculture c. 2011

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Glossary of Terms

Basal rot: decay of the lower trunk, trunk flare, or buttress roots.

Canker: Localized diseased area on stems, roots and branches. Often sunken and discolored.

Critical Root Zone (CRZ): Area of soil around a tree where a minimum number of roots considered critical to the structural stability or health of the tree are located. CRZ determination is sometimes based on the drip line or a multiple of the DBH, but because root growth can be asymmetric due to site conditions, on-site investigation may be required.

Codominant branches/stems: Forked branches (or trunks), nearly the same size in diameter, arising from a common junction and lacking a normal branch union, may have included bark.

Crown: Upper part of a tree, measured from the lowest branch, including all branches and foliage.

Defect: An imperfection, weakness, or lack of something necessary. In trees defects are injuries, growth patterns, decay, or other conditions that reduce the tree's structural strength.

Diameter at breast height (DBH): Measurement of trunk diameter at 4.5 feet above grade.

Frass: Fecal material and/or wood shavings produced by insects.

Included Bark Attachments (crotches): Branch/limb or limb /trunk, or codominant trunks originating at acute angles from each other. Bark remains between such crotches, preventing the development of axillary wood. The inherent weakness of such attachments increases with time, through the pressure of opposing growth and increasing weight of wood and foliage, often resulting in failure.

Live Crown Ratio (LCR): Ratio of the the crown length (live foliage), to total tree height.

Scaffold branches: Permanent or structural branches that form the scaffold architecture or structure of a tree.

Suppressed: Trees that have been overtopped and occupy an understory position within a group or grove of trees. Suppressed trees often have poor structure.

Tree Protection Zones (TPZ): Defined area within which certain activities are prohibited or restricted to prevent or minimize potential injury to designated trees, especially during construction or development.

Trunk flare: Transition zone from trunk to roots where the trunk expands into the buttress or structural roots.

This Glossary of Terms was adapted from the *Glossary of Arboricultural Terms* (ISA, 2015)

Appendix G- TREE PROTECTION GUIDELINES AND RESTRICTIONS

Protecting Trees During Construction:

- 1) Before the start of site work, equipment or materials move in, clearing, excavation, construction, or other work on the site, every tree to be retained shall be securely fenced- off as delineated in approved plans. Such fences shall remain continuously in place for the duration of the work undertaken in connection with the development.
- 2) If the proposed development, including any site work, will encroach upon the tree protection zone, special measures shall be utilized, as approved by the project arborist, to allow the roots to obtain necessary oxygen, water, and nutrients.
- 3) Underground trenching shall avoid the major support and absorbing tree roots of protected trees. If avoidance is impractical, hand excavation undertaken under the supervision of the project arborist may be required. Trenches shall be consolidated to service as many units as possible. Boring/tunneling under roots should be considered as an alternative to trenching.
- 4) Concrete or asphalt paving shall not be placed over the root zones of protected trees, unless otherwise permitted by the project arborist.
- 5) Artificial irrigation shall not occur within the root zone of native oaks, unless deemed appropriate on a temporary basis by the project arborist to improve tree vigor or mitigate root loss.
- 6) Compaction of the soil within the tree protection zone shall be avoided.
- 7) Any excavation, cutting, or filling of the existing ground surface within the tree protection zone shall be minimized and subject to such conditions as the project arborist may impose. Retaining walls shall likewise be designed, sited, and constructed to minimize their impact on protected trees.
- 8) Burning or use of equipment with an open flame near or within the tree protection zone shall be avoided. All brush, earth, and other debris shall be removed in a manner that prevents injury to the tree.
- 9) Oil, gas, chemicals, paints, cement, stucco or other substances that may be harmful to trees shall not be stored or dumped within the tree protection zone of any protected tree, or at any other location on the site from which such substances might enter the tree protection zone of a protected tree.
- 10) Construction materials shall not be stored within the tree protection zone of a protected tree.

Project Arborist Duties and Inspection Schedule:

The project arborist is the person(s) responsible for carrying out technical tree inspections, assessment of tree health, structure and risk, arborist report preparation, consultation with designers and municipal planners, specifying tree protection measures, monitoring, progress reports and final inspection.

A qualified project arborist (or firm) should be designated and assigned to facilitate and insure tree preservation practices. He/she/they should perform the following inspections:

Inspection of site: Prior to equipment and materials move in, site work, demolition, landscape construction and tree removal: The project arborist will meet with the general contractor, architect / engineer, and owner or their representative to review tree preservation measures, designate tree removals, delineate the location of tree protection fencing, specify equipment access routes and materials storage areas, review the existing condition of trees and provide any necessary recommendations.

Inspection of site: During excavation or any activities that could affect trees: Inspect site during any activity within the Tree Protection Zones of preserved trees and any recommendations implemented. Assess any changes in the health of trees since last inspection.

Final Inspection of Site: Inspection of site following completion of construction. Inspect for tree health and make any necessary recommendations.

Kurt Fouts shall be the Project Arborist for this project. All scheduled inspections shall include a brief Tree Monitoring report, documenting activities and provided to the City Arborist.

Tree Protection Fencing

Tree Protection fencing shall be installed prior to the arrival of construction equipment or materials. Fence shall be comprised of six -foot chain link fence mounted on eight - foot tall, 1 and 7/8-inch diameter galvanized posts, driven 24 inches into the ground and spaced on a minimum of 10-foot centers. Once established, the fence must remain undisturbed and be maintained throughout the construction process until final inspection.

A final inspection by the City Arborist at the end of the project will be required prior to removing any tree protection fencing.

Tree Protection Signs

All sections of fencing should be clearly marked with signs stating that all areas within the fencing are Tree Protection Zones and that disturbance is prohibited.

Monitoring

Any trenching, construction or demolition that is expected to damage or encounter tree roots should be monitored by the project arborist or a qualified ISA Certified Arborist and should be documented.

The site should be evaluated by the project arborist or a qualified ISA Certified Arborist after construction is complete, and any necessary remedial work that needs to be performed should be noted.

Root Pruning

Root pruning shall be supervised by the project arborist. When roots over two inches in diameter are encountered they should be pruned by hand with loppers, handsaw, reciprocating saw, or chain saw rather than left crushed or torn. Roots should be cut beyond sinker roots or outside root branch junctions and be supervised by the project arborist. When completed, exposed roots should be kept moist with burlap or backfilled within one hour.

Tree Work Standards and Qualifications

All tree work, removal, pruning, planting, shall be performed using industry standards of workmanship as established in the Best Management Practices of the International Society of Arboriculture (ISA) and the American National Standards Institute series, *Safety Requirements in Arboriculture Operations* ANSI Z133-2017,

Contractor licensing and insurance coverage shall be verified.

During tree removal and clearance, sections of the Tree Protection Fencing may need to be temporarily dismantled to complete removal and pruning specifications. After each section is completed, the fencing is to be re-installed.

Trees to be removed shall be cut into smaller manageable pieces consistent with safe arboricultural practices, and carefully removed so as not to damage any surrounding trees or structures. The trees shall be cut down as close to grade as possible. Tree removal is to be performed by a qualified contractor with valid City Business/ State Licenses and General Liability and Workman's Compensation insurance.

Development Site Tree Health Care Measures

RECOMMENDED TO PROVIDE OPTIMUM GROWING CONDITIONS, PHYSIOLOGICAL INVIGORATION AND STAMINA, FOR PROTECTION AND RECOVERY FROM CONSTRUCTION IMPACT.

Establish and maintain TPZ fencing, trunk and scaffold limb barriers for protection from mechanical damage, and other tree protection requirements as specified in the arborist report.

Project arborist to specify site-specific soil surface coverings (wood chip mulch or other) for prevention of soil compaction and loss of root aeration capacity.

Soil, water and drainage management is to follow the ISA BMP for "Managing Trees During Construction" and the ANSI Standard A300(Part 2)- 2011 Soil Management (a. Modification, b. 'Fertilization, c. Drainage.)

Fertilizer / soil amendment product(s) amounts and method of application to be specified by certified arborist.

City of Scotts Valley - Protected Tree List*

- A. Any size tree located within five (5) feet of a public right-of-way or street.
- B. Any single-trunk **oak tree** greater than or equal to eight (8) inch diameter (25 inch circumference).**
- C. Any multi-trunk **oak tree** with any trunk greater than or equal to four (4) inches diameter (12 inch circumference).**
- D. Any tree greater than or equal to eight (8) inch diameter (25 inch circumference)** if located within 20 feet of a moderate slope (greater than 20% slope).
- E. Any single-trunk tree greater than or equal to 13-inch diameter (40 inch circumference).**
- F. Any multi-trunk tree with any trunk greater than or equal to eight (8) inch diameter (25 inch circumference).**
- G. Any tree, regardless of size, required as part of a permit approved by the Planning Department, Planning Commission or City Council, or required as a replacement tree for a removed tree.
- H. Any **Heritage Tree**, as specified in Municipal Code Section 17.44.080 and Exhibit A. A list and map of Heritage Trees are available at the Planning Department. Fees for removal of Heritage Trees are higher than other protected tree removals and applications must be approved at a public hearing before the Planning Commission.

* **Note:** No tree removal permit is required to remove:

- C Monterey Pine trees that are infected with pitch canker; ***proof of infection is required***;
- C Blue Gum Eucalyptus or Acacia trees;
- C Bay Laurel trees ***if*** they are growing under the drip-line of an established oak tree; or,
- C Fruit trees.

** Tree measurement shall be taken 4½ feet (54 inches) above the ground.

ASSUMPTIONS AND LIMITING CONDITIONS

1. Any legal description provided by the appraiser/consultant is assumed to be correct. No responsibility is assumed for matters legal in character nor is any opinion rendered as the quality of any title.
2. The appraiser/consultant can neither guarantee nor be responsible for accuracy of information provided by others.
3. The appraiser/consultant shall not be required to give testimony or to attend court by reason of this appraisal unless subsequent written arrangements are made, including payment of an additional fee for services.
4. Loss or removal of any part of this report invalidates the entire appraisal/evaluation.
5. Possession of this report or a copy thereof does not imply right of publication or use for any purpose by any other than the person(s) to whom it is addressed without written consent of this appraiser/consultant.
6. This report and the values expressed herein represent the opinion of the appraiser/consultant, and the appraiser/consultant's fee is in no way contingent upon the reporting of a specified value nor upon any finding to be reported.
7. Sketches. Diagrams. Graphs. Photos. Etc., in this report, being intended as visual aids, are not necessarily to scale and should not be construed as engineering reports or surveys.
8. This report has been made in conformity with acceptable appraisal/evaluation/diagnostic reporting techniques and procedures, as recommended by the International Society of Arboriculture.
9. When applying any pesticide, fungicide, or herbicide, always follow label instructions.
10. No tree described in this report was climbed, unless otherwise stated. We cannot take responsibility for any defects which could only have been discovered by climbing. A full root collar inspection, consisting of excavating around the tree to uncover the root collar and major buttress roots, was not performed, unless otherwise stated. We cannot take responsibility for any root defects which could only have been discovered by such an inspection.

CONSULTING ARBORIST DISCLOSURE STATEMENT

Arborists are tree specialists who use their education, knowledge, training, and experience to examine trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce risk of living near trees. Clients may choose to accept or disregard the recommendations of the arborist, or to seek additional advice.

Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that fail in ways we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like medicine, cannot be guaranteed.

Trees can be managed, but they cannot be controlled. To live near trees is to accept some degree of risk. The only way to eliminate all risk associated with trees is to eliminate all trees.



CULTURAL RESOURCE EVALUATION OF
THE HERITAGE REAL ESTATE VENTURES, LLC
PROJECT AT 125 BETHANY DRIVE
IN THE CITY OF SCOTTS VALLEY

FOR

HERITAGE REAL ESTATE VENTURES, LLC
125 BETHANY DRIVE
SCOTTS VALLEY, CA 95066
NWIC# 20-2280

BY

Archaeological Resource Management
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June 15, 2021

ADMONITION

Certain information contained in this report is not intended for general public distribution. Portions of this report locate significant archaeological sites in the region of the project area, and indiscriminate distribution of these data could result in the desecration and destruction of invaluable cultural resources. In order to ensure the security of the critical data in this report, certain maps and passages may be deleted in copies not delivered directly into the hands of environmental personnel and qualified archaeologists.

THE PRINCIPAL INVESTIGATOR

ABSTRACT

This cultural resource evaluation was conducted for the proposed Heritage Real Estate Ventures, LLC project at 125 Bethany Drive in the City of Scotts Valley. Research included an archival search in the State records and a surface survey of the proposed project area. The archival research revealed that one informally recorded archaeological resource, P-2, is located within or adjacent to the proposed project area. This consisted of three chert flakes noted as part of a broad archaeological survey which included the proposed project area within its scope, S-3913. Three additional previously recorded resources are located within a one-quarter mile radius of the proposed project area: CA-SCR-238, CA-SCR-239, and P-44-402. No significant cultural materials, prehistoric or historic, were noted during surface reconnaissance; however, surface visibility was somewhat limited due to existing structures, hardtop surfaces, and landscaping materials. In addition, the proposed project area is located in close proximity to Carbonera Creek, a watercourse along which prehistoric sites have been encountered in the past. Thus it is recommended that archaeological monitoring be carried out during earth moving activities for the proposed project.

REQUEST FOR CULTURAL RESOURCE EVALUATION

This cultural resource evaluation was carried out to determine the presence or absence of any significant cultural resources. Cultural resource services were requested in May of 2021 in order to provide an evaluation that would investigate the possible presence of cultural materials within the proposed project area. This study meets the requirements of CEQA (California Environmental Quality Act).

QUALIFICATIONS OF ARCHAEOLOGICAL RESOURCE MANAGEMENT

Archaeological Resource Management has been specifically engaged in cultural resource management projects in central California since 1977. The firm is owned and supervised by Dr. Robert Cartier, the Principal Investigator. Dr. Cartier is certified by the Register of Professional Archaeologists (RPA) for conducting cultural resource investigations as well as other specialized work in archaeology and history. He also fulfills the standards set forth by the Secretary of the Interior for inclusion as a historian and architectural historian and is certified as such on the State of California referral lists.

LOCATION AND DESCRIPTION OF THE SUBJECT AREA

The subject area consists of the property at 125 Bethany Drive in the City of Scotts Valley. On the USGS 7.5 minute quadrangle of Laurel, California, the Universal Transverse Mercator Grid (UTMG) center point of the proposed project area is 10S 5 89 131mE/41 02 848mN. The elevation is approximately 600 feet MSL. The nearest source of fresh water is Carbonera Creek which runs approximately 100 feet east of the proposed project area.

The proposed project consists of the demolition of the existing structures and the construction of an office project. This project will involve the necessary excavation, grading, trenching, and other earth moving activities.

METHODOLOGY

This investigation consisted of an archival search, a surface reconnaissance, and a written report of the findings with appropriate recommendations. The archival research is conducted by transferring the study location to a state archaeological office which maintains all records of archaeological investigations. This is done in order to learn if any archaeological sites or surveys have been recorded within a half mile of the subject area. Each archival search with the state is given a file number for verification. The purpose of the surface reconnaissance is to determine whether there are traces of prehistoric or historic materials within the study area. The survey is conducted by an archaeologist, who examines exposed soils for early ceramics, Native American cooking debris, and artifacts made of stone, bone, and shell. Older structures, distinctive architecture, and subsurface historic trash deposits of potentially significant antiquity are also taken into consideration. A report is written containing the archival information, record search number, survey findings, and appropriate recommendations. A copy of this evaluation is sent to the state archaeological office in compliance with state procedure.

A cultural resource is considered "significant" if it qualifies as eligible for listing in the California Register of Historic Resources (CRHR). Properties that are eligible for listing in the CRHR must meet one or more of the following criteria:

1. Association with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;
2. Association with the lives of persons important to local, California, or national history;
3. Embodying the distinctive characteristics of a type, period, region, or method of construction, or representing the work of a master, or possessing high artistic values; or
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Most Native American prehistoric sites are eligible due to their age, scientific potential, and/or burial remains.

The CRHR interprets the integrity of a cultural resource as its physical authenticity. An historic cultural resource must retain its historic character or appearance and thus be recognizable as an historic resource. Integrity is evaluated by examining the subject's location, design, setting, materials, workmanship, feeling, and association. If the subject has retained these qualities, it may be said to have integrity. It is possible that a cultural resource may not retain sufficient integrity to be listed in the National Register of Historic Places yet still be eligible for listing in the CRHR. If a cultural resource retains the potential to convey significant historical/scientific data, it may be said to retain sufficient integrity for potential listing in the CRHR.

ARCHIVAL BACKGROUND

Prior to surface reconnaissance of the project area, a study of the maps and records at the Northwest Information Center of the California Archaeological Site Inventory was conducted and given the file number NWIC #20-2280. This research into the records at the Information Center, along with in-house material at Archaeological Resource Management, was done to determine if any known archaeological resources were reported in or around the subject area. The archival research revealed that one informally

recorded archaeological resource, P-2, is located within or adjacent to the proposed project area. This consisted of three chert flakes noted as part of a broad archaeological survey which included the proposed project area within its scope, S-3913. Three additional previously recorded resources are located within a one-quarter mile radius of the proposed project area: CA-SCR-238, CA-SCR-239, and P-44-402. These resources are briefly described below:

CA-SCR-238

Originally recorded in 1981 by R. Cartier and C. Detlefs, this prehistoric site is described as a lithic scatter. This site is located approximately 1200 feet southwest of the proposed project area.

CA-SCR-239

This site was first recorded by Archaeological Resource Management in 1981. It was first identified during a survey for the Scotts Valley Redevelopment Area (Cartier, 1981). The site was described as a possible midden site located just south of the Scott/Errington House at Santa's Village. The soil visibility was limited during the 1981 survey due to dense vegetation; however a dark, rich midden soil and a chipped lithic were noted. It was concluded at the time that the area was sensitive as a potential prehistoric site (Cartier, 1981).

A second survey of SCR-239 was conducted by Holman & Associates in 1988 for Harding Lawson & Associates (Clark, 1988). Holman & Associates report included recommendations for the testing of site SCR-239 in order to evaluate the significance of this archaeological resource.

In November of 1990, Archaeological Resource Management conducted a survey of 32 acres of the Santa's Village property for Borland International (now Inprise Corporation). These 32 acres of land are located directly adjacent to the east of the Polo Ranch Project. Several historic resources and SCR-239 were located during the survey. A radiocarbon sample from SCR-239 was recovered. It placed the site at approximately 5,000 years in age, a point in time locally referred to as the Sand Hill Bluff phase. In order to better understand the chronology of SCR-239 and other sites of the same time, it was recommended that a testing program be developed to determine the temporal range of SCR-239.

A relatively small archaeological excavation at SCR-239 conducted in 1992 served to produce significant data that provided an understanding of the basic characteristics of the deposit and also shed light on more regional archaeological questions (Cartier 1992). A portion of the deposit was buried beneath more than 200 cm of natural alluvial overburden. Five hand-excavated units were used to test the deposit. The data from the excavations in 1991 and 1992 included radiocarbon samples, large amounts of cooking debris (fire-cracked rock), and lithic artifacts.

The chronological analyses of radiocarbon and obsidian samples carried out at this time were designed to determine the age of the deposit. Two radiocarbon samples of charcoal established the deposit to be between 4500 +/- 80 and 4900 +/- 120 B.P. Obsidian studies included the sourcing and hydration measurements of eight obsidian specimens. Almost all of the obsidian was traded from Napa (a geological source in Napa County), and a cluster (mean curve) in the hydration rims averaged 3.9 microns (Cartier 1992). Artifacts from the 1991 and 1992 excavations included both Monterey-banded and Franciscan chert scrapers, burins, cores, and bifaces. Of the bifaces, one was a well formed serrated

point. This point type is not common in sites of this antiquity, and it was concluded that this point may constitute a new point type for this period in the prehistoric past (Cartier 1992). In addition, the point was not made of native lithic material, which indicates that it was traded in from outside of Scotts Valley. This site is located approximately 800 feet south of the proposed project area.

P-44-402

This historic resource, originally recorded by L. Leach-Palm and S. Mikesell in 1999 is the historic designation of the portion of Highway 17 that runs through Santa Cruz County. This resource is located immediately south of the proposed project area.

One previous study has been carried out which included the current proposed project area within its scope: S-3913. This study is briefly described below:

S-3913

This study was carried out by W. Roop in 1977 and entitled "Cultural Resource Inventory of the Scotts Valley Wastewater Project Service Area." The entirety of the proposed project area was included within the scope of this report.

Three additional studies have been carried out which included adjacent parcels within their scope: S-4127, S-8313, and S-10369.

SURFACE RECONNAISSANCE

A "general surface reconnaissance" was conducted by a qualified archaeologist on all visible open land surfaces in the project area. A "controlled intuitive reconnaissance" was performed in places where burrowing animals, exposed banks and inclines, and other activities had revealed subsurface stratigraphy and soil contents. The boundaries of the subject area were well established in the field by project maps and existing streets. Accessibility to the property was good; all areas were available for a walking survey. Soil visibility was fair to poor; the majority of the surface area was obscured by the existing structures, hardtop surfaces, and landscaping materials including bark and gravel. Where native soils were exposed, a medium brown silty loam was observed. Rock types noted included imported gravel as well as native metamorphic gravel. No traces of significant cultural material, prehistoric or historic, were noted during surface reconnaissance.

CONCLUSION AND RECOMMENDATIONS

The archival research revealed that one informally recorded archaeological resource, P-2, is located within or adjacent to the proposed project area. This consisted of three chert flakes noted as part of a broad archaeological survey which included the proposed project area within its scope, S-3913. Three additional previously recorded resources are located within a one-quarter mile radius of the proposed project area: CA-SCR-238, CA-SCR-239, and P-44-402. No significant cultural materials, prehistoric or historic, were noted during surface reconnaissance; however, surface visibility was somewhat limited due to existing structures, hardtop surfaces, and landscaping materials. In addition, the proposed project area is located in close proximity to Carbonera Creek, a watercourse along which prehistoric sites have been encountered in the past. Thus it is recommended that archaeological monitoring be carried out during earth moving activities for the proposed project.

LITERATURE CITED AND CONSULTED

California Historical Resources Information System

- 2021 Archival search number NWIC #20-2280 on file at the Northwest Information Center, Department of Anthropology, Sonoma State University, Rohnert Park.

Cartier, R.

- 1990 Cultural Resource Evaluation of the Borland Property on Santa's Village Road in the City of Scotts Valley, County of Santa Cruz Report prepared for Borland International by Archaeological Resource Management, San Jose, CA.
- 1991 Phase II Testing Report of the Borland Property on Santa's Village Road in the City of Scotts Valley, County of Santa Cruz. Report prepared for Borland International by Archaeological Resource Management, San Jose, CA.

Cartier, R., and C. Detlefs

- 1981 Site record for CA-SCR-238. Report on file at Archaeological Resource Management.

Clark, M. R.

- 1988 An Archaeological Reconnaissance of the Santa's Village Project Area, Scotts Valley, Santa Cruz County, CA. Report prepared for Harding Lawson Associates by Holman and Associates.

Fazio and Gibbs

- 1981 Archaeological site record for CA-SCR-239. On file at the Northwest Information Center, Sonoma State University, Rohnert Park, CA.

Jackson, T.

- 1991a Report of X-Ray Fluorescence Analysis and Hydration Measurement of Artifact Obsidian from CA-SCL-200 and CA-SCR-239. Report prepared by Biosystems Analysis Inc., Santa Cruz, CA for Archaeological Resource Management.
- 1991b Report of Obsidian Sourcing for CA-SCR-239. Report prepared by Biosystems Analysis Inc., Santa Cruz, CA for Archaeological Resource Management.

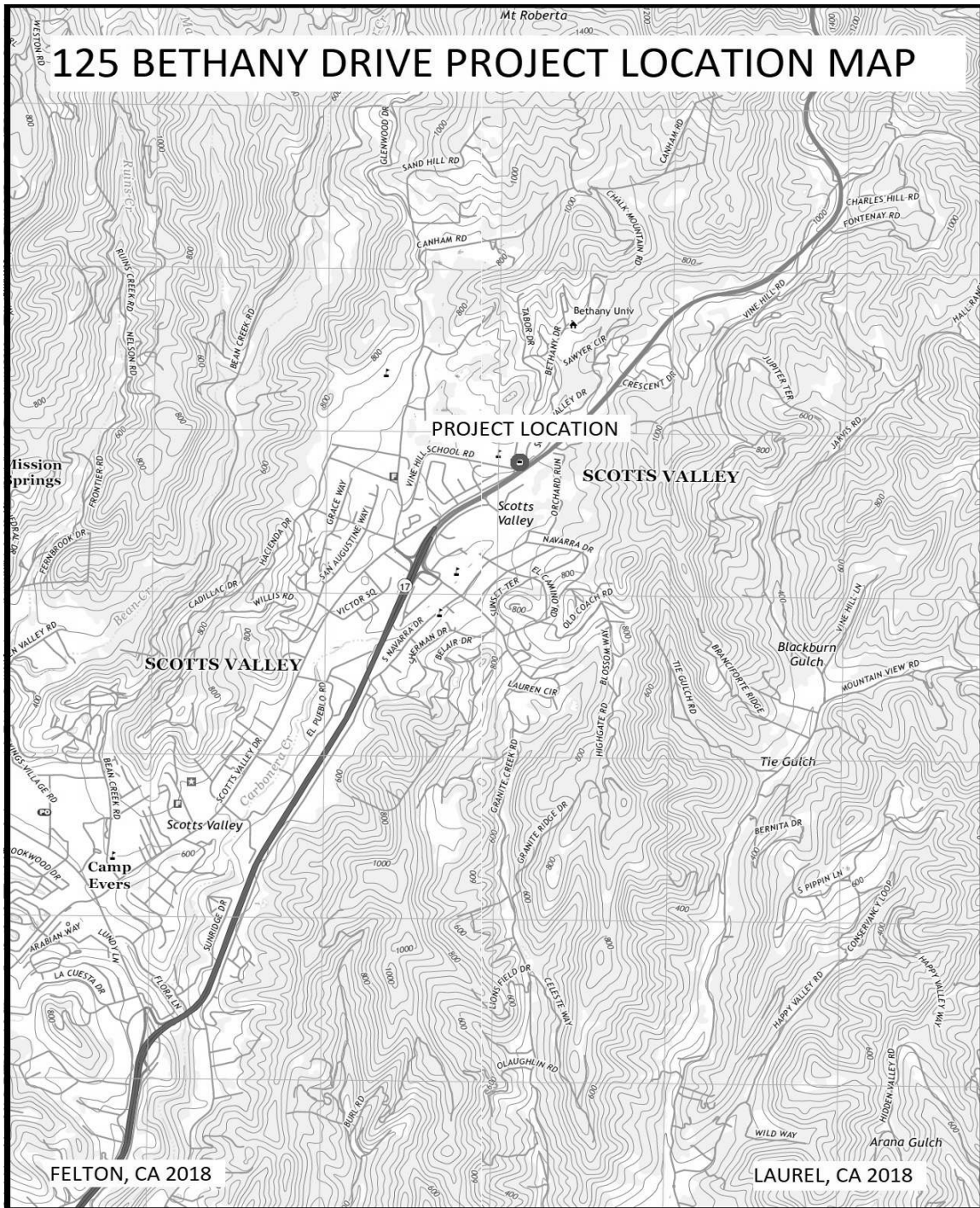
Laffey, G. and M. Pokriots

- 1991 Historical Background of the Santa's Village Property in the City of Scotts Valley. Report prepared for Borland International by Archaeological Resource Management, San Jose, CA.

Leach-Palm, L. and S. Mikesell

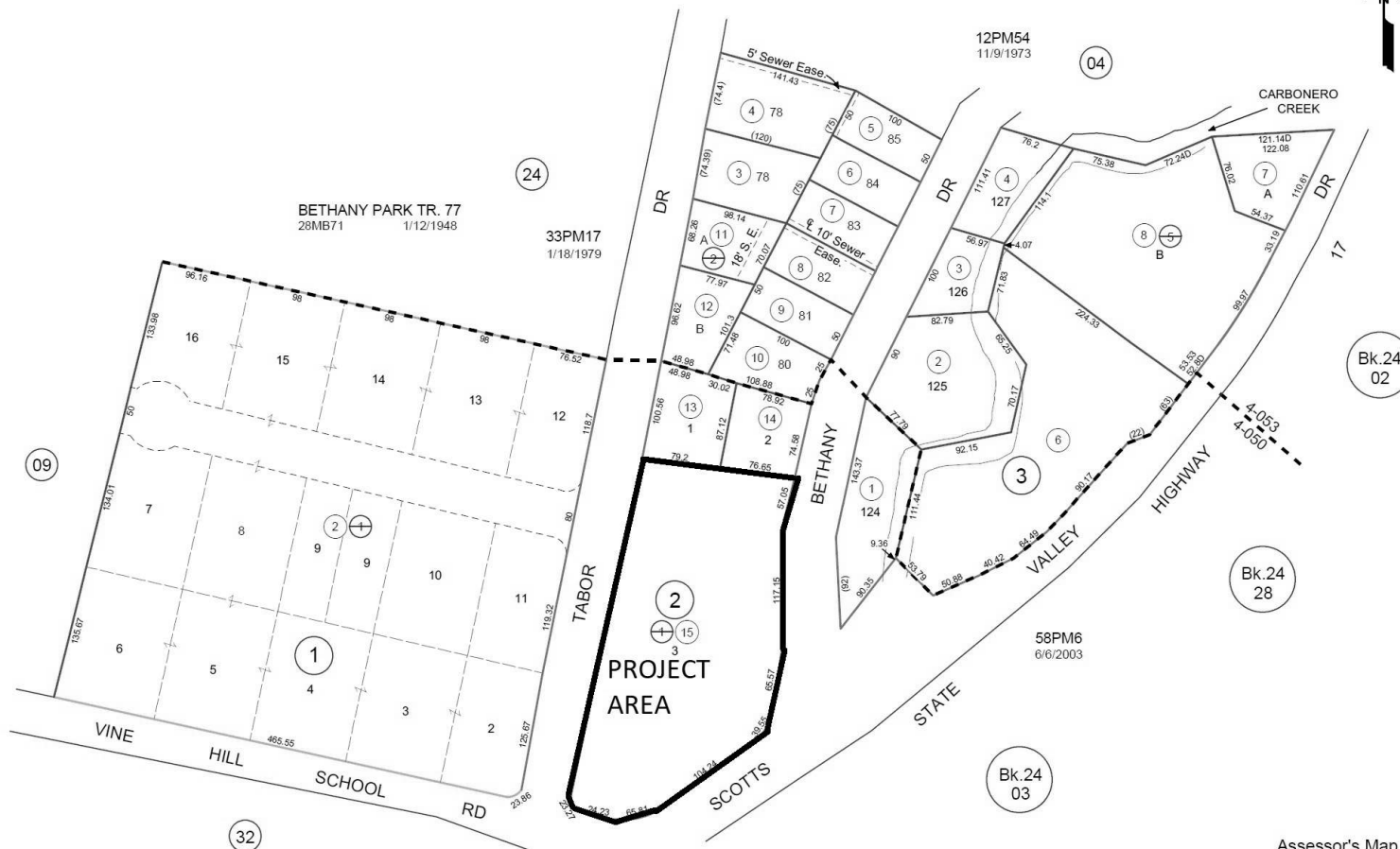
- 1999 Site record for P-44-402. On file at the Northwest Information Center, Sonoma State University, Rohnert Park, CA.

Roop, W.
1977 Cultural Resource Inventory of the Scotts Valley Wastewater Project
Service Area. Report on file at the Northwest Information Center,
Department of Anthropology, Sonoma State University, Rohnert Park.



125 BETHANY DRIVE PROJECT AREA MAP

23-10

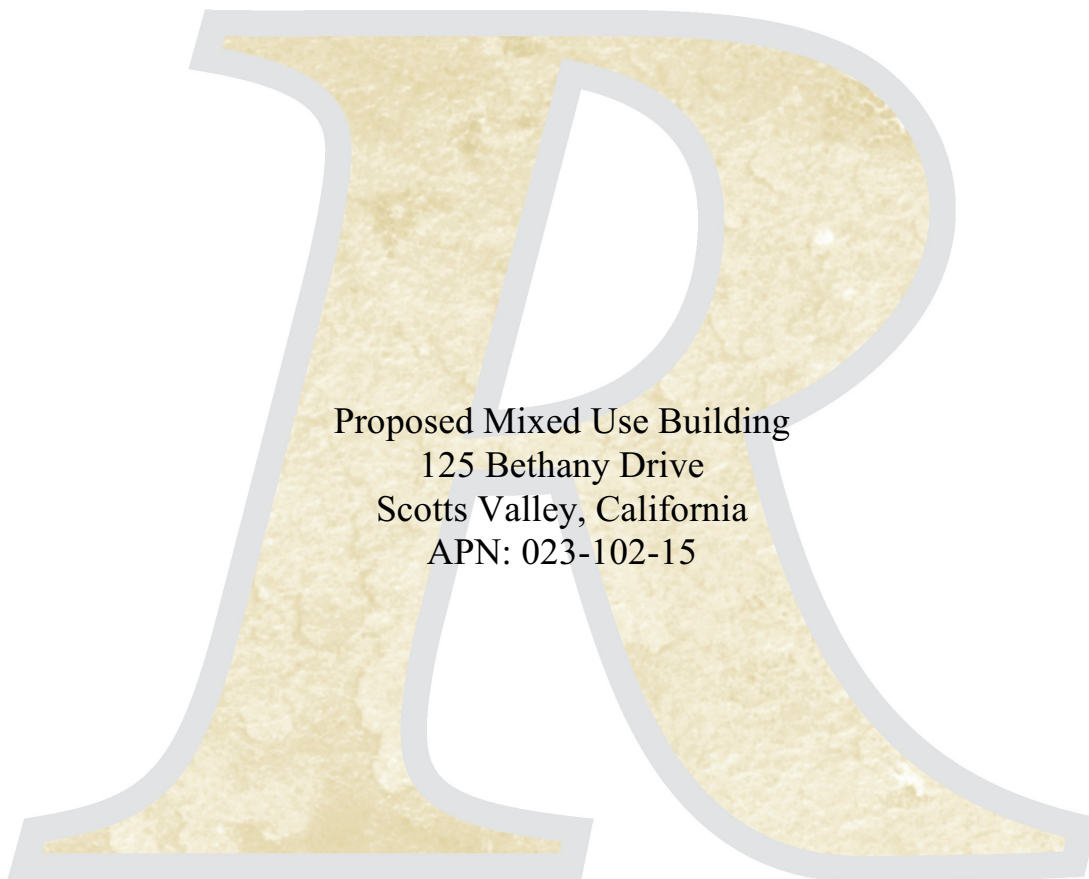


Note - Assessor's Parcel & Block
Numbers Shown in Circles.

Assessor's Map No. 23-10
City of Scotts Valley
County of Santa Cruz

Electronically drawn 6/13/05 -jk
Rev. 3/19/01 TCA CONSOLIDATION rw
Rev. 3/19/01 TCA CONSOLIDATION rw
Rev. 12/02/03 mm (TCA)
Rev. 6/27/05 CE (58PM6, 2-15 to 15)
Rev. 3/10/15 CB (13-0046108, Sp to st 1-02)

PRELIMINARY GEOTECHNICAL INVESTIGATION



For:
Heritage Real Estate Ventures LLC
455 Brooktree Ranch Road
Aptos, California 95003

Project No. 20044
February 9, 2021

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Heritage Real Estate Ventures LLC
455 Brooktree Ranch Road
Aptos, California 95003

ATTN: Rob Marani

SUBJECT: **PRELIMINARY GEOTECHNICAL INVESTIGATION**
Proposed Mixed Use Building
125 Bethany Drive, Scotts Valley, California
APN: 023-102-15

Dear Mr. Marani:

In accordance with your authorization, we have completed a preliminary geotechnical investigation for the proposed mixed use building at 125 Bethany Drive in Scotts Valley, California. This report summarizes the findings, conclusions, and recommendations from our field exploration, laboratory testing, and engineering analysis. The conclusions and recommendations included herein are based upon applicable standards at the time this report was prepared.

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

Sincerely,

ROCK SOLID ENGINEERING, INC.



A handwritten signature in blue ink, likely belonging to John D. Buringa, E.I.T.

Signed: February 9, 2021

Yvette M. Wilson, P.E.
Principal Engineer
R.C.E. 60245

John D. Buringa, E.I.T.
Staff Engineer

Distribution: (4) Addressee and via email
(1) Hugh Zike, Architect, via email
(1) Todd Creamer, C2G, via email

TABLE OF CONTENTS

1.	<u>INTRODUCTION</u>	1
1.1	Purpose	1
1.2	Proposed Development	1
1.3	Scope of Services	1
1.4	Authorization	2
1.5	Exclusions	2
2.	<u>FIELD EXPLORATION AND LABORATORY TESTING PROGRAM</u>	2
3.	<u>INFILTRATION TESTING PROGRAM</u>	2
4.	<u>SITE DESCRIPTION</u>	2
5.	<u>GEOTECHNICAL HAZARDS</u>	3
6.	<u>CONCLUSIONS AND RECOMMENDATIONS</u>	4
6.1	<u>General</u>	4
6.2	<u>Grading</u>	6
6.2.1	General	6
6.2.2	Site Clearing	6
6.2.3	Excavating Conditions	7
6.2.4	Fill Material	7
6.2.5	Fill Placement and Compaction	8
6.2.6	Preparation of On-Site Soils	9
6.2.7	Cut and Fill Slopes	10
6.2.8	Groundwater Table	11
6.2.9	Expansive Soils	11
6.2.10	Sulfate Content	11
6.2.11	Surface Drainage	11
6.2.12	Utility Trenches	12
6.3	<u>Foundations</u>	13
6.3.1	General	13
6.3.2	Conventional Shallow Foundations	14
6.4	<u>Settlements</u>	15
6.5	<u>Retaining Structures</u>	15
6.5.1	General	15
6.5.2	Lateral Earth Pressures	15
6.5.3	Backfill	16
6.5.4	Backfill Drainage	17
6.6	<u>Slabs-on-Grade</u>	18
6.7	<u>Preliminary Pavement Design</u>	18
7.	<u>LIMITATIONS</u>	20
	REFERENCES	21

APPENDIX A: FIELD EXPLORATION AND LABORATORY TESTING PROGRAM

APPENDIX B: INFILTRATION TESTING PROGRAM

1. INTRODUCTION

1.1 Purpose

The purpose of our investigation is to provide preliminary geotechnical design parameters and recommendations for development of the site. Conclusions and recommendations related to site grading, foundations, slabs-on-grade, infiltration rates, retaining structures and preliminary pavement design are presented herein.

1.2 Proposed Development

- a. Based on our conversations with you, it is our understanding that the project consists of the construction of a three story, mixed use building, parking areas, retaining walls, and bio-retention facilities.
- b. Anticipated construction consists of standard light gauge steel framing with slab-on-grade floors. Exact wall, column, and foundation loads are unavailable, but are expected to be typical of such construction.
- c. Final grading and foundation plans were unavailable at the time of this report. It is our understanding that the information obtained during our investigation will be used in the development of a finalized plan set.

1.3 Scope of Services

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

- a. Review of the referenced geotechnical, geologic, and seismological reports and maps pertinent to the development of the site (available in our files).
- b. Field exploration consisting of 8 borings, drilled to depths between 5.5 feet and 20.5 feet below existing grade in the area of the proposed development. Borings B-4 and B-6 were used for the infiltration testing as they were in the area of the proposed bio-retention facilities.
- c. Logging and sampling of the borings by our Field Engineer, including the collection of soil samples for laboratory testing.
- d. Laboratory testing of soil samples considered representative of subsurface conditions.
- e. On site infiltration testing for storm water design.
- f. Geotechnical analyses of field and laboratory data.
- g. Preparation of a report (4 copies) presenting our findings, conclusions and recommendations.

1.4 Authorization

This investigation, as outlined in our Proposal dated November 16, 2020, was performed in accordance with your written authorization on November 17, 2020.

1.5 Exclusions

Our services on this project are limited to the proposed mixed used building and associated improvements. Our services specifically exclude all existing structures, foundations and associated improvements to the site.

2. **FIELD EXPLORATION AND LABORATORY TESTING PROGRAM**

Details of the field exploration and laboratory testing are presented in **Appendix A**.

3. **INFILTRATION TESTING PROGRAM**

It is our understanding that bio-retention facilities will be designed for storm water runoff for the new development. We have performed infiltration testing in the area of two of the proposed bio-retention facilities. Details of the infiltration testing, including the test results, are presented in **Appendix B**.

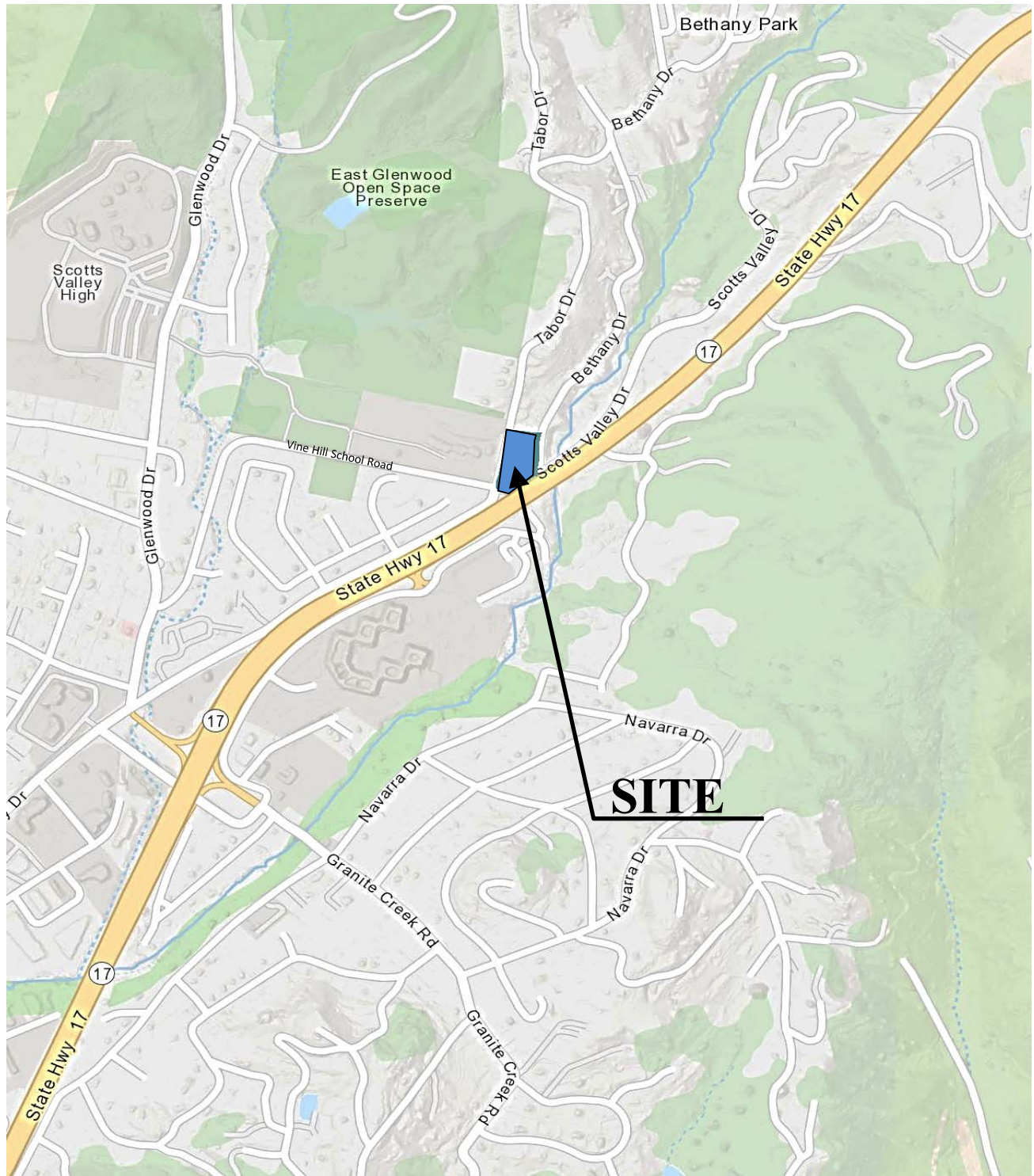
4. **SITE DESCRIPTION**

4.1 Location

The subject project is located at 125 Bethany Drive, in Scotts Valley, California. The location is shown on the Location Map, **Figure 1**.

4.2 Surface Conditions

The parcel is approximately 1.3 acres in size and irregular in shape. The overall site slopes gently to the south with an average gradient of 15:1 (H:V). The parcel is currently occupied by two commercial buildings. The building pad appears to have been created by cutting into the north slope and filling the southern portion of the pad. There is a courtyard between the two buildings that has site walls surrounding it. There are four parking lots, generally located on the north, south, east, and west sides of the four buildings. The north parking lot has a small retaining wall supporting part of the parking area. The southern property line has a block wall retaining a cut for the adjacent sidewalk. The parcel is currently vegetated with grass, trees, and other landscape improvements.



REFERENCE 6: Santa Cruz County GIS.

ROCK SOLID ENGINEERING, INC.

LOCATION MAP

125 Bethany Drive, Scotts Valley

FIGURE

1

4.3 Subsurface Conditions

- a. Based on our review of the Geologic Map of Santa Cruz County, California (Reference 3), the site is mapped as Santa Cruz Mudstone (Tsc) and Purisima Formation (Tp). Purisima Formation deposits are described as very thick bedded yellowish-gray tuffaceous and diatomaceous siltstone containing thick interbeds of bluish-gray, semi-friable, fine-grained andesitic sandstone. The results of our field exploration indicate that the subsurface soils present are consistent with the Purisima Formation.
- b. **During the course of our field exploration, perched groundwater was only encountered in Boring B-8 at 17 feet below existing grade.**
- c. The soil profile generally consists of native soils over Purisima Formation bedrock. Approximately 2.5 feet of fill was encountered in Boring B-2. This fill is likely associated with backfill of the adjacent retaining wall.
- d. Native silty sands and clayey sands generally overly a thin sandy clay layer. Beneath these sand and clay layers, Purisima Formation bedrock was encountered.
- e. Purisima Formation bedrock was encountered in each boring at depths near the surface and approximately 6 feet below grade. The bedrock continued to the extent of our borings.
- f. Complete soil profiles are presented on the Logs of Exploratory Borings and the boring locations are shown on the Boring and Infiltration Location Plan in **Appendix A**.

5. GEOTECHNICAL HAZARDS

- a. Potential geotechnical hazards to man made structures include ground shaking, surface rupture, landsliding, liquefaction, lateral spreading, and differential compaction. The potential for each of these to impact the site is discussed below.
- b. Ground shaking caused by earthquakes is a complex phenomenon. Structural damage can result from the transmission of earthquake vibrations from the ground into the structure. The intensity of an earthquake at any given site depends on many variables including, the proximity of the site to the hypocenter, and the characteristics of the underlying soil and/or rock. The subject site is situated at the approximate latitude of 37°4' 3.2" and longitude -121°59' 51.1". The project location (latitude and longitude) were used in conjunction with the American Society of Civil Engineers website (Reference 2) to obtain the seismic design parameters presented in **Table 1**. All proposed structures at the subject site shall be designed with the corresponding seismic design parameters in accordance with the 2019 California Building Code (Reference 5).

Table 1: 2019 CBC Seismic Design Criteria									
Site Class	Seismic Design Category	Spectral Response Accelerations							
		S _s	S ₁	F _A	F _V	S _{MS}	S _{MI}	S _{DS}	S _{D1}
C	E	2.244	0.895	1.2	1.4	2.693	1.252	1.796	0.835

- c. Surface rupture usually occurs along lines of previous faulting. Based on our review of the Faults and Their Potential Hazards in Santa Cruz County map (Reference 10), no faults are shown to cross the property. Therefore, the potential for surface rupture should be considered low.
- d. Landslides are generally mass movements of loose rock and soil, both dry and water saturated, and usually gravity driven. Based on our review of the Preliminary Map of Landslide Deposits in Santa Cruz County (Reference 6), no landslides are mapped on the subject parcel. In addition, the subject site slopes only gently, therefore, the potential for landsliding to occur across the site and cause damage to structures should be considered low.
- e. Liquefaction, lateral spreading, and differential compaction tend to occur in loose, unconsolidated, noncohesive soils with shallow groundwater. Based on our review of Geology and Liquefaction Potential of Quaternary Deposits in Santa Cruz County, California (Reference 8) the site is not mapped in an area of potential liquefaction. Our field observations confirm that the potential for these hazards to occur should be considered low, due to the presence of relatively dense soils and the lack of a continuous shallow groundwater table.

6. CONCLUSIONS AND RECOMMENDATIONS

6.1 General

- a. Based on the results of our investigation, it is our opinion that from the geotechnical standpoint, the subject site will be suitable for the proposed development provided the recommendations presented herein are implemented during grading and construction.
- b. The primary geotechnical design consideration for this project is the varying depth to bedrock across the site. The soil profile generally consists of native soils over bedrock. However, the depth to bedrock varies across the site from near the surface to as much as 6 feet below existing grade.
- c. We have provided preliminary design recommendations herein for this phase of the development. It may be necessary to revise the recommendations and/or do additional investigation to further refine the design as the project progresses to the design phase.

- d. It is our opinion that the subject site will be suitable for the support of the proposed structure on a **foundation system composed of conventional, shallow, continuous and pad footings**. Recommendations for this foundation system are provided in Section 6.3, Foundations.
- e. Based on our review of the proposed finished floor elevations and building sections (References 4 and 11), the depth to bedrock ranges from 2 to 6.5 feet below the proposed finished floor. Therefore, portions of the building would be founded on bedrock and portions would be founded on native soil and/or fill. The finished floor elevations and bedrock elevations are shown on **Figure A-1.2**.
- f. We recommend that subgrade be reworked to provide a uniform bearing material beneath all footings. This option may require over-excavation of some of the existing bedrock. See Section 6.2.6.
- g. As an alternative to the subgrade preparation, the earthwork may be limited to compacting the subgrade beneath only the slab floor provided that all footings are embedded into bedrock. This may necessitate footing depth up to 7 feet from finished floor or 6 feet from rough pad grade for the currently proposed design. See Section 6.2.6 for further discussion.
- h. Other mitigation for the varying bedrock depth may be considered by the design team. Such mitigation may include lowering the finished floor elevations, founding the building on drilled piers or using a structural mat slab.
- i. The results of our laboratory testing indicate that the soluble sulfate content of the on-site soils likely to come into contact with concrete is as high as 180 ppm. According to Table 19.3.1.1 of ACI 318-19 (Reference 1), this is considered **moderate sulfate exposure**, Class S1. See Section 6.2.10 for recommendations for concrete mix design to resist this moderate sulfate condition.
- j. At the time we prepared this report, grading and foundation plans had not been finalized. We request an opportunity to review these plans during the design stages to determine if supplemental recommendations will be necessary.
- k. The design recommendations of this report must be reviewed during the grading phase when subsurface conditions in the excavations become exposed.

- l. **Field observation and testing must be provided by a representative of Rock Solid Engineering, Inc.,** to enable them to form an opinion regarding the adequacy of the site preparation, and the extent to which the earthwork is performed in accordance with the geotechnical conditions present, the requirements of the regulating agencies, the project specifications and the recommendations presented in this report. Any earthwork performed in connection with the subject project without the full knowledge of, and not under the direct observation of Rock Solid Engineering, Inc., the Geotechnical Consultant, will render the recommendations of this report invalid.
- m. **The Geotechnical Consultant should be notified at least five (5) working days prior to any site clearing or other earthwork operations** on the subject project in order to observe the stripping and disposal of unsuitable materials and to ensure coordination with the grading contractor. During this period, a preconstruction conference should be held on the site to discuss project specifications, observation/testing requirements and responsibilities, and scheduling. This conference should include at least the Grading Contractor, the Architect, and the Geotechnical Consultant.

6.2 Grading

6.2.1 General

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

6.2.2 Site Clearing

- a. Prior to grading, the areas to be developed for structures, pavements and other improvements, should be stripped of any vegetation and cleared of any surface or subsurface obstructions, including any existing foundations, utility lines, basements, septic tanks, pavements, stockpiled fills, and miscellaneous debris.
- b. All pipelines encountered during grading should be relocated as necessary to be completely removed from construction areas or be capped and plugged according to applicable code requirements.
- c. Any wells encountered shall be capped in accordance with the local health department requirements. The strength of the cap shall be at least equal to the adjacent soil and shall not be located within 5 feet of any structural element.

- d. Surface vegetation and organically contaminated topsoil should be removed from areas to be graded. The required depth of stripping will vary with the time of year the work is done and must be observed by the Geotechnical Consultant. It is generally anticipated that the required depth of stripping will be 6 to 12 inches.
- e. Holes resulting from the removal of buried obstructions that extend below finished site grades should be backfilled with compacted engineered fill per Section 6.2.5.

6.2.3 Excavating Conditions

- a. We anticipate that excavation of the on-site soils may be accomplished with standard earthmoving and trenching equipment. Bedrock was encountered near the surface particularly at the north side of the site. Excavation of the bedrock may require increased effort.
- b. During the course of our field exploration, perched groundwater was encountered only in Boring B-8 at a depth of 17 feet. Due to the water depth below existing grade and the shallow grading depths anticipated, it is not expected to present a problem during construction.
- c. Although not anticipated, any excavations adjacent to existing structures should be reviewed, and recommendations obtained to prevent undermining or distress to these structures.

6.2.4 Fill Material

- a. The on-site soils **may** be used as compacted fill. The sandstone bedrock may be difficult to process for use as engineered fill and may be replaced with imported soil as needed.
- b. All soils, both on-site and imported, to be used as fill, should contain less than 3% organics and be free of debris and cobbles over 6 inches in maximum dimension.
- c. Any imported soil to be used as engineered fill shall meet the following requirements:
 - (i) free of organics, debris and other deleterious materials
 - (ii) be granular (sandy) in nature and have sufficient fines to allow for excavation of the foundation trenches.
 - (iii) free of rock and cobbles in excess of 3 inches
 - (iv) have an expansion potential not greater than low (EI<20)
 - (v) have a soluble sulfate content less than 150 ppm

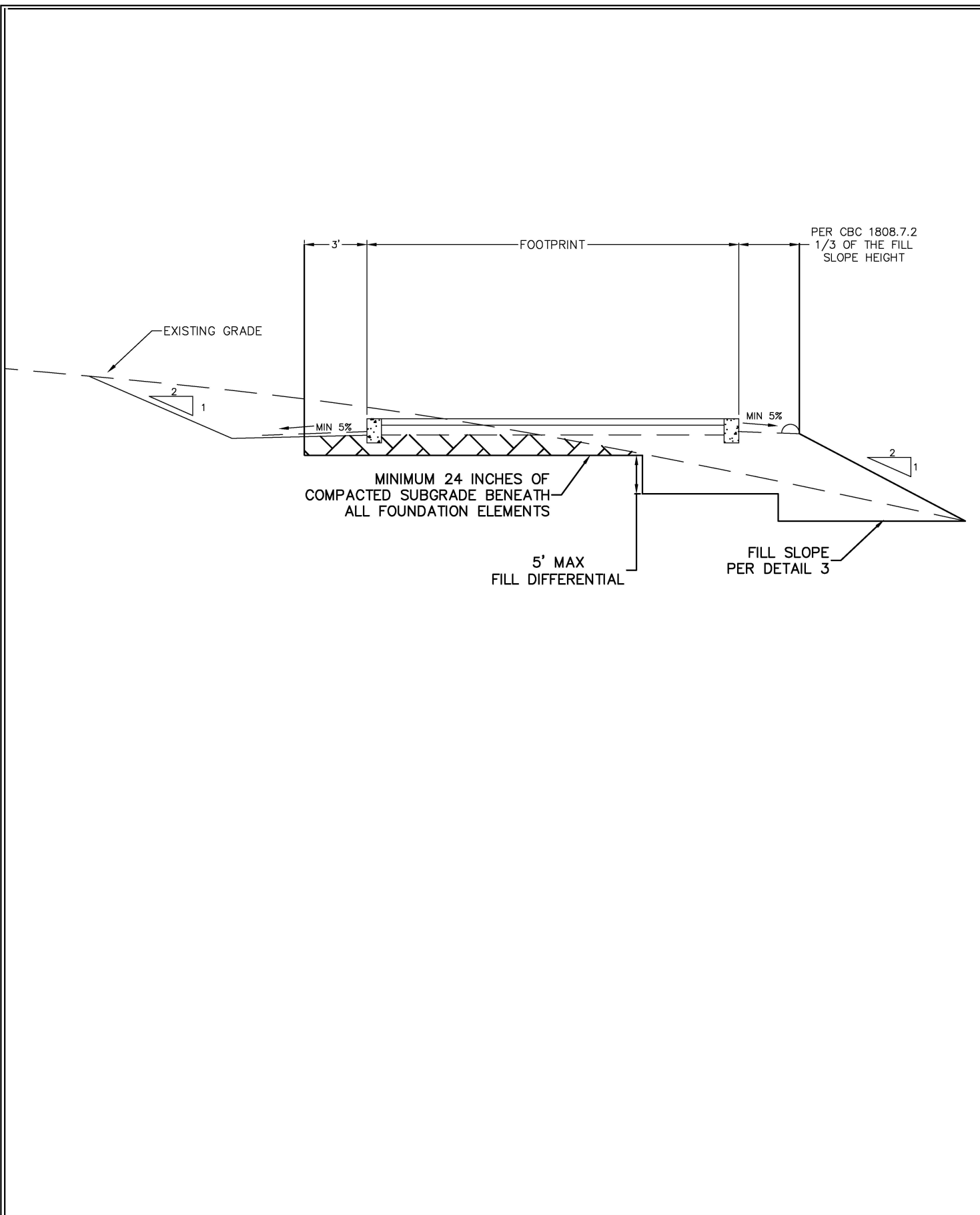
- d. Imported fill material should be approved by the Geotechnical Consultant prior to importing. The Geotechnical Consultant should be notified not less than 5 working days in advance of placing any fill or base course material proposed for import. Each proposed source of import material should be sampled,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

6.2.5 Fill Placement and Compaction

- a. Any fill or backfill required should be placed in accordance with the recommendations presented below.
- b. Material to be compacted or reworked should be moisture-conditioned or dried to achieve near-optimum conditions, and compacted to achieve the following minimum relative compaction:
 - (a) All fill and compacted building subgrade: 90%
 - (b) Upper 6 inches of subgrade in pavement/drive areas: 95%
 - (c) Baserock and subbase: 95%.
- c. The placement moisture content of imported material should be evaluated prior to grading.
- d. The relative compaction and required moisture content shall be based on the maximum dry density and optimum moisture content obtained in accordance with ASTM D1557.
- e. The in-place dry density and moisture content of the compacted fill shall be tested in accordance with ASTM D8167/D8167M-18 or ASTM D6938.
- f. The number and frequency of field tests required will be based on applicable county standards and at the discretion of the Geotechnical Consultant. As a minimum standard every 1 vertical foot of engineered fill placed within a building pad area, and every 2 vertical feet in all other areas shall be tested, unless specified otherwise by a Rock Solid Engineering, Inc. representative.
- g. Fill should be compacted by mechanical means in uniform horizontal loose lifts not exceeding 8 inches in thickness.
- h. All fill should be placed and all grading performed in accordance with applicable codes and the requirements of the regulating agency.

6.2.6 Preparation of On-Site Soils

- a. The soil profile generally consists of native soils over bedrock. However, the depth to bedrock varies across the site from near the surface to as much as 6 feet below existing grade.
- b. We have provided to alternatives for preparation of on-site soils herein. Should additional foundation designs be considered, the subgrade preparation can be modified accordingly.
- c. Based on our review of the proposed finished floor elevations and building sections (References 4 and 11), the depth to bedrock ranges from 2 to 6.5 feet below the proposed finished floor. Therefore, portions of the building would be founded on bedrock and portions would be founded on native soil and/or fill. The finished floor elevations and bedrock elevations are shown on **Figure A-1.2**.
- d. The native subgrade beneath **shallow foundations** should be reworked to a depth sufficient to provide a zone of compacted fill extending at least 2 feet below the bottom of **all** footings to provide a uniform bearing surface. This option may required over-excavation of some of the existing bedrock. The sandstone bedrock may be difficult to process as engineered fill and may be replaced with import soil as needed.
- e. As an alternative to the subgrade preparation, the compaction may be limited to compacting the subgrade beneath slab floors provided that **all** footings are embedded into bedrock per Section 6.3. This may necessitate footing depths up to 7 feet from finished floor or 6 feet from rough pad grade as currently designed.
- f. Should the proposed structure be founded on a cut/fill transition pad, it is important that all foundation elements be founded on a consistent bearing surface. Therefore the subgrade on the cut portion of the pad shall be overexcavated and recompacted to provide a minimum of 24 inches of compacted subgrade beneath all foundation elements. Please refer to **Figure 2** for Cut/Fill Transition Pad construction.
- g. The zone of compacted fill must extend a minimum of 3 feet laterally beyond all shallow foundations. If all footings are founded on bedrock, the compaction may be limited to the slab floor with no overbuild required.
- h. The native subgrade beneath **slabs-on-grade floors** should be reworked to a depth sufficient to provide a zone of compacted fill extending at least 12 inches below the bottom of the capillary break.

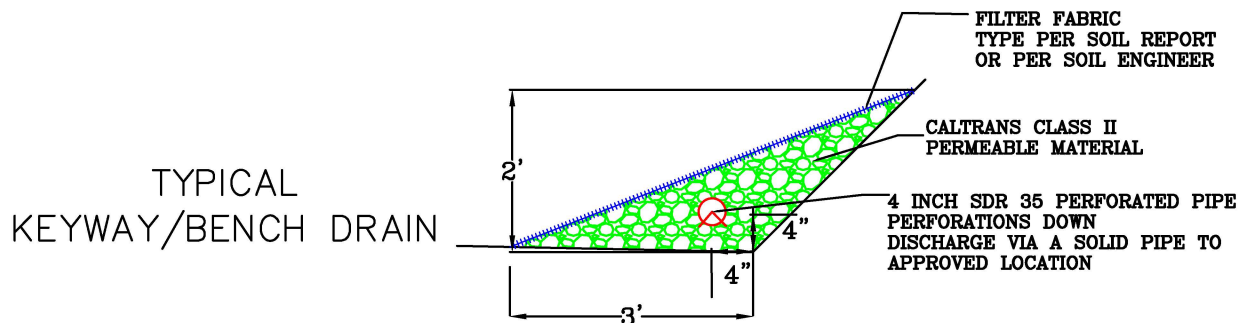
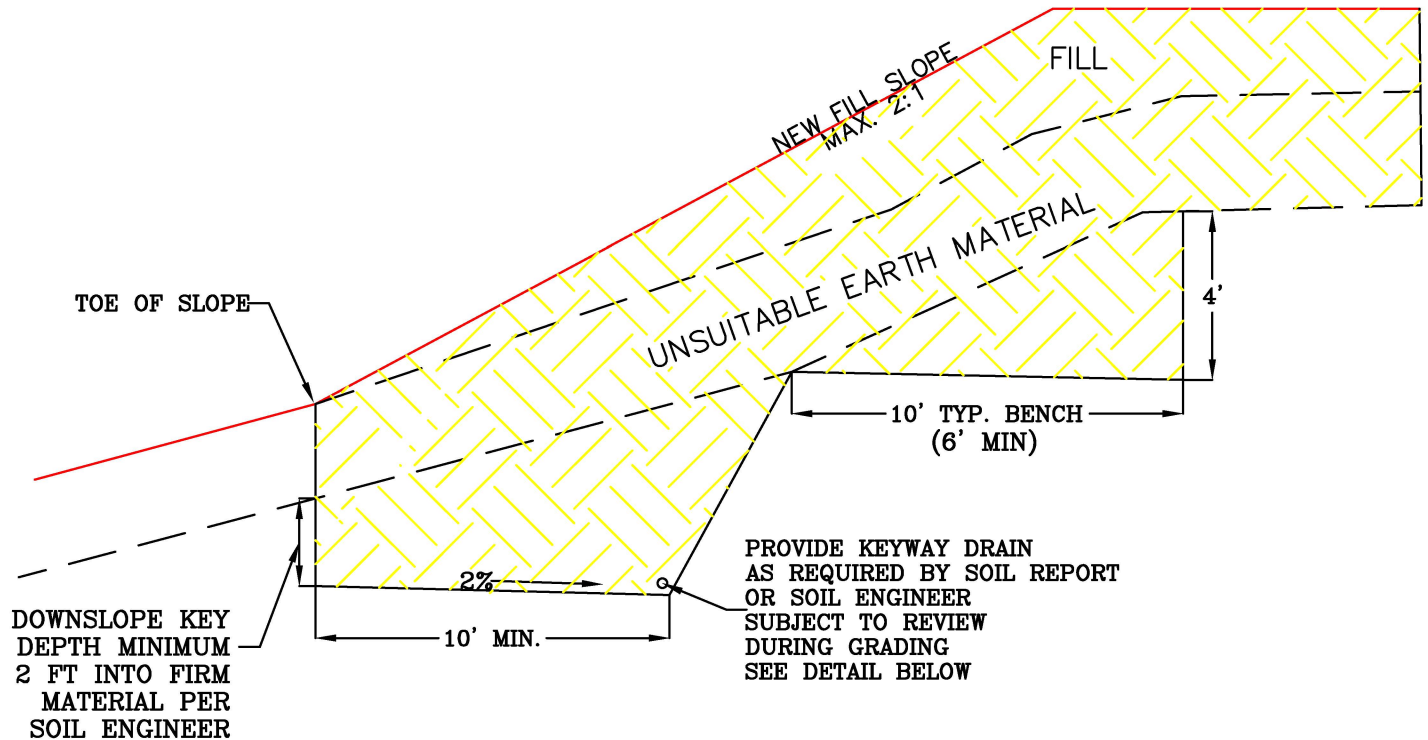


- i. The native subgrade beneath **pavements** should be reworked to a depth sufficient to provide a zone of compacted fill extending at least 12 inches below the bottom of aggregate base coarse. If bedrock is encountered, the subgrade preparation may be limited to the soil above the bedrock.
- j. A representative of our firm shall observe the bottom of the excavation once the required depth of overexcavation has been achieved to verify suitability. Prior to replacing the excavated soil, the exposed surface should be scarified to a depth of 6 to 8 inches, moisture conditioned, and compacted.
- k. The depths of reworking required are subject to review by the Geotechnical Consultant during grading when subsurface conditions become exposed.

6.2.7 Cut and Fill Slopes

- a. While not anticipated, any unretained cuts or fills should be constructed in accordance with the recommendations below.
- b. All fill slopes should be constructed with engineered fill meeting the minimum density requirements of this report and have a gradient no steeper than 2:1 (horizontal to vertical). Fill slopes should not exceed 15 feet in vertical height unless specifically reviewed by the Geotechnical Consultant. Where the vertical height exceeds 15 feet, intermediate benches must be provided. These benches should be at least 6 feet wide and sloped to control surface drainage. A lined ditch should be used on each bench.
- c. Fill slopes shall be benched and keyed into the native slopes by providing a base keyway whose minimum width is 10 feet and which is sloped negatively at least 2% back into the slope. The depth of keyways will vary, depending on the materials encountered, but at all locations shall be at least 2 feet into firm material. This keyway should be combined with intermediate benching as required. Refer to **Figure 3** for Typical Key and Bench Detail.
- d. Cut slopes shall not exceed a 2:1 (horizontal to vertical) gradient and a 15 foot vertical height unless specifically reviewed by the Geotechnical Consultant. Where the vertical height exceeds 15 feet, intermediate benches must be provided. These benches should be at least 6 feet wide and sloped to control surface drainage. A lined ditch should be used on each bench.

FILL SLOPE OVER NATIVE SOIL



NOTES:

ALL GRADING SHOULD BE IN ACCORDANCE WITH THE LOCAL JURISDICTION REQUIREMENTS AND THE 2019 CALIFORNIA BUILDING CODE.

ALL GRADING SHOULD BE INSPECTED BY THE SOIL ENGINEER. THE ENGINEER MUST APPROVE THE BASE KEYWAY, BENCHING AND COMPACTION.

WHEN NATURAL SLOPE IS LESS THAN 5:1 AND THE MAXIMUM DEPTH OF THE FILL IS LESS THAN 5 FEET, BENCHING IS NOT REQUIRED. HOWEVER, FILL IS NOT TO BE PLACED ON COMPRESSIBLE OR UNSUITABLE MATERIAL.

ALL GRADING RECOMMENDATIONS ARE SUBJECT TO REVIEW BY THE SOILS ENGINEER DURING GRADING.

Rock Solid Engineering, Inc.

TYPICAL KEY AND BENCH DETAIL

FILL SLOPE OVER NATIVE

FIGURE

3

- e. If a fill slope is to be placed above a cut slope, the toe of the fill slope should be set back at least 8 feet horizontally from the top of the cut slope. A lateral surface drain should be placed in the area between the cut and fill slopes.
- f. The surfaces of all cut and fill slopes should be worked to reduce erosion. This work, as a minimum, should include track rolling of the fill slopes and effective planting of all slopes.
- g. Periodic maintenance of slopes may be necessary, as minor sloughing and erosion may take place.

6.2.8 Groundwater Table

Groundwater **was** encountered during the course of our exploration at 17 feet below the existing grade only in Boring B-8. The depth of the groundwater table is at least 5 feet below the lowest depth of the foundation of the proposed construction, therefore, it is not expected to interfere with the construction.

6.2.9 Expansive Soils

Our laboratory testing shows that the expansion index of the near surface soils are equal to 27, this indicates that the expansion potential of the near surface soils should be considered **low**.

The California Building Code (Section 1803.5.3) defines soils with an Expansion Index greater than 20 to be expansive. The foundation and grading recommendations presented herein are intended to be in accordance with CBC Section 1808.6.

6.2.10 Sulfate Content

The results of our laboratory testing indicate that the soluble sulfate content of the on-site soils likely to come into contact with concrete is as high as 180 ppm (parts per million). According to the American Concrete Institute (ACI), this is considered moderate sulfate exposure, Class S1. Concrete that will be in contact with soil should be designed in accordance with the recommendations presented in the current ACI 318 Code.

6.2.11 Surface Drainage

- a. Pad drainage should be designed to collect and direct surface water away from structures to approved drainage facilities.

- b. Where soil is adjacent to foundations, a minimum gradient of **5 percent for a distance of no less than 10 feet** measured perpendicularly from the wall face, should be maintained and drainage should be directed toward approved swales or drainage facilities. If 10 horizontal feet can not be satisfied due to lot lines or physical constraints, the drainage shall be designed in accordance with the requirements of Section 1804.4 of the 2019 California Building Code.
- c. Swales and impervious surfaces shall be sloped a minimum of 2 percent towards an approved drainage inlet or discharge point or as specified by the Project Civil Engineer.
- d. All roof eaves should be guttered with downspouts provided. The downspouts shall discharge to either splash blocks or solid pipe to carry the storm water away from the structure to reduce the possibility of soil saturation and erosion. It may be necessary to use swales or pipes to direct the runoff to an appropriate drainage system or discharge location.
- e. Drainage patterns approved at the time of construction should be maintained throughout the life of the structures. The building and surface drainage facilities must not be altered nor any grading, filling, or excavation conducted in the area without prior review by the Geotechnical Consultant.
- f. Irrigation activities at the site should be controlled and reasonable. Planter areas should not be sited adjacent to walls without implementing approved measures to contain irrigation water and prevent it from seeping into walls and under foundations and slabs-on-grade. Large trees should be planted a minimum distance of $\frac{1}{2}$ their mature height away from the foundation.

6.2.12 Utility Trenches

- a. Bedding material may consist of sand with SE not less than 20 which may then be jetted, unless local jurisdictional requirements govern.
- b. With **exception of the clays**, existing on-site soils may be utilized for trench backfill, provided they are free of organic material and rocks over 6 inches in diameter.
- c. If sand is used, a 3 foot concrete plug should be placed in each trench where it passes under the exterior footings.

- d. Backfill of all exterior and interior trenches should be placed in thin lifts and mechanically compacted to achieve a relative compaction of not less than 95% in paved areas and 90% in other areas per ASTM D-1557. Care should be taken not to damage utility lines.
- e. Utility trenches that are parallel to the sides of a building should be placed so that they do not extend below a line sloping down and away at an inclination of 2:1 (H:V) from the bottom outside edge of all footings.
- f. Trenches should be capped with $1.5\pm$ feet of impermeable material. Import material must be approved by the Geotechnical Consultant prior to its use.
- g. Trenches must be shored as required by the local regulatory agency, the State Of California Division of Industrial Safety Construction Safety Orders, and Federal OSHA requirements.

6.3 Foundations

6.3.1 General

- a. It is our opinion that the subject site will be suitable for the support of the proposed structure on a **foundation system composed of conventional, shallow, continuous and pad footings**.
- b. The foundation depths will be dependent on the subgrade preparation. **Please refer to Section 6.2.6.**
- c. The results of our laboratory testing indicate that the soluble sulfate content of the on-site soils likely to into contact with concrete is as high as **180 ppm** (parts per million). All concrete for foundation elements shall be designed in accordance with Section 6.2.10.
- d. Other mitigation for the varying bedrock depth may be considered by the design team. Such mitigation may include lowering the finished floor elevations, founding the building on drilled piers or using a structural mat slab. Recommendations for these types of mitigation can be addressed at the design phase of the project.
- e. At the time we prepared this report, grading and foundation plans had not been finalized. We request an opportunity to review these plans during the design stages to determine if supplemental recommendations will be necessary.

6.3.2 Conventional Shallow Foundations

- a. Footing widths should be based on the allowable bearing values but not less than 15 inches for 2 story structures and 18 inches for 3 story structures or as specified by the Structural Engineer.
- b. The minimum recommended depth of embedment will be dependent on the subgrade preparation as specified in Section 6.2.6 and as follows:
 - Provided the subgrade **is compacted beneath all footings**, the minimum depth of embedment is **24 inches for all footings**.
 - As an alternative to the required compaction, **all footings shall extend a minimum of 6 inches into the very dense Purisima Formation bedrock**. This may necessitate footing depths up to 7 feet below finished floor or 6 feet below rough pad grade. The architect may also consider lowering the finished floor elevations, if possible.
- c. Should local building codes require deeper embedment of the footings or wider footings the codes must apply.
- d. Footing excavations must be checked by the Geotechnical Consultant before steel is placed and concrete is poured to insure bedding into proper material. Excavations should be thoroughly wetted down just prior to pouring concrete.
- e. The **allowable bearing capacity** shall not exceed **2,000 psf**.
- f. The allowable bearing capacity values above may be increased by one-third in the case of short duration loads, such as those induced by wind or seismic forces.
- g. Footings should meet the setback requirements for clearance from ascending slopes (CBC 1808.7.1) and for descending slopes surface (CBC 1808.7.2).
- h. In the event that footings are founded in structural fill consisting of imported soil, the recommended allowable bearing capacity may need to be re-evaluated.

6.4 Settlements

Total and differential settlements beneath foundation elements are expected to be within tolerable limits. Vertical movements are not expected to exceed 1 inch. Differential movements are expected to be within the normal range ($\frac{1}{2}$ inch) for the anticipated loads and spacings. These preliminary estimates should be reviewed by the Geotechnical Consultant when foundation plans for the proposed structures become available.

6.5 Retaining Structures

6.5.1 General

- a. Retaining walls may be founded on **conventional shallow foundations**. Recommendations for this foundation system are provided in Section 6.3, Foundations.
- b. The minimum depth of embedment for site retaining walls that are not part of the structure is 12 inches minimum.
- c. The subgrade shall be compacted beneath retaining wall footings in accordance with Section 6.2.6. Compaction may be limited to the width of the cut required for the wall and backdrain construction.
- d. For site walls that are not part of the structure, the compaction may be omitted provided that **the entire wall footing is founded on bedrock**.

6.5.2 Lateral Earth Pressures

- a. The lateral earth pressures presented in **Table 2** are recommended for the design of retaining structures with a gravel backdrain and backfill soils of expansivity not higher than medium. Should the slope behind the retaining walls be other than level or 3:1 (H:V), supplemental design criteria will be provided for the active earth or at-rest pressures for the particular slope angle.

Table 2: Lateral Earth Pressures			
Type	Soil Profile	Soil Pressure (psf/ft)	
		Unrestrained Wall	Rigidly Supported Wall
Active Pressure	Level 3:1	35	-
		55	-
At-Rest Pressure	Level 3:1	-	65
		-	95
Passive Pressure* *Neglect upper 12"	Level 3:1	330	165
		240	120

- b. The friction factor between rough concrete and the native, near-surface **silty sand** is **0.35**.
- c. Where both friction and the passive resistance are utilized for sliding resistance, either of the values indicated should be reduced by one-third.
- d. When required by the code, lateral load due to earthquakes may be calculated as $20xH^2$ acting at $0.6H$ above the base of the wall.
- e. These are ultimate values, no factor of safety has been applied.
- f. Pressure due to any surcharge loads from adjacent footings, traffic, etc., should be analyzed separately. Pressures due to these loading configurations can be supplied upon receipt of the appropriate plans and loads.

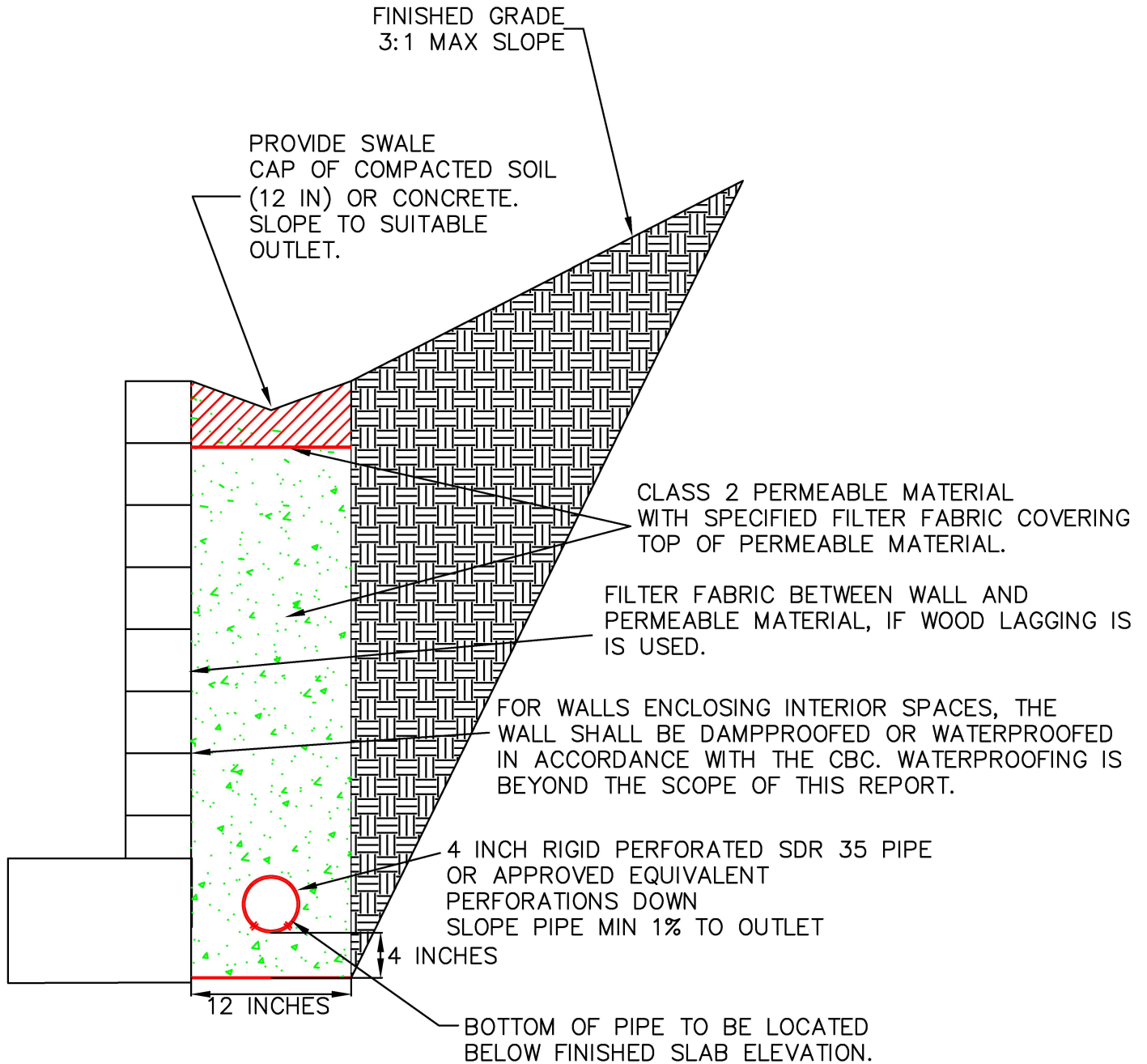
6.5.3 Backfill

- a. Backfill should be placed under engineering control.
- b. It is recommended that granular, or relatively low expansivity, backfill be utilized, for a width equal to approximately $1/3 \times$ wall height, and not less than 2 feet, subject to review during construction.
- c. The granular backfill should be capped with at least 12 inches of relatively impermeable material.
- d. Backfill should be compacted to achieve a minimum 90 percent relative compaction, the compaction standard being obtained in accordance with ASTM D-1557.

- e. Precautions should be taken to ensure that heavy compaction equipment is not used immediately adjacent to walls, so as to prevent undue pressures against, and movement of, the walls.
- f. The use of water-stops/impermeable barriers and appropriate waterproofing should be considered for any basement construction, and for building walls which retain earth.

6.5.4 Backfill Drainage

- a. Backdrains should consist of a minimum 4-inch diameter, perforated, SDR 35 pipe or equivalent, embedded in permeable material meeting the State of California Standard Specification Section 68-2.02F(3), Class 2, or equivalent. A layer of **Mirafi 140N Filter Fabric**, or equivalent, shall be placed over the permeable material and the remaining 12 inches shall be capped with compacted native soil. The pipe should be approximately 4 inches above the trench bottom with a gradient of at least 1% being provided to the pipe and trench bottom, discharging to an approved location. See **Figure 4** for Retaining Wall Backdrain Configuration.
- b. Should the proposed wall construction consist of steel I-beams with wood or concrete lagging and spacers are utilized between lagging courses, the filter fabric shall also be placed between the wall and permeable material.
- c. Perforations in backdrains are recommended as follows: 3/8-inch diameter, in 2 rows at the ends of a 120 degree arc, at 3-inch centers in each row, staggered between rows, placed downward.
- d. Backdrains placed behind retaining walls should be approved by the Geotechnical Consultant prior to the placement of backfill.
- e. An unobstructed outlet should be provided at the lower end of each segment of backdrain. The outlet should consist of an unperforated pipe of the same diameter, connected to the perforated pipe and extended to a protected outlet at a lower elevation on a continuous gradient of at least 1%.
- f. When terrace retaining walls are proposed, the upper retaining wall should have a backdrain which extends below the elevation of the top of the lower retaining wall backdrain. This will prevent spring effects and seepage between the terraced walls.
- g. We recommend vertical cleanouts be provided for the backdrain. Cleanout locations should be shown on the drainage plan.



6.6 Slabs-on-Grade

- a. Concrete floor slabs may be founded on compacted engineered fill per the recommendations in Section 6.2.6. The subgrade should be proof-rolled just prior to construction to provide a firm, relatively unyielding surface, especially if the surface has been loosened by the passage of construction traffic.
- b. It is important that the subgrade soils be thoroughly saturated for 24 to 48 hours prior to the time the concrete is poured. **For compacted engineered fill with a low expansion potential, the subgrade should be presoaked 4 percentage points above optimum to a depth of 1.0 feet.**
- c. The slab-on-grade section should incorporate a minimum 4 inch capillary break consisting of 3/4 inch, clean, crushed rock, or approved equivalent. Class II baserock is not recommended. Structural considerations may govern the thickness of the capillary break.
- d. Where moisture sensitive floor coverings are anticipated or vapor transmission may be a problem, a 15 mil waterproof membrane should be placed between the floor slab and the capillary break in order to reduce moisture condensation under the floor coverings. Refer to ACI 302.2R-06 for additional criteria.
- e. We have provided generalized recommendations associated with standard construction practices for the reduction of moisture transmission through concrete slab-on-grade floors. We are not moisture-proofing specialist. A waterproofing or moisture proofing expert should be consulted for project specific moisture protection recommendations
- f. Slab thickness, reinforcement, and doweling should be determined by the Project Structural Engineer, based on the design live and dead loads, including vehicles.

6.7 Preliminary Pavement Design

- a. For the pavement design and planning, an R-value test was completed for a sample of the near surface soils. The results of the R-value tests at equilibrium is 12. See **Figure A-15**.
- b. The subgrade material beneath pavements may differ from that sampled during our investigation. Therefore, these preliminary pavement sections are subject to verification after rough grading and revision if necessary based on additional R-value tests and revised traffic indices.

- c. We have calculated several pavement sections options based on the tested R-values and Traffic Indices ranging from 4 to 6. We have also provided the baserock thickness without geofabric reinforcement and with Mirafi RS380i geofabric.

PRELIMINARY PAVEMENT SECTIONS				
R-Value	Traffic Index	A/C (inches)	Class II Baserock (inches)	
			Without Geofabric	With Mirafi RS380i
12	4	2	8	N/A
		3	5.5	N/A
	5	3	9	6
		4	8	6
	6	3	12	7
		4	10	6

- d. Use only quality materials of the type and minimum thickness specified. All baserock must meet Caltrans Standard Specification 26-1.02B for Class II Aggregate Base.
- e. Compact the base and subgrade uniformly to a minimum relative dry density of 95%.
- f. Asphalt concrete should be placed only during periods of fair weather when the ambient air temperature is within prescribed limits.
- g. Provide sufficient gradient to prevent ponding of water.
- h. Maintenance should be undertaken on a routine basis.

7. **LIMITATIONS**

- a. Our investigation was performed in accordance with the usual and current standards of the profession, as they relate to this and similar localities. No other warranty, expressed or implied, is provided as to the conclusions and professional advice presented in this report.
- b. The samples taken and tested, and the observations made, are considered to be representative of the site; however, soil and geologic conditions can vary significantly between sample locations.
- c. As in most projects, conditions revealed during construction excavation may be at variance with preliminary findings. If this occurs, the changed conditions must be evaluated by the Project Geotechnical Consultant, and revised recommendations be provided as required.
- d. This report is issued with the understanding that it is the responsibility of the Owner, or of his Representative, to ensure that the information and recommendations contained herein are brought to the attention of the Architect and Engineer for the project and incorporated into the plans, and that it is ensured that the Contractor and Subcontractors implement such recommendations in the field.
- e. This firm does not practice or consult in the field of safety engineering. We do not direct the Contractor's operations, and we are not responsible for other than our own personnel on the site; therefore, the safety of others is the responsibility of the Contractor. The Contractor should notify the Owner if he considers any of the recommended actions presented herein to be unsafe.
- f. The findings of this report are considered valid as of the present date. However, changes in the conditions of a site can occur with the passage of time, whether they be due to natural events or to human activities on this or adjacent sites. In addition, changes in applicable or appropriate codes and standards may occur, whether they result from legislation or the broadening of knowledge.
- g. Accordingly, this report may become invalidated wholly or partially by changes outside our control. Therefore, this report is subject to review and revision as changed conditions are identified.

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APPENDIX A

FIELD EXPLORATION AND LABORATORY TESTING PROGRAM

- Field Exploration Procedures Page A-1
- Laboratory Testing Procedures Page A-2
- Boring Location and Infiltration Plan (Existing) Figure A-1.1
- Boring Location and Infiltration Plan (Proposed) Figure A-1.2
- Key to Logs Figure A-2
- Logs of Exploratory Borings Figures A-3 thru A-10
- Summary of Laboratory Test Results Figures A-11.1 thru A-11.3
- Direct Shear Test Results Figures A-12 and A-13
- Consolidation Test Results Figure A-14
- R-Value Test Results Figure A-15

FIELD EXPLORATION PROCEDURES

- A-1. Subsurface conditions were explored by drilling 8 borings to depths between 5.5 and 20.5 feet below existing grade. The borings were advanced with a truck mounted drill rig equipped with 6 inch solid stem augers. The approximate locations of the borings are shown on the Boring and Infiltration Test Location Plan, **Figure A-1**. The Key to Logs, **Figure A-2**, gives definitions of the terms used in the Logs of Exploratory Borings. The Logs of Exploratory Borings are presented in **Figures A-3 through A-10**.
- A-2. Drilling of the borings was observed by our Field Engineer who logged the soils and obtained bulk and relatively undisturbed samples for classification and laboratory testing. The soils were classified, based on field observations and laboratory testing, in accordance with Unified Soil Classification System.
- A-3. Relatively undisturbed soil samples were obtained by means of a drive sampler. The hammer weight and drop being 140 pounds and 30 inches, respectively. The number of “Blows/Foot” required to drive samplers are indicated on the logs.
- A-4. Exploratory borings were located in the field by measuring from known landmarks. The locations, as shown, are therefore within the accuracy of such a measurement.
- A-5. Perched groundwater was encountered at depth of 17 feet below existing grade in Boring B-8 during the course of our field exploration.

LABORATORY TESTING PROCEDURES

A-6. Classification

Soils were classified in accordance with the Unified Soil Classification System. Moisture content and in-situ density determinations were made from relatively undisturbed soil samples. The results are presented in the Logs of Exploratory Borings and in the Summary of Laboratory Test Results, **Figures A-11.1 through A-11.3**.

A-7. Direct Shear

Direct shear strength tests were performed on representative samples of the on-site soils in accordance with laboratory test standard ASTM D 3080-98. Samples were relatively undisturbed, or remolded as specified. To simulate possible adverse field conditions, the samples were saturated prior to testing unless otherwise noted. A saturating device was used which permitted the samples to absorb moisture while preventing volume change. The direct shear test results are presented in **Figures A-12 and A-13**.

A-8. Consolidation

Consolidation tests were performed on representative, relatively undisturbed samples of the underlying soils to determine compressibility characteristics. The samples were saturated during the tests to simulate possible adverse field conditions. The test results are presented in **Figure A-14**.

A-9. Expansion Index

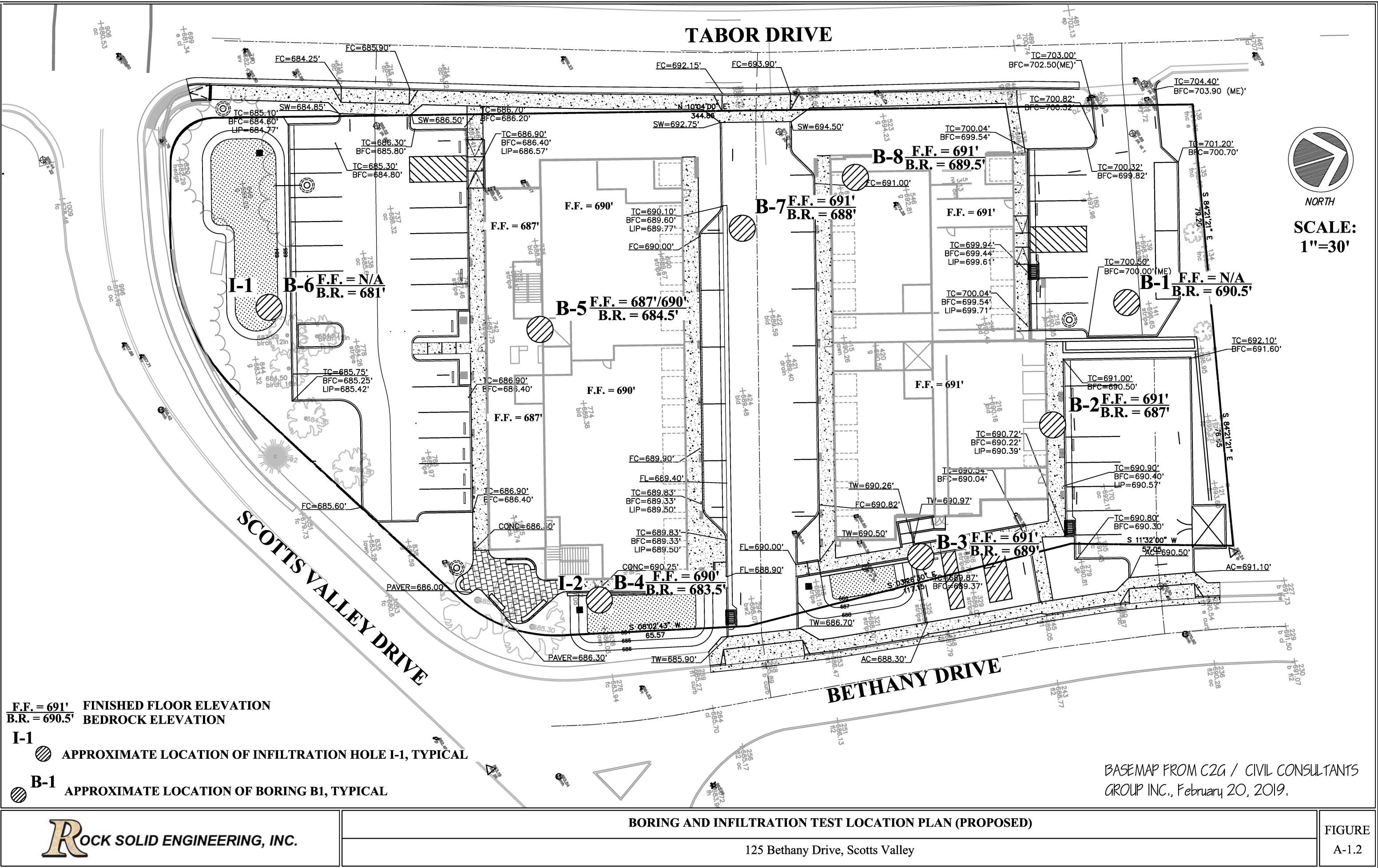
Expansion tests were performed on representative, remolded samples of the on-site soils in accordance with laboratory test standard ASTM D 4829-11. The test results are presented in **Figures A-11.1 through A-11.3**.

A-10. Soluble Sulfates

The soluble sulfate content was determined for samples considered representative of the on-site soils likely to come in contact with concrete in accordance with test method California 417. The test results are presented in **Figures A-11.1 through A-11.3**.

A-11. R-Value

The resistance (R) value was determined for a sample considered representative of the near native soils anticipated to be used as pavement subgrade in accordance with ASTM D-2844. The test result is presented in **Figure A-15**.



KEY TO LOGS

UNIFIED SOIL CLASSIFICATION SYSTEM

PRIMARY DIVISIONS			GROUP SYMBOL	SECONDARY DIVISIONS
COARSE GRAINED SOILS More than half of the material is larger than the No. 200 sieve	GRAVELS More than half of the coarse fraction is larger than the No. 4 sieve	CLEAN GRAVELS (Less than 5% fines)	GW	Well graded gravels, gravel-sand mixtures, little or no fines
			GP	Poorly graded gravels, gravel-sand mixtures, little or no fines
		GRAVEL WITH FINES	GM	Silty gravels, gravel-sand-silt mixtures, non-plastic fines
			GC	Clayey gravels, gravel-sand-clay mixtures, plastic fines
	SANDS More than half of the coarse fraction is smaller than the No. 4 sieve	CLEAN SANDS (Less than 5% fines)	SW	Well graded sands, gravelly sands, little or no fines
			SP	Poorly graded sands, gravelly sands, little or no fines
		SAND WITH FINES	SM	Silty sands, sand-silt mixtures, non-plastic fines
			SC	Clayey sands, sand-clay mixtures, plastic fines
FINE GRAINED SOILS More than half of the material is smaller than the No. 200 sieve	SILTS AND CLAYS Liquid limit less than 50		ML	Inorganic silts and very fine sands, silty or clayey fine sands or clayey silts with slight plasticity
			CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays
			OL	Organic silts and organic silty clays of low plasticity
	SILTS AND CLAYS Liquid limit greater than 50		MH	Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts
			CH	Inorganic clays of high plasticity, fat clays
			OH	Organic clays of medium to high plasticity, organic silts
HIGHLY ORGANIC SOILS			Pt	Peat and other highly organic soils

GRAIN SIZE LIMITS

SILT AND CLAY	SAND			GRAVEL		COBBLES	BOULDERS
	FINE	MEDIUM	COARSE	FINE	COARSE		
	No. 200	No. 40	No. 10	No. 4	3/4 in.	3 in.	12 in.
US STANDARD SIEVE SIZE							

RELATIVE DENSITY	
SAND AND GRAVEL	BLOWS/FT*
VERY LOOSE	0 - 4
LOOSE	4 - 10
MEDIUM DENSE	10 - 30
DENSE	30 - 50
VERY DENSE	OVER 50

CONSISTENCY	
SILT AND CLAY	BLOWS/FT*
VERY SOFT	0 - 2
SOFT	2 - 4
FIRM	4 - 8
STIFF	8 - 16
VERY STIFF	16 - 32
HARD	OVER 32

MOISTURE CONDITION
DRY
DAMP
MOIST
WET

* Number of blows of 140 pound hammer falling 30 inches to drive a 2 inch O.D. (1 3/8 inch I.D.) split spoon (ASTM D-1586).

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FIGURE
A-2

LOG OF EXPLORATORY BORING

Project No.: 20044 Boring: B1
 Project: 125 Bethany Drive Location: Center of (E) North Parking Lot
 Scotts Valley, California Elevation: 696'
 Date: December 21, 2020 Method of Drilling: Truck Mounted Drill Rig
 Logged By: JDB 6 in. Solid Stem Auger, 140 lb. Hammer

Depth (ft.)	Soil Type	Undisturbed	Bulk	2" DIA Sample 2.5" DIA Sample Bulk Sample Terzaghi Split Spoon Sample Static Water Table	Description	Blows	Dry Density (pcf)	Moisture Content (%)	Wet Density (pcf)	Direct Shear		Miscellaneous Laboratory Testing
										c (psf)	ϕ°	
	SM				3" Asphalt Concrete Over 4" Aggregate Base Native: Dark Grayish Brown Silty SAND. Moist, Medium Dense, Slightly Plastic. Fine Grained Sand.	22	107.2	16.0	124.3			R-Value = 12 #200 Wash 43% Passing Consolidation
	SC				Dark Grayish Brown Clayey SAND. Moist, Medium Dense, Medium Plastic. Fine Grained Sand.	15		21.0				E.I. = 27
5	CL				Brown Sandy CLAY. Moist, Stiff, Plastic. Fine Grained Sand. Gravel - up to 2.5".	18		23.5				
	(SM)				Bedrock: (Elev. = 690.5') Yellowish Brown and Light Gray SANDSTONE. Moist, Dense Grading to Very Dense, Weakly to Moderately Cemented. Fine Grained Sand.	50 ^{6"} 20 50 ^{6"}	85.4	27.7 27.1	109.0			Sulfate
10					Material Consistent. Bluish Gray. Moderately to Strongly Cemented.	20 50 ^{3"}	85.8	19.6	102.6			
15					Material Consistent	28 50 ^{4"}		20.4				
					Boring Terminated @ 16 Feet Groundwater Not Encountered Boring Backfilled With Cuttings and Asphalt Cold Patch							
20												
25												

LOG OF EXPLORATORY BORING

Project No.: 20044	Boring: B2	
Project: 125 Bethany Drive	Location: (E) North Parking Lot Near East Stairs	
Scotts Valley, California	Elevation: 693'	
Date: December 21, 2020	Method of Drilling: Truck Mounted Drill Rig	
Logged By: JDB	6 in. Solid Stem Auger, 140 lb. Hammer	

Depth (ft.)	Soil Type	Undisturbed	Bulk	☒ 2" DIA Sample ☒ 2.5" DIA Sample ☒ Bulk Sample	Blows	Dry Density (pcf)	Moisture Content (%)	Wet Density (pcf)	Direct Shear		Miscellaneous Laboratory Testing
				Description					c (psf)	ϕ°	
	SC			2.5" Asphalt Concrete Over 3" Aggregate Base Fill: Dark Brown Clayey SAND with Gravels. Moist, Loose, Slightly Plastic. Fine to Coarse Grained Sand. Gravel - up to 1/2".	11	106.5	18.9	126.6			#200 Wash 39% Passing
	SC			Native: Dark Brown Clayey SAND. Moist to Wet, Loose, Slightly Plastic. Fine Grained Sand,	5		18.0				
5	CL			Yellowish Brown Sandy CLAY. Moist, Hard, Medium Plastic. Fine Grained Sand.	51		28.6				
	(SM)			Bedrock: (Elev. = 687') Light Gray SANDSTONE. Moist, Very Dense, Moderately Cemented. Fine Grained Sand.	20 50 ^{5"}	82.9	38.5 26.7	114.8			
10				Bluish Gray SANDSTONE. Moist, Very Dense, Moderately Cemented. Fine Grained Sand.	20 50 ^{3"}		20.8				#200 Wash 43% Passing
15				Material Consistent.	18 50 ^{3"}		21.8				
				Boring Terminated @ 16 Feet Groundwater Not Encountered Boring Backfilled With Cuttings and Asphalt Cold Patch							
20											
25											

LOG OF EXPLORATORY BORING

Project No.: 20044	Boring: B3	
Project: 125 Bethany Drive	Location: (E) East Parking Lot	
Scotts Valley, California	Elevation: 689'	
Date: December 21, 2020	Method of Drilling: Truck Mounted Drill Rig	
Logged By: JDB	6 in. Solid Stem Auger, 140 lb. Hammer	

Depth (ft.)	Soil Type	Undisturbed	Bulk	2" DIA Sample 2.5" DIA Sample Bulk Sample Terzaghi Split Spoon Sample Static Water Table	Description	Blows	Dry Density (pcf)	Moisture Content (%)	Wet Density (pcf)	Direct Shear		Miscellaneous Laboratory Testing
										c (psf)	ϕ°	
	(SM)				2.5" Asphalt Concrete Over 4" Aggregate Base Bedrock: (Elev. = 689') Yellowish Brown SANDSTONE. Moist, Very Dense. Non-Plastic. Strongly Cemented. Fine Grained Sand. Material Consistent.	24 50 ^{3"} 50 ^{5"}	86.5	23.2 23.9	106.6			#200 Wash 37% Passing
5					Material Consistent. Orangish Brown and Yellowish Brown. Bluish Gray SANDSTONE. Moist, Very Dense, Non-Plastic. Weakly Cemented. Fine Grained.	27 50 ^{5"}		25.7 21.7				
10					Material Consistent.	50 ^{4"}		23.2				#200 Wash 35% Passing
					Boring Terminated @ 10.5 Feet Groundwater Not Encountered Boring Backfilled With Cuttings and Asphalt Cold Patch							
15												
20												
25												

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FIGURE
A-5

LOG OF EXPLORATORY BORING

Project No.: 20044	Boring: B4	
Project: 125 Bethany Drive	Location: East Corner of Property	
Scotts Valley, California	Elevation: 687'	
Date: December 21, 2020	Method of Drilling: Truck Mounted Drill Rig	
Logged By: JDB	6 in. Solid Stem Auger, 140 lb. Hammer	

Depth (ft.)	Soil Type	Undisturbed	Bulk	2" DIA Sample 2.5" DIA Sample Bulk Sample Terzaghi Split Spoon Sample Static Water Table	Blows	Dry Density (pcf)	Moisture Content (%)	Wet Density (pcf)	Direct Shear		Miscellaneous Laboratory Testing	
				c (psf)					φ °			
Description												
5	SM			Native: Brown Silty SAND. Moist, Medium Dense, Slightly Plastic. Fine Grained Sand.	25		11.9					
	CL			Brown Sandy CLAY. Moist, Hard, Medium Plastic. Fine Grained Sand.	38		14.1					
	(SM)			Bedrock: (Elev. = 683.5') Yellowish Brown SANDSTONE. Moist, Dense, Non-Plastic. Strongly Cemented. Fine Grained Sand.			20.8					
					No Recovery. Very Dense.	504"						
				Boring Terminated @ 5.5 Feet Groundwater Not Encountered Boring Backfilled With 4 inch Perforated Pipe and Gravel For Infiltration Test								
10												
15												
20												
25												

LOG OF EXPLORATORY BORING

Project No.: 20044	Boring: B5	
Project: 125 Bethany Drive	Location: North Corner of (E) South Parking Lot	
Scotts Valley, California	Elevation: 688'	
Date: December 21, 2020	Method of Drilling: Truck Mounted Drill Rig	
Logged By: JDB	6 in. Solid Stem Auger, 140 lb. Hammer	

Depth (ft.)	Soil Type	Undisturbed	Bulk	2" DIA Sample 2.5" DIA Sample Bulk Sample Terzaghi Split Spoon Sample Static Water Table	Description	Blows	Dry Density (pcf)	Moisture Content (%)	Wet Density (pcf)	Direct Shear		Miscellaneous Laboratory Testing
										c (psf)	ϕ°	
	SM				2.5" Asphalt Concrete Over 4" Aggregate Base Native: Light Grayish Brown Silty SAND. Moist, Medium Dense, Slightly Plastic. Fine to Coarse Grained Sand. Gravel - up to 1.5". Material Consistent.	41	80.5	15.4	92.9			Sulfate
	(SM)				Bedrock: (Elev. = 684.5') Gray SANDSTONE. Moist, Medium Dense, Non-Plastic. Moderately Cemented. Fine Grained Sand.	29		8.0				
5					Bluish Gray SANDSTONE. Moist, Very Dense, Non-Plastic. Strongly Cemented. Fine Grained Sand.	50 ^{5"}		21.1				
10					Material Consistent. Weakly Cemented.	15 50 ^{5"}		20.0				
15					Material Consistent. Weakly to Moderately Cemented.	9 50 ^{5"}		22.6				
20					Boring Terminated @ 16 Feet Groundwater Not Encountered Boring Backfilled With Cuttings and Asphalt Cold Patch							
25												

LOG OF EXPLORATORY BORING

Project No.: 20044	Boring: B6	
Project: 125 Bethany Drive	Location: Grass South of (E) South Parking Lot	
Scotts Valley, California	Elevation: 684'	
Date: December 21, 2020	Method of Drilling: Truck Mounted Drill Rig	
Logged By: JDB	6 in. Solid Stem Auger, 140 lb. Hammer	

Depth (ft.)	Soil Type	Undisturbed	Bulk	2" DIA Sample 2.5" DIA Sample Bulk Sample Terzaghi Split Spoon Sample Static Water Table	Description	Blows	Dry Density (pcf)	Moisture Content (%)	Wet Density (pcf)	Direct Shear		Miscellaneous Laboratory Testing
										c (psf)	ϕ°	
	SM				Native: Very Dark Grayish Brown Silty SAND. Moist, Loose, Slightly Plastic. Fine Grained Sand.	19	84.6	9.7	92.7			
	SC (SM)				Brown & Gray Clayey SAND. Moist, Dense, Medium Plastic.			21.8				#200 Wash 49% Passing
					Bedrock: (Elev. = 681') Gray and Yellowish Brown SANDSTONE. Moist, Dense, Non-Plastic.	39		30.0				
5					Yellowish Brown SANDSTONE. Moist, Very Dense, Non-Plastic. Weakly Cemented. Fine Grained Sand.	27	82.5	31.7	108.7			
					Material Consistent. Moderately Cemented.	50 ^{5"} 50 ^{6"}		24.9				
10					Boring Terminated @ 8 Feet Groundwater Not Encountered Boring Backfilled With 4 inch Perforated Pipe and Gravel For Infiltration Test							
15												
20												
25												

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FIGURE
A-8

LOG OF EXPLORATORY BORING

Project No.: 20044 Boring: B7
 Project: 125 Bethany Drive Location: (E) West Parking Lot
 Scotts Valley, California Elevation: 690'
 Date: December 17, 2020 Method of Drilling: Truck Mounted Drill Rig
 Logged By: JDB 6 in. Solid Stem Auger, 140 lb. Hammer

Depth (ft.)	Soil Type	Undisturbed	Bulk	2" DIA Sample 2.5" DIA Sample Bulk Sample Terzaghi Split Spoon Sample Static Water Table	Description	Blows	Dry Density (pcf)	Moisture Content (%)	Wet Density (pcf)	Direct Shear		Miscellaneous Laboratory Testing
										c (psf)	ϕ°	
	SC				3" Asphalt Concrete Over 2" Aggregate Base Native: Yellowish Brown and Brown Clayey SAND. Moist, Dense, Non-Plastic to Medium Plastic. Fine to Coarse Grained Sand.	29		22.1 25.7				
	(SM)				Bedrock: (Elev. = 688') Yellowish Brown, Brown, and Gray SANDSTONE. Moist, Very Dense, Non-Plastic. Moderately to Strongly Cemented. Fine to Medium Grained Sand.	50 ^{6"} 50 ^{6"}		26.3 26.5		170	43	Sulfate
5					Bluish Gray SANDSTONE. Moist, Very Dense, Non-Plastic. Weakly Cemented. Fine Grained Sand.	50 ^{5"}		22.3				
10					Bluish Gray SANDSTONE. Moist, Very Dense, Non-Plastic. Weakly Cemented. Fine Grained Sand.	37 50 ^{5"}		20.7				
15					Material Consistent.	28 50 ^{4"}		19.6				
					Material Consistent. Moderately Cemented.	50 ^{5"}		23.0				
20					Boring Terminated @ 19.5 Feet Groundwater Not Encountered Boring Backfilled With Cuttings and Asphalt Cold Patch							
25												

ROCK SOLID ENGINEERING, INC.

FIGURE
A-9

LOG OF EXPLORATORY BORING

Project No.: 20044	Boring: B8	
Project: 125 Bethany Drive	Location: (E) West Parking Lot	
Scotts Valley, California	Elevation: 691'	
Date: December 17, 2020	Method of Drilling: Truck Mounted Drill Rig	
Logged By: JDB	6 in. Solid Stem Auger, 140 lb. Hammer	

Depth (ft.)	Soil Type	Undisturbed	Bulk	2" DIA Sample 2.5" DIA Sample Bulk Sample Terzaghi Split Spoon Sample Static Water Table	Description	Blows	Dry Density (pcf)	Moisture Content (%)	Wet Density (pcf)	Direct Shear		Miscellaneous Laboratory Testing
										c (psf)	ϕ°	
	SM				4" Asphalt Concrete Over 2" Aggregate Base Native: Dark Bluish Gray Silty SAND. Moist, Dense, Plastic. Fine to Coarse Grained Sand. Gravel - up to 2".	61		21.4				
	(SM)				Bedrock: (Elev. = 689.5') Yellowish Brown SANDSTONE. Moist, Very Dense, Weakly to Moderately Cemented. Fine Grained Sand.	16 50 ^{4"}	93.7	22.5 22.2	114.8			
5					Bluish Gray SANDSTONE. Moist, Very Dense, Moderately Cemented. Fine Grained Sand. Material Consistent.	24 50 ^{5"} 30 50 ^{5"}	82.1	20.5 22.9	99.0	310	37	
10					Bluish Gray and Orangish Brown SANDSTONE. Moist, Very Dense, Moderately Cemented. Fine Grained Sand.	50 ^{5"}		20.9				
15					Material Consistent. Perched Groundwater	23 50 ^{5"}		21.9				
20					Material Consistent. Moist to Wet.	50 ^{5"}		21.8				
25					Boring Terminated @ 20.5 Feet Perched Groundwater Encountered @ 17 Feet Boring Backfilled With Cuttings and Asphalt Cold Patch							

ROCK SOLID ENGINEERING, INC.

FIGURE
A-10

SUMMARY OF LABORATORY TEST RESULTS

BORING	DEPTH	SOIL TYPE	IN-SITU			DIRECT SHEAR		GRAIN SIZE (%)				EXPANSION INDEX	SOLUBLE SULFATES (ppm)
			DRY DENSITY (pcf)	MOISTURE CONTENT (%)	WET DENSITY (pcf)	COHESION (psf) (PEAK)	FRICTION ANGLE (PEAK)	GRAVEL	SAND	SILT	CLAY		
B1	1.0	SM	107.2	16.0	124.3					43			
B1	2.5	SC		21.0								27	
B1	5T	CL		23.5									
B1	5B	(SM)	85.4	27.7	109.0								
B1	6.0	(SM)		27.1									180
B1	10.0	(SM)	85.8	19.6	102.6								
B1	15.0	(SM)		20.4									
B2	1.0	SC	106.5	18.9	126.6					39			
B2	2.5	SC		18.0									
B2	5T	CL		28.6									
B2	5B	(SM)	82.9	38.5	114.8								
B2	6.5	(SM)		26.7									
B2	10.0	(SM)		20.8						43			
B2	15.0	(SM)		21.8									
B3	1.0	(SM)	86.5	23.2	106.6					37			
B3	2.0	(SM)		23.9									
B3	5T	(SM)		25.7									
B3	5B	(SM)		21.7									
B3	10.0	(SM)		23.2						35			
B4	1.0	SM		11.9									
B4	2.5T	CL		14.1									

ROCK SOLID ENGINEERING, INC.

FIGURE
A-11.1

SUMMARY OF LABORATORY TEST RESULTS

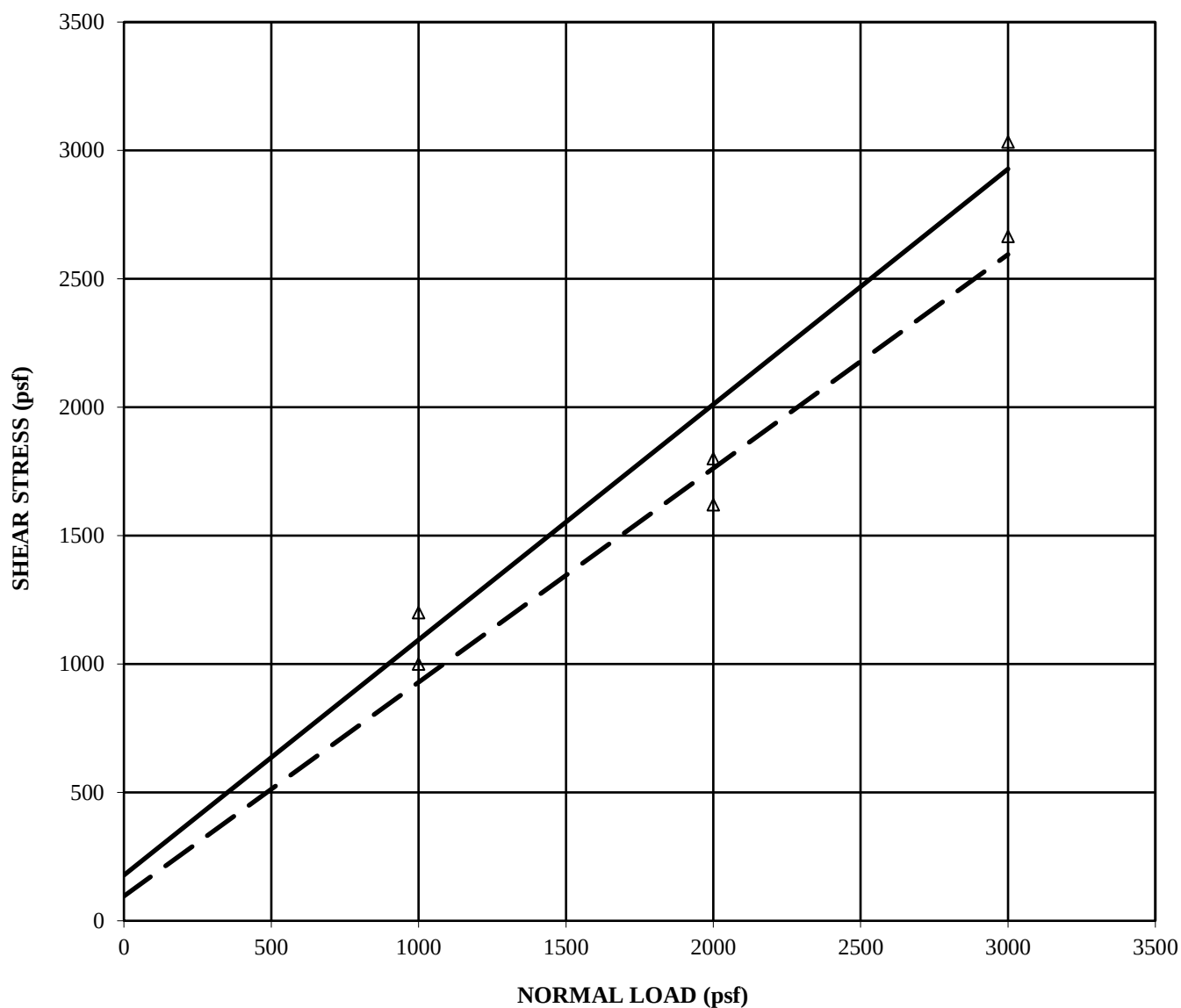
BORING	DEPTH	SOIL TYPE	IN-SITU			DIRECT SHEAR		GRAIN SIZE (%)				EXPANSION INDEX	SOLUBLE SULFATES (ppm)
			DRY DENSITY (pcf)	MOISTURE CONTENT (%)	WET DENSITY (pcf)	COHESION (psf) (PEAK)	FRICITION ANGLE (PEAK)	GRAVEL	SAND	SILT	CLAY		
B4	2.5B	(SM)		20.8									
B5	1.0	SM	80.5	15.4	92.9								12
B5	2.5T	SM		8.0									
B5	2.5B	(SM)		18.5									
B5	5.0	(SM)		21.1									
B5	10.0	(SM)		20.0									
B5	15.0	(SM)		22.6									
B6	1.0	SM	84.6	9.7	92.7								
B6	2.5T	SC		21.8						49			
B6	2.5B	(SM)		30.0									
B6	5.0	(SM)	82.5	31.7	108.7								
B6	6.0	(SM)		24.9									
B7	0.5T	SC		22.1									
B7	0.5	SC		25.7									
B7	0.5B	(SM)		26.3		170	43						
B7	2.0	(SM)		26.5									52
B7	5.0	(SM)		22.3									
B7	10.0	(SM)		20.7									
B7	15.0	(SM)		19.6									
B7	19.0	(SM)		23.0									
B8	1T	SM		21.4									

ROCK SOLID ENGINEERING, INC.

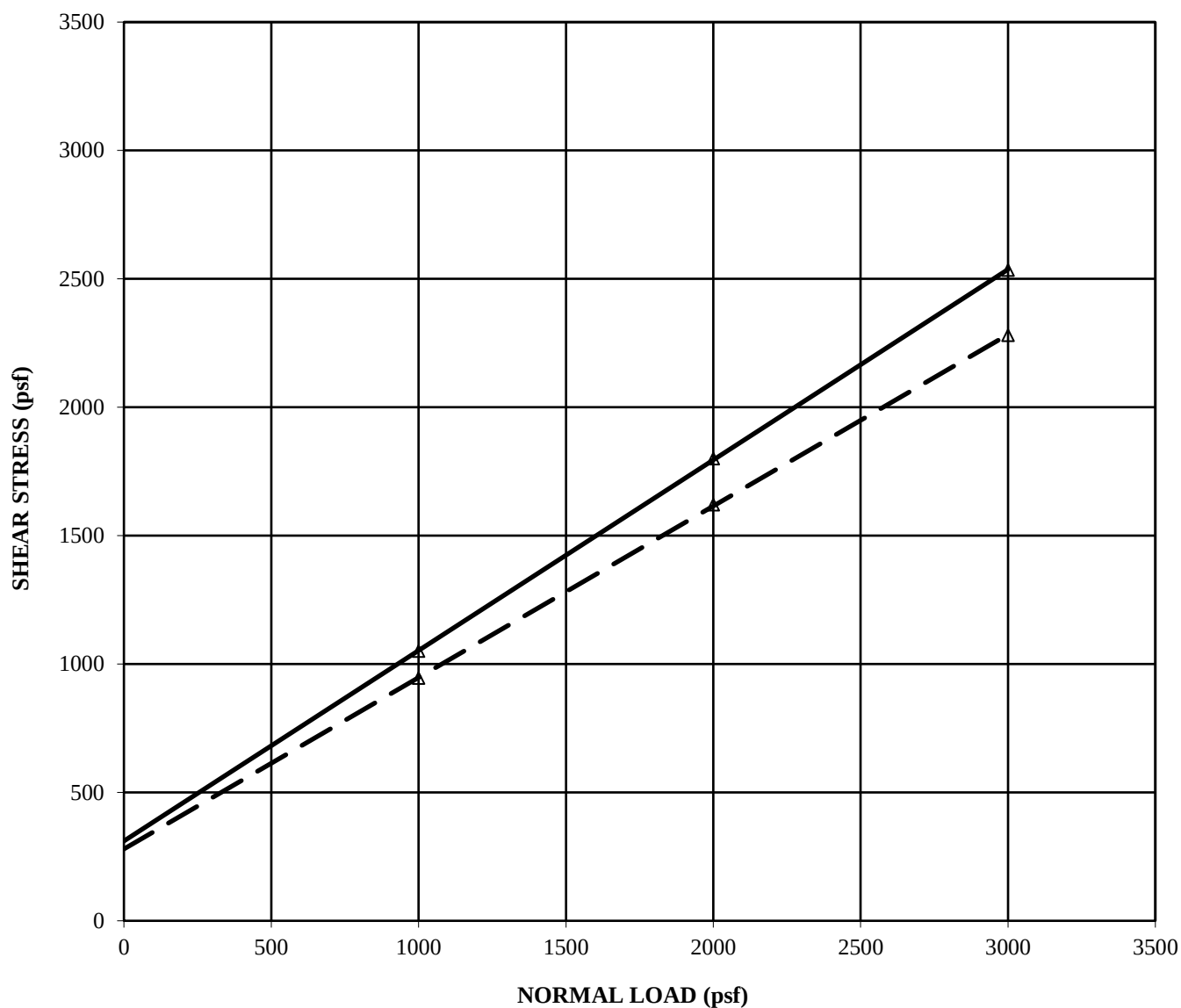
FIGURE
A-11.2

SUMMARY OF LABORATORY TEST RESULTS													
BORING	DEPTH	SOIL TYPE	IN-SITU			DIRECT SHEAR		GRAIN SIZE (%)				EXPANSION INDEX	SOLUBLE SULFATES (ppm)
			DRY DENSITY (pcf)	MOISTURE CONTENT (%)	WET DENSITY (pcf)	COHESION (psf) (PEAK)	FRICTION ANGLE (PEAK)	GRAVEL	SAND	SILT	CLAY		
B8	1.0	(SM)	93.7	22.5	114.8								
B8	1B	(SM)		22.2									
B8	2.5	(SM)		21.8									
B8	5.0	(SM)	82.1	20.5	99.0	310	37						
B8	6.0	(SM)		22.9									
B8	10.0	(SM)		20.9									
B8	15.0	(SM)		21.9									
B8	20.0	(SM)		21.8									
													FIGURE A-11.3

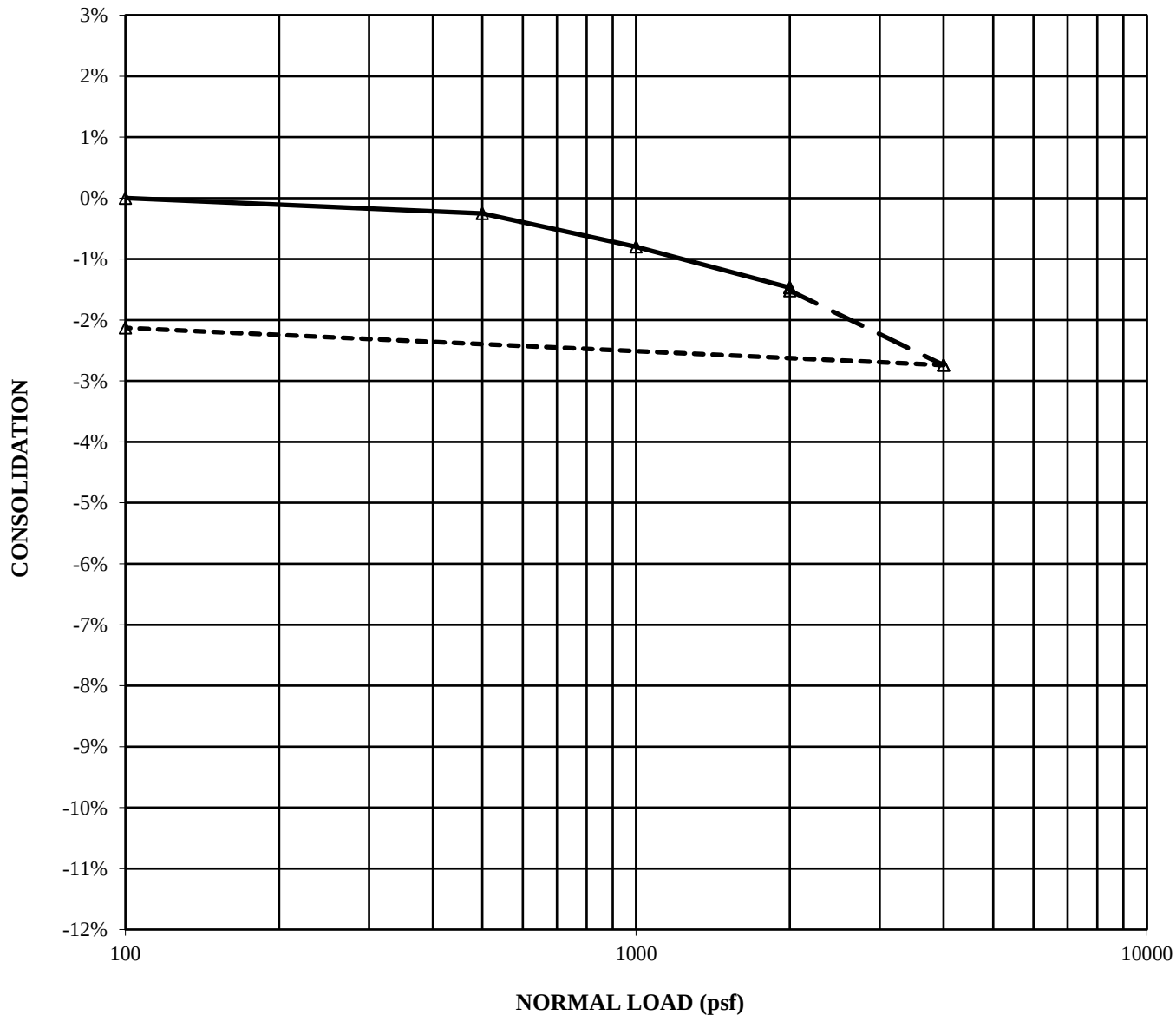
BORING:	B7	PEAK RESIDUAL	COHESION	FRICTION
DEPTH (ft):	0.5B		(psf)	ANGLE
SOIL TYPE (USCS):	(SM)		170	43
			90	40
TEST SAMPLE TYPE:		FIELD MOISTURE:	26.3%	
IN-SITU (SATURATED)		SATURATED MOIST:	44.0%	



BORING:	B8		COHESION	FRICTION
DEPTH (ft):	5.0		(psf)	ANGLE
SOIL TYPE (USCS):	(SM)		310	37
			270	34
TEST SAMPLE TYPE:		FIELD MOISTURE:	20.5%	
IN-SITU (SATURATED)		SATURATED MOIST:	33.1%	



BORING:	B1	FIELD MOISTURE	
DEPTH (ft):	1.0	SATURATED	
SOIL TYPE (USCS):	SM	REBOUND	
SEATING WEIGHT:	220 psf	FIELD MOISTURE:	16.0%
		SATURATED MOIST:	18.6%





Rock Solid Engineering - OTF
RSE 20044, 125 Bethany

301321-001
2101-010.LAB

RESISTANCE 'R' VALUE AND EXPANSION PRESSURE

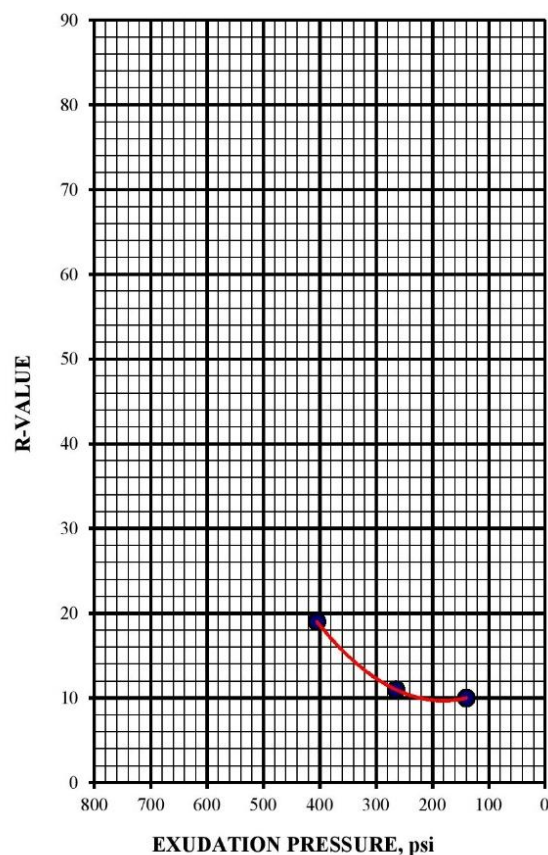
ASTM D 2844/D2844M-18

January 11, 2021

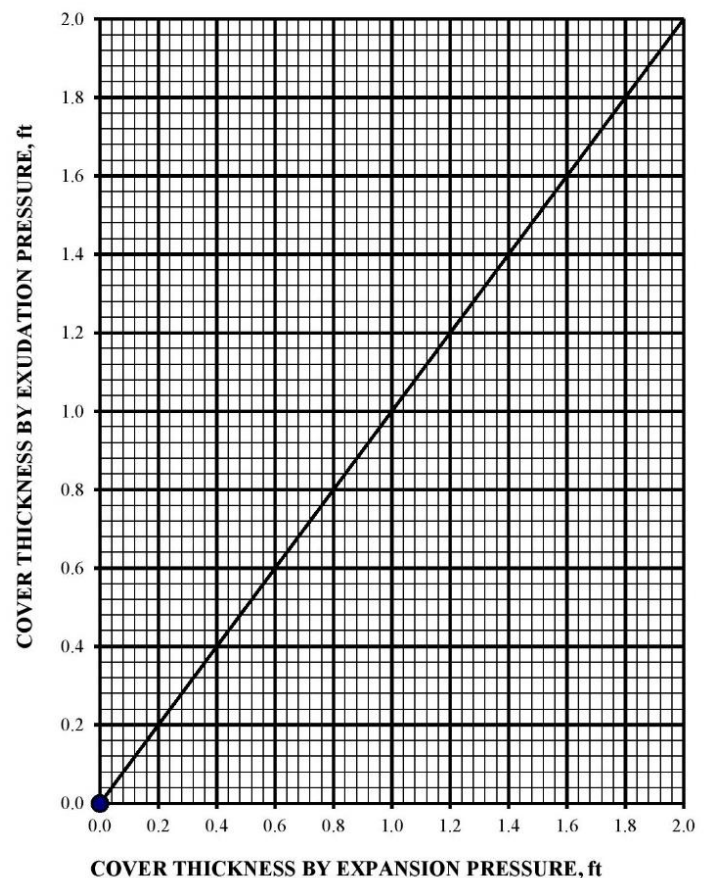
Boring #1 @ 0.0 - 1.5'
Brown Sandy Lean Clay (CL)

Dry Density @ 300 psi Exudation Pressure: 123.3-pcf
%Moisture @ 300 psi Exudation Pressure: 18.5%
R-Value - Exudation Pressure: 12
R-Value - Expansion Pressure: N/A
R-Value @ Equilibrium: 12

EXUDATION PRESSURE CHART



EXPANSION PRESSURE CHART



APPENDIX B

INFILTRATION TESTING PROGRAM

- Infiltration Testing Procedures Page B-1
- Infiltration Test Results Figures B-1 and B-2

INFILTRATION TESTING PROCEDURES

- B-1. Based on our discussions with the project Civil Engineer, we decided to perform infiltration tests at two of the proposed bio-retention facilities. The depths of the tests were chosen based on the proposed depth of the infiltration. The location of the infiltration holes are shown on the Boring and Infiltration Test Location Plan, **Figure A-1**.
- B-2. The infiltration testing program was performed in accordance with the procedures recommended in the Native Soil Assessment for Small Infiltration-Based Stormwater Control Measures (Reference 9). The infiltration tests were performed in accordance with the Shallow Quick Infiltration Methodology.
- B-3. The infiltration tests were performed by filling the holes with water to existing grade to pre-saturate the holes. The water level was continuously maintained for a period of 30 minutes. At the end of the initial 30 minute pre-saturation period, readings were taken at regular time intervals as the water level fell. The final infiltration rates are presented in **Table B-1**.

Table B-1: Infiltration Test Results			
Infiltration Hole #	Depth (Feet)	Material Type (bottom of hole)	Final Infiltration Rate (inches/hour)
I-1	7.3	SANDSTONE (SM)	0.06
I-2	5.5	SANDSTONE (SM)	0.10

- B-4. The calculations of the Final Infiltration rate are based on the methods presented in the Native Soil Assessment for Small Infiltration-Based Stormwater Control Measures (Reference 9) and include a Factor of Safety of 2. The test results and calculations are presented in **Figures B-1 and B-2**.

Project #: 20044

Address: 125 Bethany Drive, Scotts Valley

Hole #: I-1

Date of Test: 1/6/2021

Depth: 88 Inches

Pipe Above Ground: 14 Inches

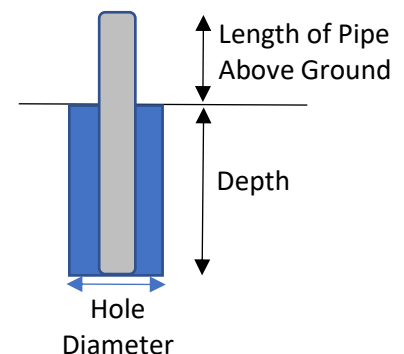
Hole Diameter: 6 Inches

Hole Radius (r): 3 Inches

Reading #	Time	Initial Depth to Water	Final Depth to Water	Change	Min/in	In/hr	Average Head	Infiltration Rate (in/hr)	
	(Mins)	(Inches)	(Inches)	(Inches)			(Inches)	I _t	Final
Presat	30	14.00	15.50	1.50					
1	30	15.50	21.00	5.50	5.5	11	83.8	0.19	0.10
2	30	21.00	27.00	6.00	5.0	12	78.0	0.23	0.11
3	30	27.00	30.25	3.25	9.2	7	73.4	0.13	0.07
4	30	30.25	32.50	2.25	13.3	5	70.6	0.09	0.05
5	30	32.50	36.50	4.00	7.5	8	67.5	0.17	0.09
6	30	36.50	38.25	1.75	17.1	4	64.6	0.08	0.04
7	30	38.25	40.00	1.75	17.1	4	62.9	0.08	0.04
8	30	40.00	41.50	1.50	20.0	3	61.3	0.07	0.04
9	30	41.50	43.00	1.50	20.0	3	59.8	0.07	0.04
Average:					12.8	6	69.1	0.12	0.06

Infiltration Rate, $I_t = \Delta H(60r)/(\Delta t(r+2H_{avg}))$

Final= Measured Infiltration Rate (Infiltration Rate / FS=2)



ROCK SOLID ENGINEERING, INC.

INFILTRATION TEST RESULTS

125 Bethany Drive, Scotts Valley

FIGURE

B-1

Project #: 20044

Address: 125 Bethany Drive, Scotts Valley

Hole #: I-2

Date of Test: 1/6/2021

Depth: 53 Inches

Pipe Above Ground: 18 Inches

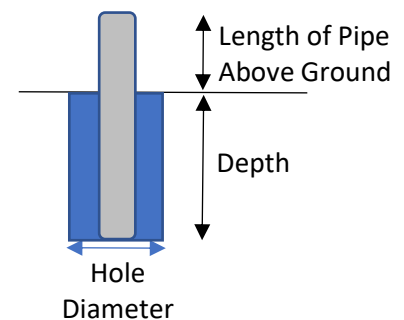
Hole Diameter: 6 Inches

Hole Radius (r): 3 Inches

Reading #	Time	Initial Depth to Water	Final Depth to Water	Change	Min/in	In/hr	Average Head	Infiltration Rate (in/hr)	
	(Mins)	(Inches)	(Inches)	(Inches)			(Inches)	I _t	Final
1	30	18.00	18.75	0.75					
2	30	18.75	26.75	8.00	3.8	16	48.3	0.48	0.24
3	30	26.75	30.50	3.75	8.0	8	42.4	0.26	0.13
4	30	30.50	33.00	2.50	12.0	5	39.3	0.18	0.09
5	30	33.00	37.00	4.00	7.5	8	36.0	0.32	0.16
6	30	37.00	38.50	1.50	20.0	3	33.3	0.13	0.06
7	30	38.50	39.50	1.00	30.0	2	32.0	0.09	0.04
8	30	39.50	41.00	1.50	20.0	3	30.8	0.14	0.07
9	30	41.00	42.00	1.00	30.0	2	29.5	0.10	0.05
10	30	42.00	42.75	0.75	40.0	2	28.6	0.07	0.04
Average:					19.0	5	35.6	0.20	0.10

Infiltration Rate, $I_t = \Delta H(60r)/(\Delta t(r+2H_{avg}))$

Final= Measured Infiltration Rate (Infiltration Rate / FS=2)



ROCK SOLID ENGINEERING, INC.

INFILTRATION TEST RESULTS

125 Bethany Drive, Scotts Valley

FIGURE

B-2

Stormwater Control Plan for 125 Bethany Drive

October, 2020

Owner:

Heritage Real Estate Ventures, LLC
125 Bethany Drive
Scotts Valley, California 95066

prepared by:

C2G/Civil Consultants Group
4444 Scotts Valley Drive, Suite 6
Scotts Valley, California 95066
(831) 438-4420

Table of Contents

I. Project Data.....	1
II. Setting	1
II.A. Project Location and Description	1
II.B. Existing Site Features and Conditions	2
II.C. Opportunities and Constraints for Stormwater Control	2
III. Low Impact Development Design Strategies	2
III.A. Optimization of Site Layout	2
III.A.1. Limitation of development envelope	2
III.A.2. Preservation of natural drainage features	2
III.A.3. Setbacks from creeks, wetlands, and riparian habitats	3
III.A.4. Minimization of imperviousness	3
III.A.5. Use of drainage as a design element	3
III.A.6. Use of Permeable Pavements	3
III.A.7. Dispersal of Runoff to Pervious Areas	3
III.A.8. Stormwater Control Measures	3
IV. Documentation of Drainage Design.....	3
IV.A. Descriptions of each Drainage Management Area	3
IV.A.1. Table of Drainage Management Areas	3
IV.A.2. Drainage Management Area Descriptions	3
IV.B. Tabulation and Sizing Calculations	4
IV.B.1. Information Summary for LID Facility Design	4
IV.B.2. Self-Treating Areas	4
IV.B.3. Self-Retaining Areas	4
IV.B.4. Areas Draining to Self-Retaining Areas	4
IV.B.5. Areas Draining to Bioretention Facilities (Tier 2 Projects)	4
V. Source Control Measures.....	5
V.A. Site activities and potential sources of pollutants	5
V.B. Source Control Table	6
V.C. Features, Materials, and Methods of Construction of Source Control BMPs	6
VI. Stormwater Facility Maintenance.....	6
VI.A. Ownership and Responsibility for Maintenance in Perpetuity	6
VI.B. Summary of Maintenance Requirements for Each Stormwater Facility	7
VII. Construction Checklist	7
VIII. Certifications	7

Tables

Table 1.	Project Data	1
Table IV.A.1.	Table of Drainage Management Areas	3
Table IV.B.	Tabulation and Sizing Calculations	3
Table IV.B.5.	Areas Draining to Bioretention Facilities (Tier 2 Projects)	4
Table V.B.	Sources and Source Control Measures	4
Table VII.1	Construction Plan C.3 Checklist	5

Figures

Vicinity Map	2
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Attachments

- Attachment A: Soil Data
- Attachment B: Grading and Drainage Plan
- Attachment C: DMA Exhibit

This Stormwater Control Plan was prepared using the template dated 18 February 2014 by the City of Scotts Valley.

I. Project Data

Table 1. Project Data

Project Name/Number	125 Bethany Drive
Application Submittal Date	October 2020
Project Location	APN 023-102-15
Project Phase No.	NA
Project Type and Description	Professional Commercial
Total Project Site Area (acres)	1.32 ac
Total New Impervious Surface Area	43,945 sf
Total Replaced Impervious Surface Area	4,200 sf
Total Pre-Project Impervious Surface Area	36,910 sf
Total Post-Project Impervious Surface Area	43,945 sf
Net Impervious Area	7,035 sf
Watershed Management Zone(s)	1
Design Storm Frequency and Depth	10 Year
Urban Sustainability Area	NA

II. Setting

II.A. Project Location and Description

The site consists of an existing lot at the north end of Scotts Valley Drive at the intersection of Vine Hill School Road, Tabor and Bethany Drive. The existing profession commercial lot consists of two existing buildings and parking lot. The New project will remove the existing two buildings and replace the professional buildings with one new three-story building. The project is a complete replacement with some minor parking lot areas to be removed and replaced in-kind. See Vicinity Map on page 2.



Figure 1: Vicinity Map

II.B. Existing Site Features and Conditions

The site known as Bethany Park was previously the support offices for Bethany University. The property was sold to Heritage Real Estate Ventures, LLC when Bethany University was converted to the 1440 Multi-Versity Campus. The site soils consist of Bonny Doon loam, and provide infiltration rates ranging from 0.03 in/hr to 0.28 in/hr. Depth to water table exceeds 80 inches.

Municipal storm drain structures include 2 inlets at the intersection of Tabor, Vin Hill School Road and Scotts Valley Drive.

II.C. Opportunities and Constraints for Stormwater Control

Opportunities for stormwater control include the steep slopes, and location of existing inlets and associated conduits at the low end of the parcel.

Constraints to stormwater control include limited location of City storm conduit (only south-west corner of property) and limited permeable surfaces.

III. Low Impact Development Design Strategies

III.A. Optimization of Site Layout

III.A.1. Limitation of development envelope

The project is trying to minimize disturbance to existing trees while maximizing the building envelope.

III.A.2. Preservation of natural drainage features

No changes to natural drainage are proposed.

III.A.3. Setbacks from creeks, wetlands, and riparian habitats

NA – no such setbacks exist at this location. The existing stream is on the other side of Bethany Drive

III.A.4. Minimization of imperviousness

NA – all new and replaced impervious surfaces are AC.

III.A.5. Use of drainage as a design element

Drainage is tiered and brought down to the existing flat area at the corner of Tabor and Scotts Valley Drive.

III.A.6. Use of Permeable Pavements

No permeable pavements are proposed.

III.A.7. Dispersal of Runoff to Pervious Areas

Drainage along Tabor is directed to landscape areas (Pervious areas) between building and new sidewalk.

III.A.8. Stormwater Control Measures

Impervious areas are directed to storm water treatment areas first. Over flow structures at the storm water treatment areas collect and convey the water to underground chambers to allow retention and detention for Tier 3 & Tier 4 requirements.

IV. Documentation of Drainage Design

IV.A. Descriptions of each Drainage Management Area

IV.A.1. Table of Drainage Management Areas

DMA Name	Surface Type	Area (square feet)
1	AC, vegetated areas, Building	26,635
2	AC, vegetated areas, Building	9,406
3	AC, vegetated area, Building	18,423
4	Vegetate Area	2,895

IV.A.2. Drainage Management Area Descriptions

DMA 1 totaling 26,635 square feet, the building and parking lot impervious areas is directed to treatment soil for filtration. The water is stored below ground for retention and detention after filtration.

DMA 2, totaling 9,406 square feet, drains from the AC and building are directed to a storm drain system that conveys the water to a treatment areas that relies upon filtration. Higher storm events are collected and conveyed to DMA 1 for retention and detention purposes.

DMA 3, totaling 18,423 square feet, drains from the AC and building are directed to a storm drain system that conveys the water to a treatment areas that relies upon filtration. Higher storm events are collected and conveyed to DMA 2 then to DMA 1 for retention and detention purposes.

DMA 4, totaling 2,895 is a self-treating vegetated area.

IV.B. Tabulation and Sizing Calculations

IV.B.1. Information Summary for LID Facility Design

Total Project Area (Square Feet)	57,499
Design Storm Depth	2.0 inches
Applicable Requirements	Tier 4

IV.B.2. Self-Treating Areas

DMA 4 is all vegetation and is a self-treating area. Landscape areas is 2,895 square feet.

IV.B.3. Self-Retaining Areas

None

IV.B.4. Areas Draining to Self-Retaining Areas

None

IV.B.5. Areas Draining to Bioretention Facilities (Tier 2 Projects)

DMA Name	DMA Area (square feet)	Post-project surface type	DMA Runoff factor	DMA Area × runoff factor	SCM Name		
1	21,915	AC/Conc	.95	20,819	SCM Sizing factor	Minimum SCM Size	Proposed SCM Size
1	4720	Vegetated	.25	1,100			
Total>				21,919	0.04	877	1,200

DMA Name	DMA Area (square feet)	Post-project surface type	DMA Runoff factor	DMA Area × runoff factor	SCM Name		
2	9,375	AC/Conc	.95	8,906	SCM Sizing factor	Minimum SCM Size	Proposed SCM Size
2	33	Vegetated	.25	8			
Total>				8,914	0.04	357	375

DMA Name	DMA Area (square feet)	Post-project surface type	DMA Runoff factor	DMA Area × runoff factor	SCM Name		
3	12,655	AC/Conc	.95	12,022	SCM Sizing factor	Minimum SCM Size	Proposed SCM Size
3	5,768	Vegetated	.25	1,442			
Total>				13,464	0.04	538	202

V. Source Control Measures

V.A. Site activities and potential sources of pollutants

The trash enclosure and oil from cars is the main pollutant source for this project.

V.B. Source Control Table

Potential source of runoff pollutants	Permanent source control BMPs	Operational source control BMPs
On-site storm drain inlets	Mark inlets "No Dumping"	Inspect and maintain
Interior Elevator Shaft	Connect to sanitary sewer	Inspect and maintain
Exterior Landscaping	Re-use of existing trees.	Minimize use of pesticides
Trash Enclosure	Covered and inlet connected to sanitary sewer	Inspect and Maintain
Fire Sprinkler Test Water	Drain to sanitary sewer	Inspect and Maintain
Condensate Drain Line	Drain to landscaping	
Parking Lot and Sidewalks	Drains to BMPS	Inspect and Maintain

V.C. Features, Materials, and Methods of Construction of Source Control BMPs

The BMP biofiltration areas have been optimized for high volume/high flow treatment applications. Pollutants are captured by the drainage media, which then attacks the pollutants by decomposing or volatilizing them, then capturing the remaining components in the drain rock media. The filtration media is then replaced as needed based on semi-annual inspections of the unit and the media.

VI. Stormwater Facility Maintenance

VI.A. Ownership and Responsibility for Maintenance in Perpetuity

Maintenance of all stormwater control facilities will be performed under the Road Maintenance Agreement, to be finalized as part of the Use Permit.

The current site owner will be responsible for maintenance and repair of all stormwater control facilities until the Road Maintenance Agreement goes into effect.

VI.B. Summary of Maintenance Requirements for Each Stormwater Facility

The BMP's and chambers be maintained per the manufacturer's guidance, see Attachment D

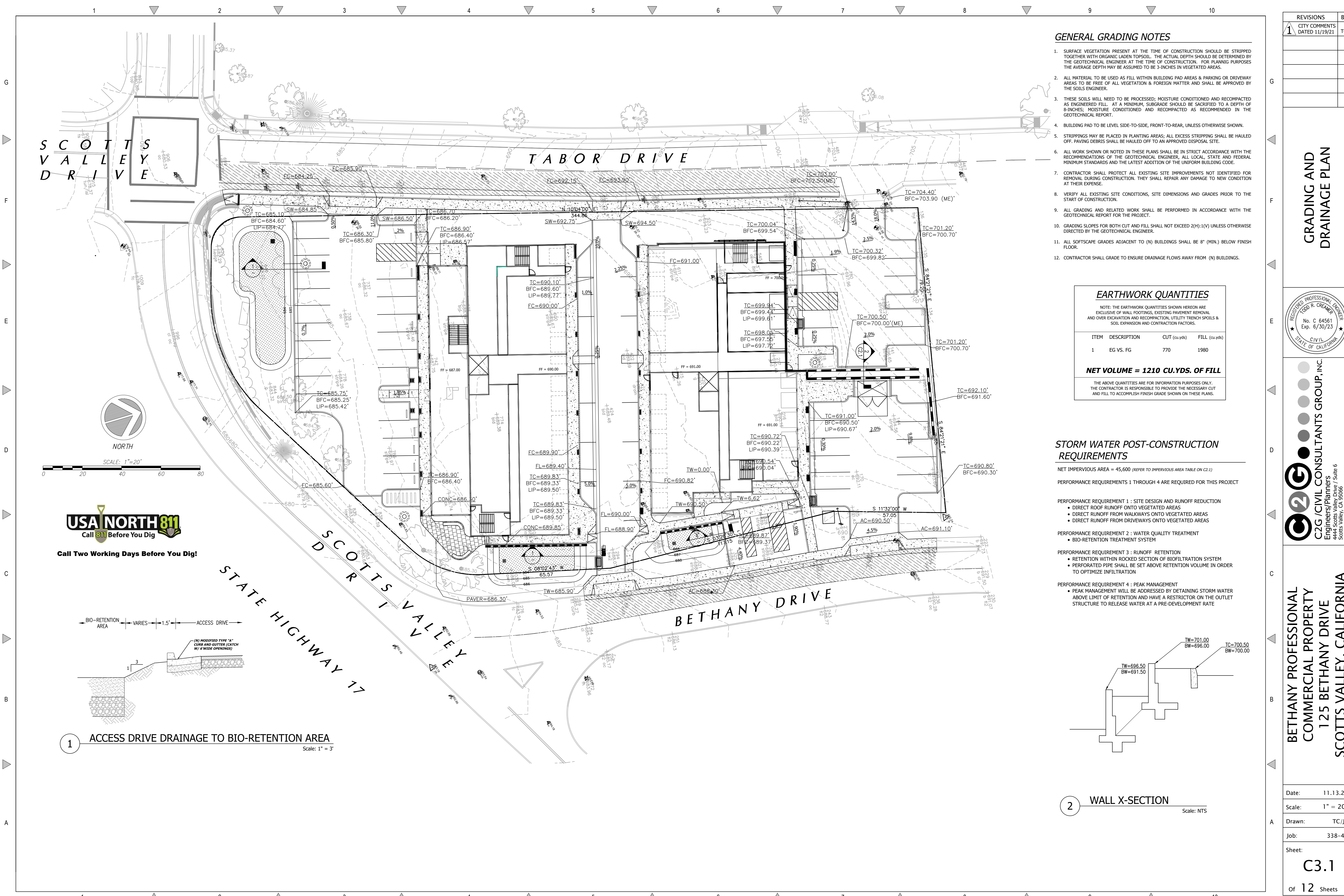
VII. Construction Checklist

Table VII.1

Stormwater Control Plan Page #	BMP Description	See Plan Sheet #s
4	Bio-retention areas	C3.1 & C3.2

VIII. Certifications

The preliminary design of stormwater treatment facilities and other stormwater pollution control measures in this plan are in accordance with the current edition of the City of Scotts Valley's Stormwater Technical Guidance.



GENERAL GRADING NOTES

- SURFACE VEGETATION PRESENT AT THE TIME OF CONSTRUCTION SHOULD BE STRIPPED TOGETHER WITH ORGANIC LADEN TOPSOIL. THE ACTUAL DEPTH SHOULD BE DETERMINED BY THE GEOTECHNICAL ENGINEER AT THE TIME OF CONSTRUCTION. FOR PLANNING PURPOSES THE AVERAGE DEPTH MAY BE ASSUMED TO BE 3-INCHES IN VEGETATED AREAS.
- ALL MATERIAL TO BE USED AS FILL WITHIN BUILDING PAD AREAS & PARKING OR DRIVEWAY AREAS TO BE FREE OF ALL VEGETATION & FOREIGN MATTER AND SHALL BE APPROVED BY THE SOILS ENGINEER.
- THESE SOILS WILL NEED TO BE PROCESSED; MOISTURE CONDITIONED AND RECOMPACTED AS ENGINEERED FILL. AT A MINIMUM, SUBGRADE SHOULD BE SACRIFICED TO A DEPTH OF 8-INCHES; MOISTURE CONDITIONED AND RECOMPACTED AS RECOMMENDED IN THE GEOTECHNICAL REPORT.
- BUILDING PAD TO BE LEVEL SIDE-TO-SIDE, FRONT-TO-REAR, UNLESS OTHERWISE SHOWN.
- STRIPPINGS MAY BE PLACED IN PLANTING AREAS; ALL EXCESS STRIPPING SHALL BE HAULED OFF. PAVING DEBRIS SHALL BE HAULED OFF TO AN APPROVED DISPOSAL SITE.
- ALL WORK SHOWN OR NOTED IN THESE PLANS SHALL BE IN STRICT ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER, ALL LOCAL, STATE AND FEDERAL MINIMUM STANDARDS AND THE LATEST ADDITION OF THE UNIFORM BUILDING CODE.
- CONTRACTOR SHALL PROTECT ALL EXISTING SITE IMPROVEMENTS NOT IDENTIFIED FOR REMOVAL DURING CONSTRUCTION. THEY SHALL REPAIR ANY DAMAGE TO NEW CONDITION AT THEIR EXPENSE.
- VERIFY ALL EXISTING SITE CONDITIONS, SITE DIMENSIONS AND GRADES PRIOR TO THE START OF CONSTRUCTION.
- ALL GRADING AND RELATED WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE GEOTECHNICAL REPORT FOR THE PROJECT.
- GRADING SLOPES FOR BOTH CUT AND FILL SHALL NOT EXCEED 2(H):1(V) UNLESS OTHERWISE DIRECTED BY THE GEOTECHNICAL ENGINEER.
- ALL SOFTSCAPE GRADES ADJACENT TO (N) BUILDINGS SHALL BE 8" (MIN.) BELOW FINISH FLOOR.
- CONTRACTOR SHALL GRADE TO ENSURE DRAINAGE FLOWS AWAY FROM (N) BUILDINGS.

EARTHWORK QUANTITIES

NOTE: THE EARTHWORK QUANTITIES SHOWN HEREON ARE EXCLUSIVE OF WALL FOOTINGS, EXISTING PAVEMENT REMOVAL AND OVER EXCAVATION AND RECONSTRUCTION, UTILITY TRENCH SPOILS & SOIL EXPANSION AND CONTRACTION FACTORS.

ITEM	DESCRIPTION	CUT (cu-yds)	FILL (cu-yds)
1	EG VS. FG	770	1980

NET VOLUME = 1210 CU.YDS. OF FILL

THE ABOVE QUANTITIES ARE FOR INFORMATION PURPOSES ONLY. THE CONTRACTOR IS RESPONSIBLE TO PROVIDE THE NECESSARY CUT AND FILL TO ACCOMPLISH FINISH GRADE SHOWN ON THESE PLANS.

STORM WATER POST-CONSTRUCTION REQUIREMENTS

NET IMPERVIOUS AREA = 45,600 (REFER TO IMPERVIOUS AREA TABLE ON C2.1)

PERFORMANCE REQUIREMENTS 1 THROUGH 4 ARE REQUIRED FOR THIS PROJECT

PERFORMANCE REQUIREMENT 1 : SITE DESIGN AND RUNOFF REDUCTION

- DIRECT ROOF RUNOFF ONTO VEGETATED AREAS
- DIRECT RUNOFF FROM WALKWAYS ONTO VEGETATED AREAS
- DIRECT RUNOFF FROM DRIVEWAYS ONTO VEGETATED AREAS

PERFORMANCE REQUIREMENT 2 : WATER QUALITY TREATMENT

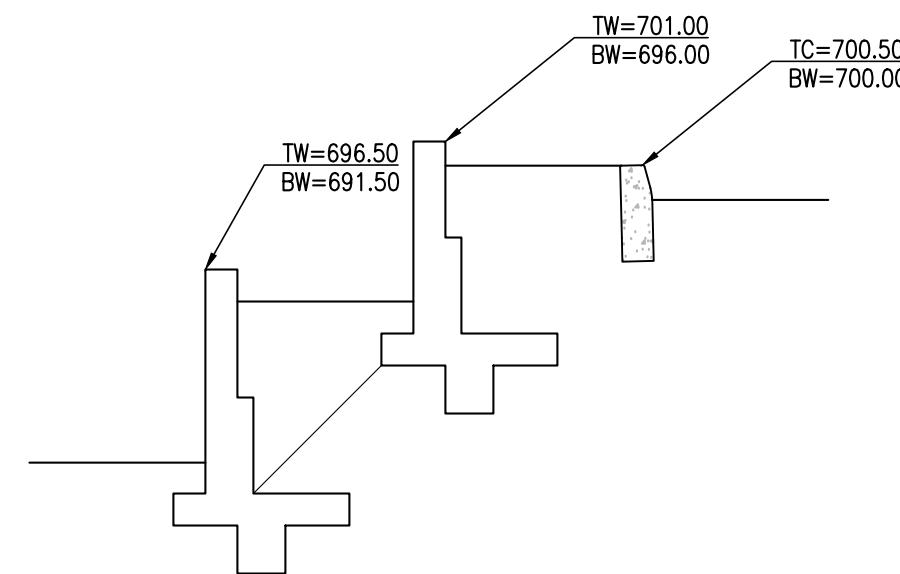
- BIO-RETENTION TREATMENT SYSTEM

PERFORMANCE REQUIREMENT 3 : RUNOFF RETENTION

- RETENTION WITHIN ROCKED SECTION OF BIOFILTRATION SYSTEM
- PERFORATED PIPE SHALL BE SET ABOVE RETENTION VOLUME IN ORDER TO OPTIMIZE INFILTRATION

PERFORMANCE REQUIREMENT 4 : PEAK MANAGEMENT

- PEAK MANAGEMENT WILL BE ADDRESSED BY DETAINING STORM WATER ABOVE LIMIT OF RETENTION AND HAVE A RESTRICTOR ON THE OUTLET STRUCTURE TO RELEASE WATER AT A PRE-DEVELOPMENT RATE

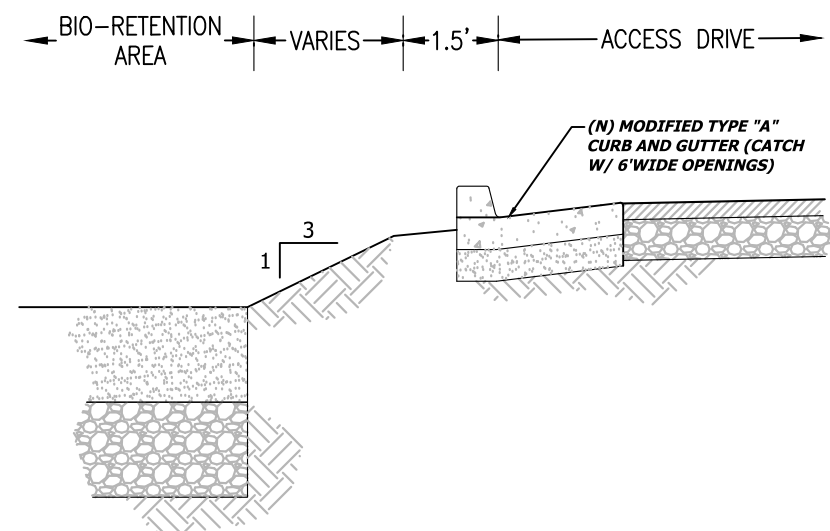


WALL X-SECTION

Scale: NTS



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ACCESS DRIVE DRAINAGE TO BIO-RETENTION AREA

Scale: 1" = 3'

REVISIONS

BY

1

CITY COMMENTS DATED 11/19/21

TC

GRADING AND DRAINAGE PLAN

REGISTERED PROFESSIONAL ENGINEER

TOM R. CREMER

No. C 64561

Exp. 6/30/23

CIVIL

STATE OF CALIFORNIA

BETHANY PROFESSIONAL

COMMERCIAL PROPERTY

125 BETHANY DRIVE

SCOTTS VALLEY, CALIFORNIA

Engineers/Planners

4400 Scotts Valley Blvd., Suite 6

Scotts Valley, CA 95066

T (831) 438-4420 F (831) 438-4420

By: jmc

Last Printed: Thu Nov 18, 2021 - 2:45pm

Layout: C3.1 - GRADING AND DRAINAGE

Date:

11.13.20

Scale:

1" = 20'

Drawn:

TC/JB

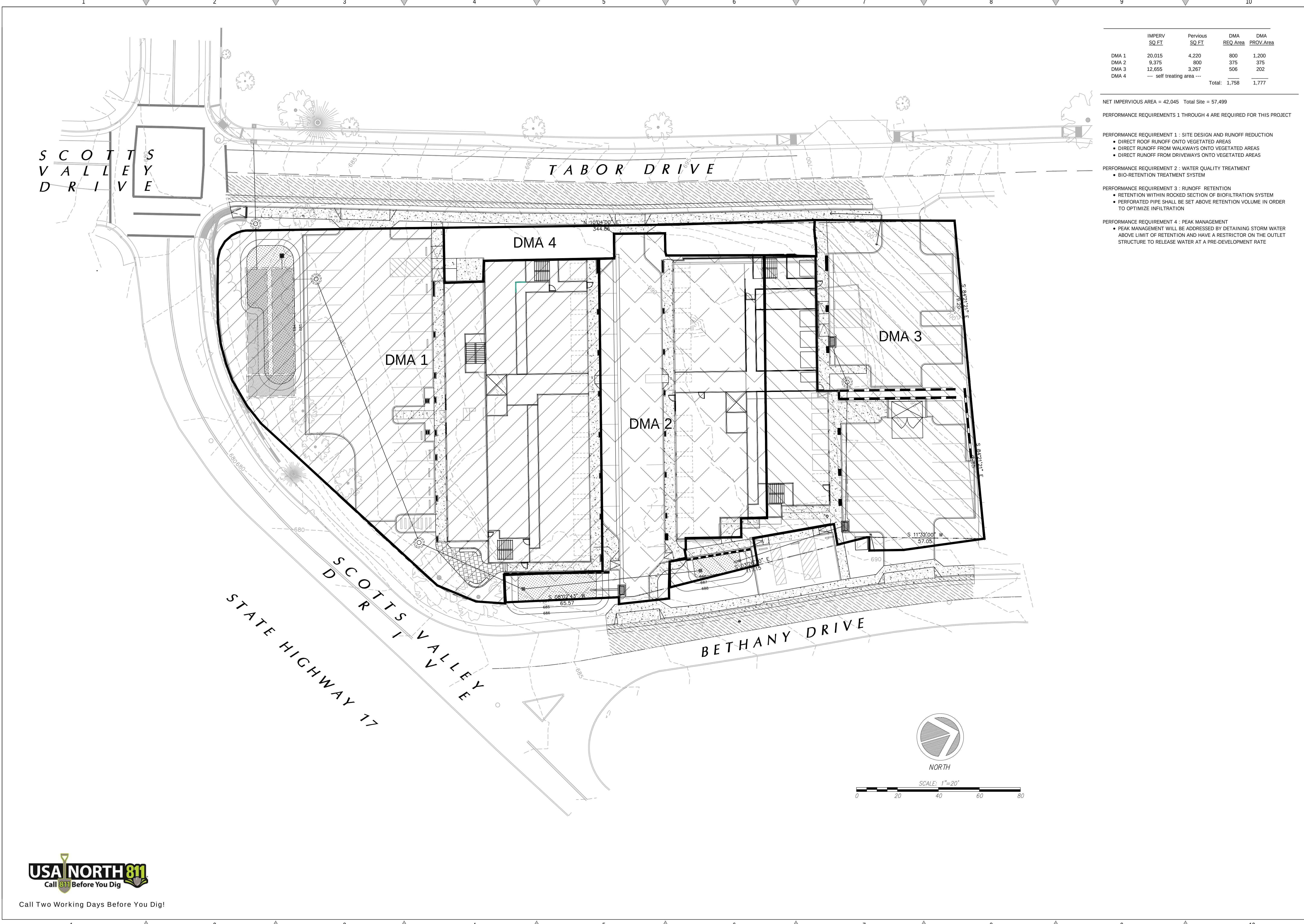
Job:

338-40

Sheet:

C3.1

of 12 Sheets



	IMPERV SQ FT	Pervious SQ FT	DMA REQ Area	DMA PROV Area
DMA 1	20,015	4,220	800	1,200
DMA 2	9,375	800	375	375
DMA 3	12,655	3,267	506	202
DMA 4	---	self treating area ---		
Total:			1,758	1,777

- NET IMPERVIOUS AREA = 42,045 Total Site = 57,499
- PERFORMANCE REQUIREMENTS 1 THROUGH 4 ARE REQUIRED FOR THIS PROJECT
- PERFORMANCE REQUIREMENT 1 : SITE DESIGN AND RUNOFF REDUCTION
- DIRECT ROOF RUNOFF ONTO VEGETATED AREAS
 - DIRECT RUNOFF FROM WALKWAYS ONTO VEGETATED AREAS
 - DIRECT RUNOFF FROM DRIVEWAYS ONTO VEGETATED AREAS
- PERFORMANCE REQUIREMENT 2 : WATER QUALITY TREATMENT
- BIO-RETENTION TREATMENT SYSTEM
- PERFORMANCE REQUIREMENT 3 : RUNOFF RETENTION
- RETENTION WITHIN ROCKED SECTION OF BIOFILTRATION SYSTEM
 - PERFORATED PIPE SHALL BE SET ABOVE RETENTION VOLUME IN ORDER TO OPTIMIZE INFILTRATION
- PERFORMANCE REQUIREMENT 4 : PEAK MANAGEMENT
- PEAK MANAGEMENT WILL BE ADDRESSED BY DETAINING STORM WATER ABOVE LIMIT OF RETENTION AND HAVE A RESTRICTOR ON THE OUTLET STRUCTURE TO RELEASE WATER AT A PRE-DEVELOPMENT RATE

REVISIONS

BY

1

CITY COMMENTS
DATED 11/19/21

TC

STORM WATER
CONTROL PLAN

REGISTERED PROFESSIONAL ENGINEER
TODD R. CREAGER
No. C 64561
Exp. 6/30/23
CIVIL
STATE OF CALIFORNIA

C2G CIVIL CONSULTANTS GROUP, INC.
Engineers/Planners
4400 Scotts Valley Road
Scotts Valley, CA 95066
T (831) 438-4420 F (831) 438-4420

BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTTS VALLEY, CALIFORNIA

Date: 11.13.20

Scale: 1" = 20'

Drawn: TC/JB

Job: 338-40

Sheet: C3.2

Of 12 Sheets



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EDWARD L. PACK ASSOCIATES. INC.

1975 HAMILTON AVENUE
SUITE 26
SAN JOSE, CA 95125

Acoustical Consultants

TEL: 408-371-1195
FAX: 408-371-1196
www.packassociates.com

June 25, 2021
Project No. 53-025

Mr. Eli May
Heritage Real Estate Ventures, LLC
P.O. Box 379
Ames, IA 50010

Subject: Noise Assessment Study for the Planned “Store More” Commercial Office
and Storage Development, 125 Bethany Drive, Scotts Valley

Dear Mr. May:

This report presents the results of a noise assessment study for the planned “Store More” commercial office and storage development at 125 Bethany Drive in Scotts Valley, as shown on the Site Plan, Ref. (a). The noise exposures and noise levels presented herein were evaluated against the standards of the City of Scotts Valley General Plan Noise Element, Ref. (b), the City of Scotts Valley Municipal Code, Ref. (c), and the State of California CalGreen Non-Residential Mandatory Measures, Ref. (d). The analysis of the on-site sound level measurements indicates that the existing noise environment is due primarily to vehicular traffic sources on Highway 17. Traffic on Bethany Drive and Tabor Drive do not significantly affect the on-site noise environment. Traffic noise impacts to the project will be within the limits of the standards. The project-generated noise levels and noise increases in the ambient conditions will be within the standards of the Municipal Code and the allowed noise increases established in the Noise Element. Noise mitigation measures will not be required.

Noise and vibration from demolition of the existing building and construction of the new building may produce annoyance to the neighbors in close proximity to the site. Therefore, general noise and vibration reduction measures are included in this study to help control construction noise and vibration.

Section I of this report contains descriptions of the noise standards applicable to the project. Section II contains site and project descriptions. Subsequent sections contain analysis of the noise levels, the noise impacts to the project, the project-generated noise impacts and construction noise and vibration reduction measures. Appendices A, B and C contain the list of references, descriptions of the noise standards and terminology and the on-site noise measurement data and calculation tables. .

I. Noise Standards

A. City of Scotts Valley General Plan

The noise assessment results presented in the findings are shown in reference to the City of Scotts Valley Noise Element, which utilizes the Day-Night Level (DNL) 24-hour noise exposure descriptor to define community noise impacts.

Policy NP-451 states, “New developments shall include noise attenuation measures to reduce the effects of existing noise to an acceptable level”.

Action NA-452 then states, “In areas where the annual day-night noise level exceeds 60 dBA, the City shall require an acoustical engineering study for proposed new construction or renovation of structure(s). Each acoustical analysis should recommend methods to reduce the interior day-night annual average noise levels to below 45 dBA for private dwellings, motels, hotels, offices and noise sensitive uses.” Thus, the noise exposure (DNL) limit for the project offices is 45 dB DNL.

Table 3 in the Noise Element provides acceptable increases in the ambient noise environment for various types of projects affecting various types of land uses.

For commercial projects impacting residential land uses, the project is allowed to add up to 5 decibels to the existing ambient noise environment, regardless of the ambient noise environment. Decibels are added using the following formula:

$$\text{Sum} = 10\log_{10}(10^{(\text{SL1}/10)} + 10^{(\text{SL2}/10)}) \quad \text{where, SL} = \text{Sound Level}$$

This study applies the noise increase limits to the residential property line to the north.

B. City of Scotts Valley Municipal Code

Section 17.44.020 of the Municipal Code regulates noise from mechanical equipment impacting residences associated with commercial or industrial use. The noise level limit for project mechanical equipment at the residential property to the north is 60 A-weighted decibels (dBA). Note that this noise level limit applies to the operational noise level of the equipment at any given time and is neither time-averaged nor time-weighted.

Section 17.46.160 limits construction to the hours of 8:00 AM to 6:00 PM Monday through Friday and 9:00 AM to 5:00 PM Saturday. No construction activity is allowed on Sunday. There are no specific noise or sound level limits applied to construction activity.

C. CalGreen Non-Residential Mandatory Measures

The CalGreen Non-Residential Mandatory Measures, which are part of Title 24, are applied to the retail space in Building 2 facing Stevens Creek Boulevard. Section 5.507 “Environmental Comfort, contains two methods for determining the interior noise levels. These methods impose different interior noise level requirements. When on-site noise level data are available, the “Performance Method” is used. The standards are outlined below.

5.507.4 Acoustical control. Employ building assemblies and components with Sound Transmission Class (STC) values determined in accordance with ASTM E90 and ASTM E413 or Outdoor-Indoor Sound Transmission Class (OITC) determined in accordance with ASTM E1332, using either the prescriptive or performance method in Section 5.507.4.1 or 5.507.4.2.

5.507.4.1 Exterior noise transmission. Wall and roof-ceiling assemblies exposed to the noise source making up the building or addition envelope or altered envelope shall meet a composite STC rating of at least 50 or a composite OITC rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 in the following locations:

Within the 65 DNL noise contour of an airport

Exceptions:

1. L_{dn} or DNL for military airports shall be determined by the facility Air Installation Compatible Land Use Zone (AICUZ) plan.
2. L_{dn} or DNL for other airports and heliports for which a land use plan that has not been developed shall be determined by the local general plan noise Element.
3. Within the 65 DNL or L_{dn} noise contour of a freeway or expressway, railroad, industrial source or fixed-guideway noise source as determined by the Noise Element of the General Plan.

5.507.4.1.1 Noise exposure where noise contours are not readily available.

Buildings exposed to a noise level of 65 dB L_{eq} -1-hr during any hour of operation shall have building, addition or alteration exterior wall and roof-ceiling assemblies exposed to the noise source meeting a composite STC rating of at least 45 (or OITC 35), with exterior windows of a minimum STC of 40 (or OITC 30).

5.507.4.2 Performance method. For buildings located as defined in Section 5.507.4.1 or 5.507.4.1.1, wall and roof-ceiling assemblies exposed to the noise source making up the building or addition envelope or altered envelope shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level (L_{eq-1Hr}) of 50 dBA in occupied areas during any hours of operation.

5.507.4.2.1 Site features. Exterior features such as sound walls or earth berms may be utilized as appropriate to the building, addition or alteration project to mitigate sound migration to the interior.

5.507.4.2.2 Documentation of compliance. An acoustical analysis documenting complying interior sound levels shall be prepared by personnel approved by the architect or engineer of record.

5.507.4.3 Interior sound transmission. Wall and floor-ceiling assemblies separating tenant spaces and tenant spaces and public places shall have an STC of at least 40.

As noise level data for the site are available from the noise measurements performed at the site, the Performance Method of the CalGreen standards is used in this study. Thus, the retail space interior noise limit is 50 dBA $L_{eq(h)}$.

II. Site and Project Descriptions

The planned project site is located at the intersection of Scotts Valley Drive, Bethany Drive and Tabor Drive in Scotts Valley. The site slopes up to the north. The adjacent roadways also slope up to the north and east. Surrounding land uses include single-family residential adjacent to the north, single-family residential across Bethany Drive to the east, multi-family residential across Highway 17 and Scotts Valley Drive to the south and the Vine Hill Elementary School across Tabor Drive to the west.

The planned project includes the demolition of the existing buildings on the site, clearing and grading as necessary, and the construction of a new three-story commercial office/storage building. The first and second floors of the building will be bifurcated by a drive aisle that allows vehicles to park for loading and unloading. The third floor will be continuous over the drive aisle. There will be three office spaces on the first floor, six office spaces on the second floor and six office spaces on the third floor. Parking lots will be located along the north and south sides of the site.

The Site Plan is shown on Figure 1 on the following page.

Page 243 of 541

III. Analysis of the Noise Levels

A. Existing Noise Levels

To determine the existing noise environment at the site and nearby noise sensitive receivers, continuous recordings of the sound levels were made at two locations. Location 1 was near the existing front lawn/parking lot border, 150 ft. from the centerline of Highway 17. The sound meter was placed on a pole 15 ft. above the ground. Location 2 was along the north property line of the site, 36 ft. from the centerline of Bethany Drive. These locations were chosen for security of the sound measuring instruments. The measurement locations are shown Figure 2 on page 9. The measurements were made on May 13-14, 2021 using Larson-Davis LDL 812 Precision Integrating Sound Level Meters. The meter yields, by direct readout, a series of descriptors of the sound levels versus time, as described in Appendix B. The measured descriptors include the L_1 , L_{10} , L_{50} , and L_{90} , i.e., those levels that are exceeded 1%, 10%, 50%, and 90% of the time. Also measured were the maximum and minimum levels, and the continuous equivalent-energy levels (L_{eq}), which are used to calculate the DNL and for the CalGreen noise impact analysis. The measurements were made for a total period of 24 hours and included recordings of the noise levels during representative hours of the daytime and nighttime periods of the DNL index. The results of the measurements are shown on the data tables in Appendix C.

As shown in the data tables, the L_{eq} 's at the measurement Location 1, 150 ft. from the centerline of Highway 17 and at a 15 ft. elevation, ranged from 60.7 to 68.4 dBA during the daytime and from 53.0 to 64.7 dBA at night. At measurement Location 2, 36 ft. from the Bethany Drive centerline, the L_{eq} 's ranged from 48.6 to 57.8 dBA during the daytime and from 43.6 to 53.1 dBA at night.

Traffic noise diminishes at a rate of 3-6 dB per doubling of the distance from the source to the receiver. At the planning minimum building setback of 102 ft. from the centerline of Highway 17, the traffic noise levels measured at Location 1 reduce by 2.5 dB.



FIGURE 2 – Noise Measurement Locations

For standard commercial construction, the building shell provides 25 decibels of noise reduction from the exterior at the building façade to the interior spaces, assuming that windows and glass doors are constructed of standard dual-pane, thermal insulating glass that are kept closed for noise control as mechanical ventilation for the occupied spaces will be provided. .

The measured hourly average noise levels ($L_{eq(h)}$), the noise levels calculated for the most noise impacted building setback and the calculated interior noise levels are shown in Table I on page 12 of this report.

B. Existing Noise Exposures

The DNL's for the measurement locations were calculated as a decibel average of the L_{eq} 's as they apply to the daily time periods of the DNL index. The DNL is a 24-hour noise descriptor that uses the measured L_{eq} values to calculate a 24-hour time-weighted average noise exposure. The formula used to calculate the DNL is described in Appendix B. The noise exposure calculations for existing conditions are shown in the data tables in Appendix C. Adjustments were made to the measured noise levels to account for variations in setback distances from the roadways to the receptor locations using methods established by the Highway Research Board, Ref. (e).

The results of the calculations reveal that the noise exposure at measurement Location 1 was 67 dB DNL. The noise exposure at measurement Location 2 was 56 dB DNL.

At the minimum setback of 102 ft. from the centerline of Highway 17, the noise exposure increases to 70 dB DNL. The interior noise exposure was calculated to be 45 dB DNL.

IV. Noise Impacts to the Project

The noise impacts to the project evaluated against the standards of the City of Scotts Valley Noise Element and the CalGreen Non-Residential Mandatory Measures which apply to all non-residential developments in California that contain occupiable spaces.

- The exterior noise exposure at the most impacted planned building setback for Highway 17, 102 ft. from the centerline of the road, is 70 dB DNL.
- The interior noise exposure in the most impacted offices spaces of the project will be up to 45 dB DNL. Thus, the noise exposures will be within the limits of the City of Scotts Valley Noise Element standards (NA-458).

Table I, below, provides the measured hourly average noise levels ($L_{eq(h)}$), the hourly average noise levels at the proposed building setback and the calculated interior noise levels.

TABLE I			
CalGreen Non-Residential Mandatory Measures			
TIME	$L_{eq(h)}$		
	Exterior Meas.	Exterior Setback	Interior
7:00 AM	65.3	67.8	42.8
8:00 AM	65.7	68.2	43.2
9:00 AM	65.3	67.8	42.8
10:00 AM	65.3	67.8	42.8
11:00 AM	65.5	68.0	43.0
12:00 PM	68.4	70.9	45.9
1:00 PM	65.7	68.2	43.2
2:00 PM	65.4	67.9	42.9
3:00 PM	65.5	68.0	43.0
4:00 PM	66.2	68.7	43.7
5:00 PM	65.8	68.3	43.3
6:00 PM	64.7	67.2	42.2
7:00 PM	63.7	66.2	41.2
8:00 PM	62.8	65.3	40.3
9:00 PM	60.7	63.2	38.2
10:00 PM	58.5	61.0	36.0
11:00 PM	56.3	58.8	33.8
12:00 AM	55.2	57.7	32.7
1:00 AM	53.0	55.5	30.5
2:00 AM	53.0	55.5	30.5
3:00 AM	54.6	57.1	32.1
4:00 AM	58.7	61.2	36.2
5:00 AM	63.9	66.4	41.4
6:00 AM	64.7	67.2	42.2

As shown in the Table, the interior noise levels will range from 30.5 to 45.9 dBA $L_{eq(h)}$, and will be within the 50 dBA $L_{eq(h)}$ limit of the CalGreen Non-Residential Mandatory Measures. The interior noise exposures will be within the limits of the City of Scotts Valley Noise Element. Noise mitigation measures for the interior spaces will not be required.

V. Project-Generated Noise Impacts

A. Project Traffic

Project traffic volume data are not available. However, as the project is planned for small offices with mostly private storage, the daily traffic volumes on Scotts Valley Drive, Bethany Drive, Tabor Drive and Vine Hill School Road are likely to be relatively low.

In order for a project's traffic to add one decibel to the existing ambient noise environment created by a particular roadway's traffic, the project must add at least 12% of the existing traffic volume to that roadway's volume. Given that the existing noise environment in the area is created mostly by Highway 17 traffic, the project would need to add several thousand vehicles per day to the local roadway network. As this does not appear to be plausible, we expect no significant change in the ambient noise environment in the area due to project traffic.

B. Project Mechanical Equipment

Mechanical plans not available. Therefore, a reasonable hypothetical scenario was developed to determine if noise from project mechanical equipment could be an issue.

A general rule-of-thumb is to apply a cooling capacity of 1 ton of cooling per 500 sq. ft. of office (occupied) floor area. The floor surface area of each office space was calculated. A theoretical condensing unit was applied to each office and located on the roof of the building as close to its office as possible. Typical (not exceptionally quiet nor exceptionally loud) sound power levels were given to each condensing unit and the sound level from each unit was calculated to the nearest and most impacted residential property plane. The acoustic shielding provided by the roof parapet was also included in the calculations.

Table II on page 15 provides the office number on each floor, the floor area, the air-conditioner capacity in tons, the A-weighted Sound Power level, the roof elevation, the receiver elevation (person standing on the second floor of the home along Tabor Drive to the north), the distance from the AC unit to the parapet, the distance from the parapet to the receiver, the distance from the source (AC unit) to the receiver, the noise reduction provided by the parapet and the final sound level at the receiver in dBA. All elevations and distances are in feet.

As shown in Table II, none of the common air-conditioning condensing unit will exceed the 50 dBA limit of the City of Scotts Valley Municipal Code noise level limits. With all of the air-conditioners on simultaneously, the total combined sound level would be 43 dBA at the second floor above the property line and would remain within the 60 dBA limit.

It is unlikely that mechanical equipment associated with the project would exceed the limit of the Municipal Code.

TABLE II										
Theoretical Roof-Top Mechanical Equipment Noise Levels, dBA										
1st Floor									Noise	SL @
Office	Floor Area	AC Capacity	Sound Level	roof el.	Rec. el.	d' to Parapet	d' Parapet to Rec.	d' source to Rec	Reduction	Rec.
1	2260	5.0	72	721.75	719	124	72	196	5	29
2	275	1.5	68	721.75	719	38	72	110	5	30
3	198	1.5	68	719.37	719	14	72	86	5	32
2nd Floor										
1	2875	6.0	74	721.75	719	124	72	196	5	31
4	375	1.5	68	719.37	719	92	72	164	5	27
5	420	1.5	68	719.37	719	7	72	79	5	33
6	300	1.5	68	719.37	719	6	72	78	5	33
7	694	1.5	68	719.37	719	41	72	113	5	30
13	450	1.5	68	719.37	719	56	72	128	5	29
3rd Floor										
1	1600	4.0	72	721.75	719	124	72	196	5	29
8	220	1.5	68	719.37	719	92	72	164	5	27
9	596	1.5	68	719.37	719	7	72	79	5	33
10	200	1.5	68	719.37	719	6	72	78	5	33
11	555	1.5	68	719.37	719	41	72	113	5	30
12	540	1.5	68	719.37	719	56	72	128	5	29

C. Construction Noise Analysis

Short-term noise impacts may be created during demolition of the site and the construction of the project. Demolition equipment will consist primarily of excavators, backhoes and haul trucks. Construction equipment will consist of small bulldozers, loaders, backhoes, excavators, graders, cranes, forklifts, generators and air compressors. Demolition/construction equipment noise levels range from 76 to 88 dBA at a 50 ft. distance from the source, and has a potential to disturb residences adjacent to the north and east and the Vine Hill Elementary School to the west. Very high noise level equipment, such as pile drivers and rock drills are not expected to be used on this project.

A table of construction equipment (mostly earthwork equipment, which is usually the noisiest, taken from the Federal Transit Administration Noise and Vibration Impact Assessment is provided on page 17. The noise levels for each item of equipment, not all of which will be used on this project, are reported for a standard distance of 50 ft. None of the construction equipment used for this project will generate noise levels higher than 90 dBA at 50 ft. No extreme noise generators, such as pile driving, will be used on this project. Noise from construction equipment dissipates at the rate of 6 dB per doubling of the distance from the source to the receiver.

Since construction is carried out in several reasonably discrete phases, each will have its own mix of equipment and consequently, its own noise characteristics. Generally, the site preparation requires the use of heavy equipment such as bulldozers, loaders, graders, concrete trucks and diesel trucks. Construction of the building includes haul trucks, cranes, forklifts, pumps, air compressors and powered and manual hand tools (saws, nail guns, sprayers). Once the shell of the building is completed with the windows installed, much of the construction noise will be contained inside the buildings.

Table 7-1 Construction Equipment Noise Emission Levels *

Equipment	Typical Noise Level 50 ft. from Source, dBA
Air Compressor	80
Backhoe	80
Ballast Equalizer	82
Ballast Tamper	83
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Derrick	88
Crane, Mobile	83
Dozer	85
Generator	82
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	80
Paver	85
Pile-driver (Impact)	101
Pile-driver (Sonic)	95
Pneumatic Tool	85
Pump	77
Rail Saw	90
Rock Drill	95
Roller	85
Saw	76
Scarifier	83
Scraper	85
Shovel	82
Spike Driver	77
Tie Cutter	84
Tie Handler	80
Tie Inserter	85
Truck	84

**This Table is copied from the FTA Transit Noise and Vibration Impact Assessment Manual, pg. 176.

Tables IIIA and IIIB on page 19 provide a list of the demolition and construction equipment expected to be used on the project, their reference noise levels at a 50 ft. distance and the equipment sound levels at the nearest and the farthest distances from each receiver location. The noise levels presented in the table are typical noise levels produced by the pieces of equipment shown. However, equipment used in the field may vary slightly, depending on the sizes of engines, the contractor and their sub-contractors, age of equipment, the way tools, devices and items of equipment are utilized and many other factors that are unknown at this time and cannot be predicted with any level of accuracy. In addition, the sound levels at the property boundaries at any given time will change dramatically such that maximum noise levels may occur for very short periods of time or may occur for longer periods of time.

As shown in the Tables, the stationary equipment and mobile equipment will be fairly noisy when working close to the north property line. The noise levels at homes to the east and at Vine Hill Elementary School will be mostly moderate, but noticeable. Therefore, noise reduction measures to reduce construction noise to the greatest extent feasible for mobile and stationary equipment are recommended. The recommended measures are described in Section VI.

TABLE IIIA							
Construction Noise Analysis							
				Construction			
	Reference		40% usage	Residence PL North		Residential PL East	
				Near Dist. = 10 ft.	Far Dist. = 358 ft.	Near Dist. = 106 ft.	Far Dist. = 281 ft.
	Level	Dist., ft.	Leq(h) @ 50 ft.	Sound Level Range		Sound Level Range	
Mobile Equipment	89	50	85	93	62	72	64
Paving Machine	84	50	80	88	57	67	59
Water Truck	85	50	81	89	58	68	60
Compactive Rollers	86	50	82	90	59	69	61
Scrapers	83	50	79	87	56	66	58
Graders	82	50	78	86	55	65	57
Wheel Loader	85	50	81	89	58	68	60
Track Loader	82	50	78	86	55	65	57
Backhoe	85	50	81	89	58	68	60
Bulldozer	84	50	80	88	57	67	59
Haul Trucks	82	50	78	86	55	65	57
Crane	85	50	81	89	58	68	60
Excavator	78	50	74	82	51	61	53
Skid Steer							
	Reference		40% usage	Residence PL North		School PL West	
				Sound Level Range		Sound Level Range	
Stationary Equipment	90	50	86	100	63	73	65
Air Compressor	81	50	77	91	54	64	56
Generator							

TABLE IIIB					
Construction Noise Analysis					
				Construction	
	Reference		40% usage	School PL West	
				Near Dist. = 50 ft.	Far Dist. = 237 ft.
	Level	Dist., ft.	Leq(h) @ 50 ft.	Sound Level Range	
Mobile Equipment	89	50	85	79	65
Paving Machine	84	50	80	74	60
Water Truck	85	50	81	75	61
Compactive Rollers	86	50	82	76	62
Scrapers	83	50	79	73	59
Graders	82	50	78	72	58
Wheel Loader	85	50	81	75	61
Track Loader	82	50	78	72	58
Backhoe	85	50	81	75	61
Bulldozer	84	50	80	74	60
Haul Trucks	82	50	78	72	58
Crane	85	50	81	75	61
Excavator	78	50	74	68	54
Skid Steer					
	Reference		40% usage	Residence PL East	
				Sound Level Range	
Stationary Equipment	90	50	86	80	66
Air Compressor	81	50	77	71	57
Generator					

D. Construction Vibration Analysis

Construction activities can produce varying amounts of ground-borne vibration, which depend on the type of equipment used and various methods. Vibration is produced by the equipment operation and the vibrational waves travel through the ground/soil that diminish over distance. It is rare that construction vibration is intense enough to cause damage to existing structures. However, due to the close proximity of the light framed buildings to the north, a qualitative analysis of vibration is warranted. Ground-borne vibration at buildings beyond 50 ft. from the equipment operation location will not be an issue.

Ground-borne vibration is typically reported in terms of “peak particle velocity” or PPV, and sometimes reported in terms of decibels of vibration, notated as VdB, which is a level of vibration (L_v). The use of PPV is more common for construction equipment and methods. Table IV, below, provides building damage criteria from construction vibration established by the Federal Transit Administration, Ref. (f).

TABLE IV		
Construction Vibration Damage Criteria		
Building Category	PPV (in/sec)	Approx. L_v (VdB)
I. Reinforced-concrete, steel or timber (no plaster)	0.50	102
II. Engineered concrete and masonry (no plaster)	0.30	98
III. Non-engineered timber and masonry buildings	0.20	94
IV. Buildings extremely susceptible to vibration damage	0.12	90
** RMS velocity in decibels (VdB) re: 1 micro-inch/second		

The adjacent residential buildings to the north are standard wood-framed, stucco-sided structures. The types of foundations are unknown, but are likely concrete. These structures fall into Building Category III where the vibration limit is 0.20 in/sec PPV.

The contractors used for the demolition of the site and construction of the project have not yet been selected, nor has a construction schedule and list of equipment been developed. Table V, below, provides a list of typical construction equipment, their vibration levels at 25 ft. reference distances, the vibration levels at the building setbacks of the very near residential buildings to the north. Also shown are the distances each item of equipment must stay away from the respective adjacent structures to limit the vibration levels to no more than 0.20 in/sec PPV at the residential buildings to the north. As shown in Table V, nearly all of the equipment will generate ground-borne vibration levels in excess of the 0.20 in/sec PPV. The vibration excesses are shown in **Bold**.

TABLE V			
Construction Equipment Vibration Levels, in/sec PPV			
Dist. to Res. To North, ft.	14		
EQUIPMENT d =	Reference Vibration at d, ft. 25	Vibration Level @ Res. To North	Dist for 0.2 PPV limit
Excavator	0.089	0.2	15
Vibratory Roller	0.210	0.5	26
Hoe Ram	0.089	0.2	15
Large Bulldozer	0.089	0.2	15
Loaded Trucks	0.076	0.2	13
Jackhammer	0.035	0.1	8
Small Bulldozer	0.003	0.0	2
Backhoe	0.088	0.2	14
Compactor	0.240	0.6	28
Concrete Mixer	0.080	0.2	14
Concrete Pump	0.080	0.2	14
Crane	0.008	0.0	3
Dump Truck	0.080	0.2	14
Front End Loader	0.088	0.2	14
Grader	0.088	0.2	14
Hydra Break Ram*	0.040	0.1	9
Soil Sampling Rig	0.088	0.2	14
Paver	0.080	0.2	14
Pickup Truck	0.080	0.2	14
Slurry Trenching	0.016	0.0	5
Tractor	0.080	0.2	14
Vibratory Roller (lge)	0.477	1.1	45
Vibratory Roller (sm)	0.176	0.4	23
Clam Shovel*	0.208	0.5	26
Rock Drill	0.088	0.2	14
* Transient vibration levels			

VI. Construction Noise and Vibration Reduction

Mitigation of the demolition/construction phase noise at the site can be accomplished by using quiet or "new technology" equipment. The greatest potential for noise abatement of current equipment should be the quieting of exhaust noises by use of improved mufflers. It is recommended that all internal combustion engines used at the project site be equipped with a type of muffler recommended by the vehicle manufacturer. In addition, all equipment should be in good mechanical condition so as to minimize noise created by faulty or poorly maintained engine, drive-train and other components. Demolition and construction noise can also be mitigated by the following measures.

As additional noise reduction benefits can be achieved by appropriate selection of equipment utilized for various operations, subject to equipment availability and cost considerations, the following recommendations for minimizing impacts on the surrounding area are offered:

OPERATIONAL AND SITUATIONAL CONTROLS

- Schedule construction operations that comply with the limits of the City of Scotts Valley Municipal Code.
- Construction Hours = Per City Requirements, 8:00 AM – 6:00 PM Monday-Friday, and 9:00 AM – 5:00 PM Saturdays. No work is permitted on Sundays.
- Minimize material movement along the west and north sides of the site.
- Locate stockpiles adjacent to residential neighbors and along Tabor Drive as much as possible to help shield residences and Vine Hill Elementary School from on-site noise generation.

- Keep mobile equipment (haul trucks, concrete trucks, etc.) off of local streets near residences as much as possible.
- Utilize temporary power service from the utility company in lieu of generators wherever possible.
- Keep vehicle paths graded smooth as rough roads and paths can cause significant noise and vibration from trucks (particularly empty trucks) rolling over rough surfaces. Loud bangs and ground-borne vibration can occur.
- All work within 10 ft. of the property lines common with residential uses or noise sensitive uses should be performed by hand.

INTERIOR WORK

- For interior work, the windows of the interior spaces facing neighboring residences where work is being performed shall be kept closed while work is proceeding.
- Noise generating equipment indoors should be located within the building to utilize building elements as noise screens.

EQUIPMENT

- Use the lowest vibration inducing equipment when within the distance limits shown in Table V. Small grading and earth moving equipment, such as “Bobcat” size equipment should be used.
- Place long-term stationary equipment as far away from the residential and school areas as possible.

- Circular saws, miter or chop saws and radial arm saws shall be used no closer than 50 ft. from any residential property line unless the saw is screened from view by any and all residences using an air-tight screen material of at least 2.0 lbs./sq. ft. surface weight, such as $\frac{3}{4}$ " plywood.
- Music shall not be audible off site.
- Earth Removal: Use scrapers as much as possible for earth removal, rather than the noisier loaders and hauling trucks.
- Building Construction: Power saws should be shielded or enclosed where practical to decrease noise emissions. Nail guns should be used where possible as they are less noisy than manual hammering.
- Generators and Compressors: Use generators and compressor that are housed in acoustical enclosures rather than weather enclosures or none at all.
- Backfilling: Use a backhoe for backfilling, as it is less costly and quieter than either dozers or loaders.
- Ground Preparation: Use a motor grader rather than a bulldozer for final grading. Wheeled heavy equipment is less noisy than track equipment. Utilize wheeled equipment rather than steel track equipment whenever possible, with the exception of work within the vibration distances shown in Table V. The soil conditions at the site indicate that wheeled equipment may generate higher levels of ground vibration than tracked equipment. Small, rubber tracked equipment, such as skid steers, would produce the lowest levels of noise and vibration.
- Use electrically powered tools rather than pneumatic tools whenever possible.

- The greatest potential for noise abatement of current equipment should be the quieting of exhaust noises by use of improved mufflers.
- It is recommended that all internal combustion engines used at the project site be equipped with a type of muffler recommended by the vehicle manufacturer.
- All equipment should be in good mechanical condition so as to minimize noise created by faulty or poorly maintained engines, drive-trains and other components. Worn, loose or unbalanced parts or components shall be maintained or replaced to minimize noise and vibration.

NOISE COMPLAINT MANAGEMENT

- Designate a noise complaint officer. The officer shall be available at all times during construction hours via both telephone and email. Signs shall be posted at site entries. A sample is shown below.

NOISE COMPLAINTS FOR CONCERNS REGARDING CONSTRUCTION NOISE PLEASE CONTACT: John Doe JohnDoe@ConstructionCo.com OPERATIONS MANAGEMENT ENGINEER CALL CENTER: (111) 111-1111

- 26 -

- Notify, in writing, all residents and Vine Hill Elementary School within 300 ft. of the project perimeter of construction. The notification shall contain the name, phone number and email address of the noise complaint officer. A flyer may be placed at the doors of the residences.

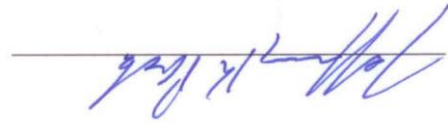
- A log of all complaints shall be maintained. The logs shall contain the name and address of the complainant, the date and time of the complaint, the nature/description of the noise source, a description of the remediation attempt or the reason remediation could not be attempted.

The above report presents a noise assessment study for the planned "Store More" commercial office and storage development at 125 Bethany Drive in Scotts Valley. The study findings for present conditions are based on field measurements and other data and are correct to the best of our knowledge. However, significant deviations in the future operational scenario, changes in motor vehicle or mechanical equipment technology, noise regulations, or other future changes beyond our control may produce long-range noise results different from our estimates.

If you have any questions or would like an elaboration on this report, please call me.

Sincerely,

EDWARD L. PACK ASSOC., INC.



Jeffrey K. Pack
President

Attachments: Appendices A, B, and C

APPENDIX A

References:

- (a) Site Plan, Redevelopment for 125 Bethany Drive, by Hugh Zike AIA, November 30, 2020
- (b) Noise Element of the General Plan, City of Scotts Valley, 1993
- (c) City of Scotts Valley Municipal Code, Code of Ordinances, Supplement 31, Titles 5 and 17, Updated June 16, 2021
- (d) California Code of Regulations, Title 24, Element 5, Section 5.507 “Environmental Comfort”, Subsection 5.507.4.2 (Exterior Noise Transmission, Performance Method), Revised 2019
- (e) Highway Research Board, “Highway Noise – A Design Guide for Highway Engineers”, Report 117, 1971
- (f) United States Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, Federal Transit Administration, Report No. 0123, by John A. Volpe National Transportation Systems Center, September 2018

APPENDIX B

Noise Standards, Terminology and Instrumentation

1. Noise Standards

A. City of Scotts Valley Noise Element Standards

The Noise Element of the Scotts Valley General Plan specifies the use of the Day-Night Level (DNL) 24-hour noise descriptor to describe the noise environment for residential land use.

The noise standards specify a limit of 60 dB DNL for exterior areas at residential locations. For interior living spaces of residences, hotels, motels, office and other noise sensitive spaces, a limit of 45 dB DNL is specified.

Table 3 from the Noise Element regarding noise level increases is provided below.

TABLE 3				
Noise Increase Standards				
Proposed New Use/Location of dBA Reading	Maximum Noise Increase in dBA adjacent to Existing:			
	Sensitive	Residential	Commercial	Industrial
Sensitive @ Prop. Line	3	5	5	5
50' from Prop. Line	3	3	--	--
Residential @ Prop. Line	3	5	5	5
50' from Prop. Line	3	3	--	--
Commercial @ Prop. Line	3	5	5	5
50' from Prop. Line	3	3	--	--
Industrial @ Prop. Line	3	5	5	7
50' from Prop. Line	3	3	--	--

2. **Terminology**

A. **Statistical Noise Levels**

Due to the fluctuating character of urban traffic noise, statistical procedures are needed to provide an adequate description of the environment. A series of statistical descriptors have been developed which represent the noise levels exceeded a given percentage of the time. These descriptors are obtained by direct readout of the Sound Level Meters. Some of the statistical levels used to describe community noise are defined as follows:

- L_1 - A noise level exceeded for 1% of the time.
- L_{10} - A noise level exceeded for 10% of the time, considered to be an "intrusive" level.
- L_{50} - The noise level exceeded 50% of the time representing the "mean" sound level.
- L_{90} - The noise level exceeded 90 % of the time, designated as a "background" noise level.
- L_{eq} - The continuous equivalent-energy level is that level of a steady-state noise having the same sound energy as a given time-varying noise. The L_{eq} represents the decibel level of the time-averaged value of sound energy or sound pressure squared and is used to calculate the DNL and CNEL.

B. Day-Night Level (DNL)

Noise levels utilized in the standards are described in terms of the Day-Night Level (DNL). The DNL rating is determined by the cumulative noise exposures occurring over a 24-hour day in terms of A-Weighted sound energy. The 24-hour day is divided into two subperiods for the DNL index, i.e., the daytime period from 7:00 a.m. to 10:00 p.m., and the nighttime period from 10:00 p.m. to 7:00 a.m. A 10 dB weighting factor is applied (added) to the noise levels occurring during the nighttime period to account for the greater sensitivity of people to noise during these hours. The DNL is calculated from the measured L_{eq} in accordance with the following mathematical formula:

$$DNL = \left[\left[(10 \log_{10}(10^{\Sigma L_{eq}(7-10)})) \times 15 \right] + \left[((10 \log_{10}(10^{\Sigma L_{eq}(10-7)})) + 10) \times 9 \right] \right] / 24$$

C. A-Weighted Sound Level

The decibel measure of the sound level utilizing the "A" weighted network of a sound level meter is referred to as "dBA". The "A" weighting is the accepted standard weighting system used when noise is measured and recorded for the purpose of determining total noise levels and conducting statistical analyses of the environment so that the output correlates well with the response of the human ear.

3. Instrumentation

The on-site field measurement data were acquired by the use of one or more of the sound analyzer listed below. The instrumentation provides a direct readout of the L exceedance statistical levels including the equivalent-energy level (L_{eq}). Input to the meters was provided by microphones extended to a height of 5 ft. above the ground. The “A” weighting network and the “Fast” response setting of the meters were used in conformance with the applicable standards. The Larson-Davis meters were factory modified to conform to the performance standards of ANSI S1.4 and IEC 61672-1:2002 for Type 1 and Class 1 instruments, respectively. All instrumentation was acoustically calibrated before and after field tests to assure accuracy.

Bruel & Kjaer 2231 Precision Integrating Sound Level Meter

Larson Davis LDL 812 Precision Integrating Sound Level Meter

Larson Davis 2900 Real Time Analyzer

Larson Davis 831 Precision Integrating Sound Level Meter

APPENDIX C

On-Site Noise Measurement Data and Calculation Tables

DNL CALCULATIONS

CLIENT: HERITAGE REAL ESTATE VENTURES
 FILE: 53-025
 PROJECT: STORE MORE COMMERCIAL
 DATE: 5/13-14/2021
 SOURCE: HIGHWAY 17, BETHANY DR.

LOCATION 1 Highway 17 150 ft.			
TIME	Leq	10 ^{Leq} /10	
7:00 AM	65.3	3388441.6	
8:00 AM	65.7	3715352.3	
9:00 AM	65.3	3388441.6	
10:00 AM	65.3	3388441.6	
11:00 AM	65.5	3548133.9	
12:00 PM	68.4	6918309.7	
1:00 PM	65.7	3715352.3	
2:00 PM	65.4	3467368.5	
3:00 PM	65.5	3548133.9	
4:00 PM	66.2	4168693.8	
5:00 PM	65.8	3801894.0	
6:00 PM	64.7	2951209.2	
7:00 PM	63.7	2344228.8	
8:00 PM	62.8	1905460.7	
9:00 PM	60.7	1174897.6	SUM= 51424359
10:00 PM	58.5	707945.8	Ld= 77.1
11:00 PM	56.3	426579.5	
12:00 AM	55.2	331131.1	
1:00 AM	53.0	199526.2	
2:00 AM	53.0	199526.2	
3:00 AM	54.6	288403.2	
4:00 AM	58.7	741310.2	
5:00 AM	63.9	2454708.9	
6:00 AM	64.7	2951209.2	SUM= 8300340
		Ln=	69.2
Daytime Level=		77.1	
Nighttime Level=		79.2	
DNL=		67	
24-Hour Leq=		64.0	

LOCATION 2 Bethany Drive 36 ft.			
TIME	Leq	10 ^{Leq} /10	
7:00 AM	53.0	199526.2	
8:00 AM	52.6	181970.1	
9:00 AM	53.2	208929.6	
10:00 AM	52.5	177827.9	
11:00 AM	48.6	72443.6	
12:00 PM	49.4	87096.4	
1:00 PM	52.4	173780.1	
2:00 PM	57.4	549540.9	
3:00 PM	56.8	478630.1	
4:00 PM	57.8	602559.6	
5:00 PM	56.5	446683.6	
6:00 PM	55.3	338844.2	
7:00 PM	55.8	380189.4	
8:00 PM	54.0	251188.6	
9:00 PM	51.6	144544.0	SUM= 4293754
10:00 PM	49.4	87096.4	Ld= 66.3
11:00 PM	47.7	58884.4	
12:00 AM	45.7	37153.5	
1:00 AM	44.1	25704.0	
2:00 AM	43.6	22908.7	
3:00 AM	44.2	26302.7	
4:00 AM	46.9	48977.9	
5:00 AM	51.1	128825.0	
6:00 AM	53.1	204173.8	SUM= 640026
		Ln=	58.1
Daytime Level=		66.3	
Nighttime Level=		68.1	
DNL=		56	
24-Hour Leq=		53.1	

Keith Higgins

Traffic Engineer

125 BETHANY DRIVE REDEVELOPMENT TRANSPORTATION IMPACT ANALYSIS

DRAFT REPORT

SCOTTS VALLEY, CALIFORNIA

Prepared for
Heritage Real Estate Ventures, LLC.
Scotts Valley, CA 95066

Prepared by
Keith Higgins, Traffic Engineer
Gilroy, CA 95020

December 12, 2021



TABLE OF CONTENTS

1	INTRODUCTION	1
1.1	Scope of Work	1
1.1.1	Field Visit	1
1.1.2	Existing Traffic Conditions.....	1
1.1.3	Project Trip Generation	1
1.1.4	Existing Plus Project Traffic Conditions.....	2
1.1.5	Project Access and Internal Circulation.....	2
1.1.6	Pedestrian, Bike and Transit	2
1.1.7	Vehicle Miles Travelled (VMT) Analysis	2
1.1.8	Recommendations	2
1.2	Traffic Operation Evaluation Methodologies.....	2
1.3	Level of Service Standards - Study Network	2
2	EXISTING TRAFFIC CONDITIONS	3
2.1	Existing Traffic Network	3
2.2	Existing Transit Service.....	4
2.3	Existing Conditions Traffic Circulation	4
2.3.1	Intersection Operations	4
2.3.2	Pedestrian Circulation	5
2.3.3	Bicycle Circulation.....	5
3	EXISTING PLUS PROJECT CONDITIONS.....	5
3.1	Project Description.....	5
3.2	Project Trip Generation	6
3.3	Project Trip Distribution and Assignment	6
3.4	Existing Plus Project Condition Traffic Circulation	6
3.4.1	Intersection Operations	6
3.4.2	Pedestrian Circulation	6
3.4.3	Bicycle Circulation.....	6
3.4.4	Transit Circulation	7

125 Bethany Drive Redevelopment Transportation Impact Analysis

4	SITE ACCESS AND INTERNAL CIRCULATION	7
4.1	Vehicle Circulation	7
4.2	Pedestrian Circulation	7
4.3	Bicycle Circulation	8
5	VEHICLE MILES TRAVELED	8
5.1	VMT Policy Background	8
5.2	VMT Analysis	8
6	SUMMARY AND CONCLUSIONS	8
7	REFERENCES	9
7.1	List of References	9
7.2	List of Contacts	9

LIST OF EXHIBITS

1. Project Location Map
2. Existing Site Plan
3. Proposed Project
- 4 Existing and Proposed Project Components with Floor Areas
5. Existing and Proposed Project Trip Generation

1 INTRODUCTION

The 125 Bethany Drive Redevelopment Project (Project) will remove existing office buildings and replace them with office buildings and adjacent storage on the north side of Scotts Valley Drive between Tabor Drive and Bethany. The project site covers approximately 1.32 acres (57,499.02 square feet). The locations of the Project site and study area are indicated in **Exhibit 1**. The existing project site plan is shown in **Exhibit 2**. The proposed project site plan is included as **Exhibit 3**.

A tabular summary of the existing and proposed Project floor areas is included as **Exhibit 4**. The current development includes a total of 11,756 square feet of net rentable floor area in a total of 13,120 gross square feet of building with 1,364 square feet of total common area that includes hallways, stairwells and janitor storage and common restrooms. Currently, a private school with a total of 3,495 square feet of net floor area with a permit for 24 students is located at the site. This leaves a total of 8,261 other net office floor rentable floor area. Prorating the common area between the school and offices results in 9,219 gross square of office area and 3,901 square feet of school floor area.

The proposed buildings will include 11,444 square feet of net rentable office space and 39,095 net square feet of adjacent storage. In addition, there is a total of 15,665 square feet of common area that includes hallways, stairwells and janitor storage, common restrooms, and elevator.

This report summarizes the analysis of potential transportation effects associated with the proposed Project. Vehicular, pedestrian, bicycle and transit circulation are evaluated at the Project site and the immediate surrounding street network.

1.1 Scope of Work

1.1.1 Field Visit

A field visit was conducted on Monday, November 15, 2021, to observe traffic operations during the afternoon and evening (2-5 PM) peak periods at the following study intersections.

1. Bethany Drive / Scotts Valley Drive
2. Scotts Valley Drive – Tabor Drive / Vine Hill School Road – Scotts Valley Drive
3. Scotts Valley Drive / Glenwood Drive – State Route 17 Southbound Ramps; and
4. Scotts Valley Drive / Granite Creek Road.

1.1.2 Existing Traffic Conditions

A qualitative discussion is provided of existing traffic conditions. Recommendations are made for improvements based solely on visual operations of peak hour conditions.

1.1.3 Project Trip Generation

Project trip generation is based on standard trip rates provided by Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, 2021. Trips generated by existing uses are subtracted from the estimated trip generation for the proposed Project to estimate the net Project trips.

1.1.4 Existing Plus Project Traffic Conditions

A qualitative discussion is provided of the Project's anticipated effects on traffic operations at the study intersections.

1.1.5 Project Access and Internal Circulation

Project access and internal circulation is discussed, including operations of the project driveways on both Bethany Drive and Tabor Drive.

1.1.6 Pedestrian, Bike and Transit

Existing pedestrian, bike and transit facilities in the Project vicinity are described, and their adequacy discussed.

1.1.7 Vehicle Miles Travelled (VMT) Analysis

Per Senate Bill 743 (SB 743), state law requires a VMT analysis to assess environmental impacts of the Project. The City of Scotts Valley has not yet adopted a VMT standard. Hence, the Santa Cruz County VMT standards are used in this evaluation.

1.1.8 Recommendations

Improvements to provide acceptable traffic operations for each development scenario are recommended where warranted.

1.2 Traffic Operation Evaluation Methodologies

Intersection traffic operations are described based upon the level of service (LOS) concept. LOS is a qualitative description of an intersection's operations, ranging from LOS A to LOS F. Level of Service "A" represents free flow uncongested traffic conditions. Level of Service "F" represents highly congested traffic conditions with unacceptable delay to vehicles at intersections. The intermediate levels of service represent incremental levels of congestion and delay between these two extremes. LOS descriptions for each type of existing traffic control at the study intersections (i.e., signal, all-way stop and one-/two-way stop) are included as **Appendix A**.

1.3 Level of Service Standards - Study Network

This study assesses operations at intersections under the jurisdiction of The City of Scotts Valley. According to its "Guidelines for Preparing Traffic Impact Studies," Updated February 2009, page 1, "The City endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" (see Appendix "B") on street facilities. However, the City acknowledges that this may not always be feasible and recommends that the lead agency consult with the City to determine the appropriate target LOS. If an existing street facility is operating at less than the appropriate target LOS, the existing MOE should be maintained."

2 EXISTING TRAFFIC CONDITIONS

This chapter evaluates Existing traffic conditions and includes a description of the Project setting.

2.1 Existing Traffic Network

The Project is located adjacent to the north side of Scotts Valley Drive between Tabor Drive and Bethany Drive in the northern part of Scotts Valley.

The key roadways in the vicinity of the proposed project include Bethany Drive, Glenwood Drive, Granite Creek Road, Scotts Valley Drive, Tabor Drive and Vine Hill School Road. These facilities are described below, in alphabetical order:

Bethany Drive is a local street providing access to residential development along its frontage north of Scotts Valley Drive. It is the primary access for the 1440 Multiversity, which previously was the site of Bethany College. The posted speed limit is 25 miles per hour (mph). It has a width of about 22 feet curb-to-curb. A sidewalk is only provided along its west side. Parking is not prohibited although it appears that generally no parking occurs along its length.

Glenwood Drive is a two-lane collector street with sidewalks and bike lanes between Scotts Valley Drive and SVHS. Four lanes are provided immediately north of Scotts Valley Drive to provide additional capacity at the signalized Scotts Valley Drive intersection. It provides access between Scotts Valley Drive and rural areas north of Scotts Valley. It is the primary access route to Scotts Valley High School (SVHS). It has a speed limit of 30 mph. It terminates as the southbound on- and off-ramps at Highway 17 as a part of the Highway 17/Scotts Valley Drive-Granite Creek Road interchange.

Granite Creek Road is a two-lane collector street that extends from Scotts Valley Drive over Highway 17 to serve the residential area south and east of Highway 17. It terminates as the northbound on- and off-ramps at Highway 17 as a part of the Highway 17/Scotts Valley Drive-Granite Creek Road interchange.

Scotts Valley Drive is a four-lane arterial with median left turn channelization from just northeast of its intersection with Glenwood Drive/Northbound Highway 17 ramps. It has a speed limit of 35 miles per hour. It is the primary intercity route through the City of Scotts Valley, connecting the northeast part of the City with Mount Hermon Road on the southwestern part of the City. Scotts Valley Drive is designated as a collector street north of Glenwood Drive. Sidewalks are provided except along Highway 17 north of the Best Western Plus Inn immediately north of Granite Creek Road and on the rural section of Scotts Valley Drive north of Bethany Drive.

Tabor Drive is a local street providing access to residential development along its frontage north of Scotts Valley Drive. It is a cul-de-sac north of Tabor Way, which connects with Bethany Drive southwest of the 1440 Multiversity. The posted speed limit is 25 miles per hour (mph). It has a width of about 32 feet curb-to-curb in the immediate vicinity of the Project, where a bike lane is provided in each direction. A sidewalk is only provided along its west side for about 900 feet. Parking is not prohibited although it appears that generally no parking occurs along its length.

Vine Hill School Road is a local street that extends between Glenwood Drive and Scotts Valley Drive. It is the primary access to Vine Hill Elementary School and Siltanen Community Park. The

posted speed limit is 25 miles per hour (mph). It has a width of about 34 feet curb-to-curb in the immediate vicinity of the Project, with a bike lane provided in each direction. Sidewalks are provided along both sides of the street. Parking is prohibited, although vehicles stack along the westbound shoulder between Scotts Valley Drive and the Vine Hill School driveway, about 280 feet west of Scotts Valley Drive for about 15 to 20 minutes when school begins in the morning and when school ends in the afternoon. A mid-block crosswalk with rectangular rapid flashing beacon is located between the approximately 200-space satellite parking lot on the south side of Vine Hill School Road and Siltanen Park. A speed hump is located about This is used heavily by parents dropping off and picking up students before and after school. It is also heavily used during events at Siltanen Park. Vine Hill School Road only provides direct access to about 25 to 30 homes near Glenwood Drive. There is very little traffic on this street other than what is associated with Vine Hill School and Siltanen Park.

2.2 Existing Transit Service

Santa Cruz Metro provides fixed-route bus service in Santa Cruz County including Scotts Valley. The following two Metro bus routes provide service to the study area.

- Route 17 (Highway 17 Express). This line provides weekday and weekend service every hour between about 5 AM and 9 PM. The route extends from the Santa Cruz Metro Center in downtown Santa Cruz and the Diridon Transit Center in downtown San Jose.
- Route 35 (Highway 9/Scotts Valley). This line provides weekday and weekend service every 30 minutes between roughly 6:30 AM and 11 PM.

The nearest bus stops to the Project (served by both routes) is located on Scotts Valley Drive immediately south of Granite Creek Road (both directions). These stops are located approximately 0.6 mile (about a 20-minute walk) from the project site.

2.3 Existing Conditions Traffic Circulation

2.3.1 Intersection Operations

Intersections in the study area include the following, including a brief description of traffic operations at each location.

1. Bethany Drive / Scotts Valley Drive – This intersection is controlled by a stop sign on the north (southbound) leg of Scotts Valley Drive. The Bethany Drive and south leg of Scotts Valley Drive have no control and function as its major street approaches. It carries low volumes and operates with very little delay even with traffic from 1440 Multiversity conferences and events in session. No improvements are warranted at this intersection.
2. Scotts Valley Drive–Tabor Drive/Vine Hill School Road–Scotts Valley Drive – This intersection has four-way stop control. The northbound Scotts Valley Drive approach has a left/through lane and separate right turn lane. It carries low traffic volumes and generally has little to no delay. The exception is immediately before and after school hours at the Vine Hill when the queue in the drop-off/pick-up lane in the school parking lot overflows onto Vine Hill School Road. Vehicles stack along the westbound shoulder in the bike lane. This queue extends from the school driveway and onto the northbound Scotts Valley Drive left/through lane where a total of as many as 8 cars were observed in the queue. This lasts

for 15 to 30 minutes before and after school, which is about 8 to 8:30 AM and about 2:30 to 3 PM. The queuing at this intersection is not related to traffic congestion.

3. Scotts Valley Drive / Glenwood Drive – State Route 17 Southbound Ramps – This intersection experiences severe delay and congestion during the AM peak hour when Scotts Valley High School traffic occurs during the street peak hour. Congestion is extensive on the Glenwood Drive approach during the mid-afternoon when High School vehicular and pedestrian traffic leaves the campus about one-half mile north on Glenwood Drive. Congestion is also associated with the close spacing (150 feet clear) between this intersection and the Scotts Valley Drive/Granite Creek Road intersection. This limits the ability to provide efficient signal coordination between the two intersections. Vehicle storage in the left turn and through lanes between the two intersections are limited, resulting in queue spillover and/or limited ability for traffic proceeding through the upstream intersection to enter and pass through the downstream intersection. The Hacienda Drive intersection on Glenwood Drive, which is only 70 feet from Scotts Valley Drive, further complicates traffic operations at this intersection.
4. Scotts Valley Drive / Granite Creek Road – This intersection is integrally connected with the adjacent Scotts Valley Drive/Glenwood Drive-State Route 17 Southbound Ramps intersection with the same severely deficient traffic operations.

2.3.2 Pedestrian Circulation

Pedestrian volumes are heavy along Vine Hill School Road immediately adjacent to Vine Hill Elementary School for about 15 minutes before and after school, primarily between the school site and the satellite parking lot across from Siltanen Community Park. Pedestrians generally use the sidewalks or cross at the mid-block crosswalk at the Siltanen Community Park parking lot. Other streets including Bethany Drive, Scotts Valley Drive and Tabor Drive carry light pedestrian volumes near the Project.

Adequate off-site pedestrian facilities are provided in the immediate Project vicinity. However, no sidewalk is provided along the project's Tabor Drive frontage, which requires pedestrians to walk in the existing bike lane along the project frontage. The alternative is to cross Tabor Drive at the existing project driveways, which is a mid-block crossing. This is not a desirable condition.

2.3.3 Bicycle Circulation

Bicycle volumes are light on all streets in the study area, including near Vine Hill Elementary School. Existing bike lanes on Scotts Valley Drive and Vine Hill School Road adequately accommodate bike volumes.

3 EXISTING PLUS PROJECT CONDITIONS

3.1 Project Description

This section of the report focuses on Existing Plus Project conditions with the Project redeveloped with offices and adjacent storage replacing the existing offices and private school. The trip

generation estimate for the Project is based on rates from *Trip Generation Manual*, 11th Edition, published by the Institute of Traffic Engineers in 2021 (Trip Generation Manual).

3.2 Project Trip Generation

Exhibit 4 provides an estimate of the existing and proposed Project trip generation. The trip generation rates are referenced from the Trip Generation Manual, Institute of Transportation Engineers (ITE), 11th Edition, 2021. It assumes full occupancy of existing and proposed uses.

The existing private school is Brite Horizons, which has a use permit for 24 students. It serves children with special needs such as autism. Its trip generation estimate assumes full occupancy per the existing use permit. Its trip generation rates are based on the Private School K-12 category (ITE Land Use Category 532), although trip rates per student are probably higher due to the much higher number of staff required for special needs students.

The proposed adjoining storage spaces are assumed to function similar to Mini-Warehouse in the Trip Generation Manual (ITE Land Use Category 151), which is the closest land use category in the Manual. The trip rate may be less because the storage areas will be ancillary to the office uses.

The existing project is estimated to generate about 193 daily trips with 34 during the AM peak hour and 24 during the PM peak hour. The proposed project is expected to generate about 275 weekday daily trips with 30 during the AM peak hour and 37 during the PM peak hour. The Project is estimated to generate a net increase of about 82 weekday daily trips, with a reduction of about 4 trips during the AM peak hour and an increase of about 13 trips during the PM peak hour.

3.3 Project Trip Distribution and Assignment

Proposed project trip distribution is expected to be similar to the trip distribution from the existing uses at the project site.

3.4 Existing Plus Project Condition Traffic Circulation

3.4.1 Intersection Operations

The Project is expected to result in a slight reduction in AM peak hour traffic and an imperceptible increase in PM peak hour traffic. No change in traffic operations is expected at any of the study intersections.

No improvements are required above those warranted for existing conditions at the study intersections. No additional analysis is required.

3.4.2 Pedestrian Circulation

No qualitative change is expected in pedestrian traffic generation at the Project site. No additional pedestrian facilities are warranted.

3.4.3 Bicycle Circulation

The Project is anticipated to generate a small amount of bicycle traffic. The existing bike lanes and shoulders on the study street network will be adequate to accommodate this additional bicycle traffic. Therefore, the Project would not represent a significant impact to bicycle circulation.

3.4.4 Transit Circulation

The Project is anticipated to generate minimal transit demand. Therefore, the Project would not represent a significant impact to transit service.

4 SITE ACCESS AND INTERNAL CIRCULATION

This section summarizes the site access and internal circulation analysis, including Project driveway operations, based on the existing and proposed site plans included as **Exhibits 2 and 3**, respectively.

4.1 Vehicle Circulation

a. Existing Conditions

The existing project site plan includes three driveways on Tabor Drive and one driveway on Bethany Drive. The northerly driveway is an entrance only. The other two driveways serve entering and exiting traffic. The parking areas served by the southerly two driveways do not provide for through travel. Rather vehicles must make multiple maneuvers or travel backward longer distances than normally required to back out of some of the existing parking spaces to exit the parking lot.

The driveway on Bethany Drive is an exit only. In addition, about 12 perpendicular parking spaces have direct access to and from Bethany Drive. This results in parking maneuvers across the existing sidewalk and on Bethany Drive, which is an undesirable condition.

b. Proposed Conditions

The proposed project will include three ingress/egress driveways along Tabor Drive at nearly identical locations as the existing driveways. The parking areas served by the north and south driveways will not have secondary driveways so vehicles will be required to exit at the entrance location. The south driveway will have 23 parking spaces and the north driveway will have 8 parking spaces. A single driveway is reasonable for small parking areas such as this. Standard backup areas are provided at the termination of the parking areas so that normal maneuvers can be made when vehicles exit the end spaces.

Two ingress/egress driveways are proposed on Bethany Drive. The north driveway will serve a parking area with 8 spaces that will only have one driveway which will require vehicles to exit at the entrance location. A single driveway is reasonable for this small parking lot.

The middle driveway on Tabor Drive will extend to Bethany Drive where it will be southerly project driveway. The parking aisle will be two-way with a total of 11 parallel parking spaces. This will have adequate aisle and parking space dimensions.

The proposed parking plan will eliminate existing undesirable parking lot features and improve parking at the Project site compared to existing conditions.

4.2 Pedestrian Circulation

The existing sidewalk is proposed to be reconstructed along the project's Bethany Drive frontage. A sidewalk is proposed to be constructed from Scotts Valley Drive to the north side of the Project's north building and will connect with a proposed sidewalk from Tabor Drive to the internal sidewalk

along the north side of the building. Sidewalks are proposed to provide continuous pedestrian facility throughout the Project.

4.3 Bicycle Circulation

Existing bike lanes in the Project vicinity will be maintained. Bicycle racks will be provided to comply with Scotts Valley standards. No additional bicycle improvements are recommended.

5 VEHICLE MILES TRAVELED

5.1 VMT Policy Background

SB 743, which was signed into law in 2013 and codified in Public Resources Code 21099, tasked the State Office of Planning and Research (OPR) with establishing new criteria for determining the significance of transportation impacts under CEQA. SB 743 requires the new criteria to “promote the reduction of greenhouse In addition to new exemptions for projects that are consistent with specific plans, SB 743 led to changes in California CEQA guidelines, released in December 2018 and described in new Section 15064.3 of the CEQA Guidelines that apply statewide as of July 1, 2020. The new CEQA guidelines replaces congestion-based metrics, such as auto delay and level of service, with Vehicle Miles Traveled (VMT) as the basis for determining significant impacts, unless the guidelines provide specific exceptions.

Each local agency is responsible for adopting their own policies, procedures, and guidelines to implement SB 743. The “Technical Advisory on Evaluating Transportation Impacts in CEQA,” State of California Governor’s Office of Planning and Research, December 2018, (OPR Guidelines) was published to provide a suggested framework for local agencies to follow in establishing their individual programs. The OPR Guidelines can modified by each local agency, subject to providing substantial evidence for any variations. The City of Scotts Valley (City) has not yet established a VMT standard and significance criteria for VMT evaluations. There is apparently no schedule for its adoption. In the meantime, the City is using the OPR Guidelines for evaluating Project VMT impacts as a part of its CEQA review.

5.2 VMT Analysis

According to “Section 1 - Screening Thresholds for Land Use Projects,” OPR Guidelines page 12, “projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact.” According to Section 3.2 of this report, the Project will result in an increase of about 82 trips per day. Thus, the Project would not have a significant VMT impact. No additional VMT analysis or mitigation is required.

6 SUMMARY AND CONCLUSIONS

The Project will not result in any traffic operational effect requiring improvements anywhere on the study street network. The proposed site plan will improve project access and egress. The Project will also have an insignificant transportation impact based on Vehicle Miles Traveled. No additional analysis or mitigation is required.

7 REFERENCES

7.1 List of References

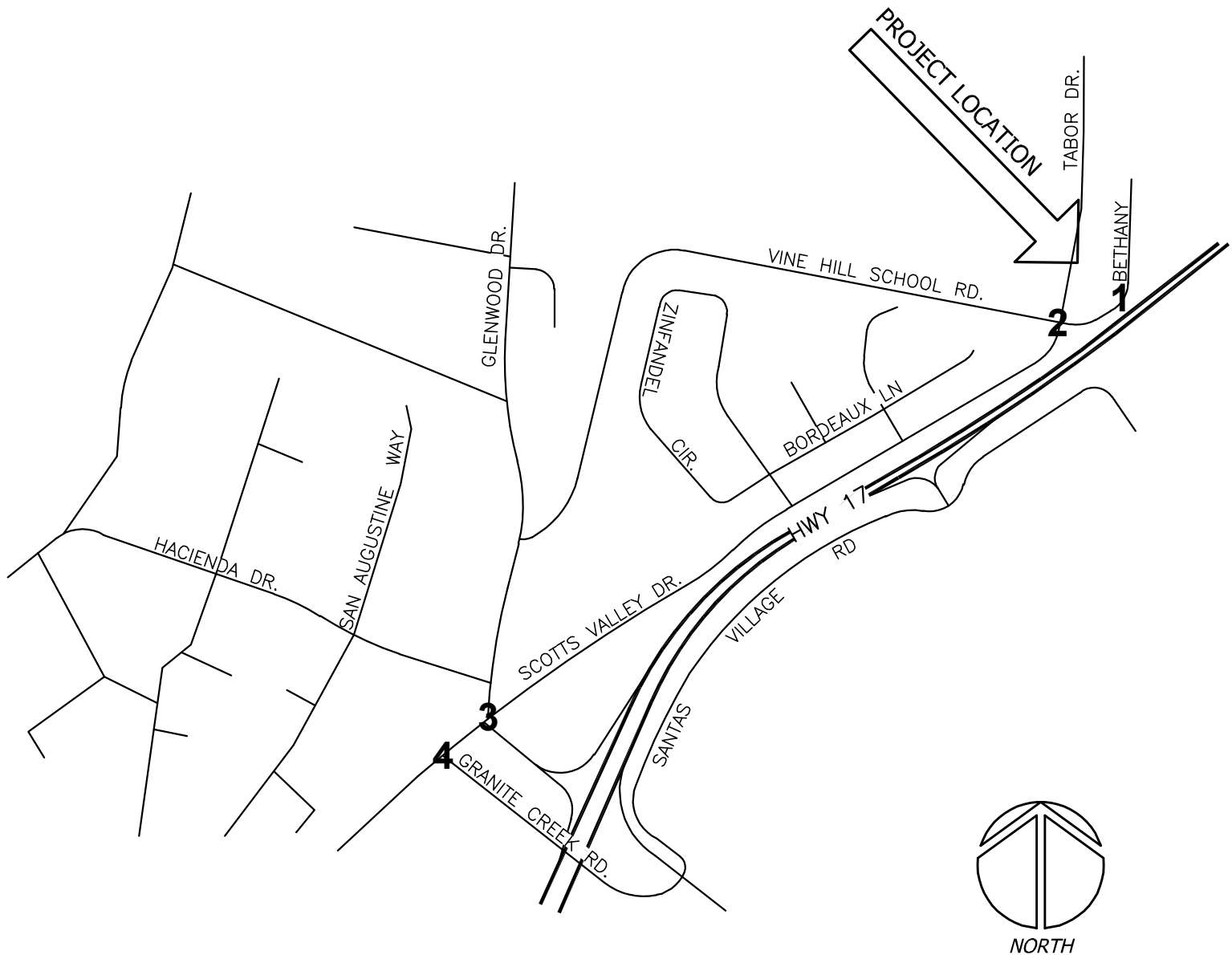
1. *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
2. *2000 Highway Capacity Manual*, Transportation Research Board, 2000.
3. *Guidelines for Preparing Traffic Impact Studies*, City of Scotts Valley Public Works Department, June 2002, Updated February 2009
4. *Technical Advisory on Evaluating Transportation Impacts in CEQA*, State of California Governor's Office of Planning and Research, December 2018
5. *1440 Multiversity Traffic Study*

7.2 List of Contacts

1. Rob Marani, Project Representative, Heritage Ventures Real Estate LLC, Scotts Valley, CA
2. Eli May, Project Representative, Heritage Ventures Real Estate LLC, Scotts Valley, CA
3. Hugh Zike, AIA, Project Architect, Santa Cruz, CA
4. Todd Creamer, PE, Project Civil Engineer, C2G/Civil Consultants Group, Scotts Valley, CA
5. Taylor Bateman, Community Development Director, City of Scotts Valley, Scotts Valley, CA

Study Intersections

1. Bethany Drive / Scotts Valley Drive
2. Scotts Valley Drive–Tabor Drive / Vine Hill School Road–Scotts Valley Drive
3. Scotts Valley Drive / Glenwood Drive – State Route 17 Southbound Ramps
4. Scotts Valley Drive / Granite Creek Road.



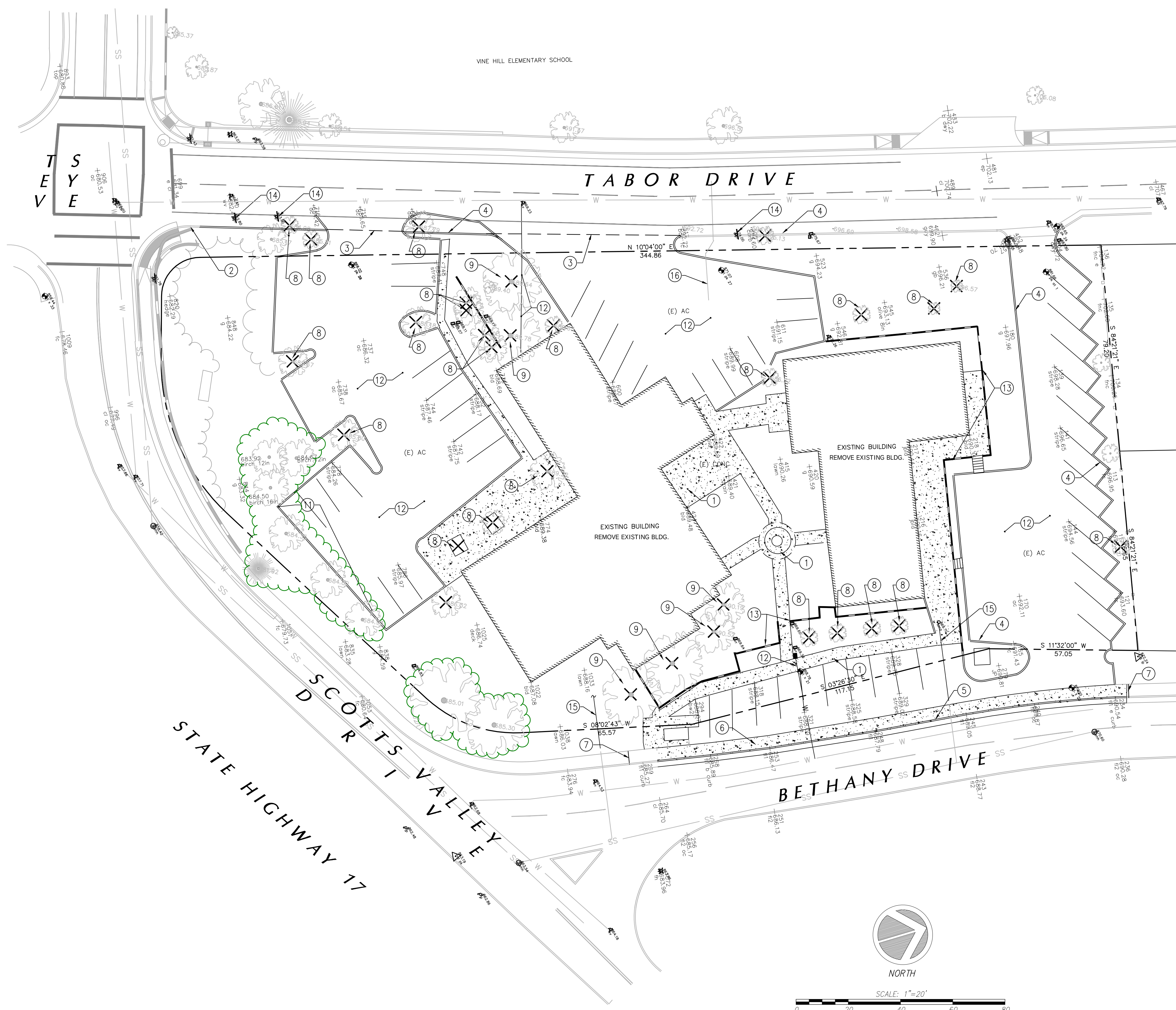
VICINITY MAP
SCALE: N.T.S.

Keith Higgins
Traffic Engineer

Exhibit 1
Project Location Map

Existing Site Plan

Keith Higgins
Traffic Engineer



- DEMOLITION KEY NOTES**
- 1 REMOVE EXISTING CONCRETE
 - 2 SAWCUT AND REMOVE EXISTING CURB
 - 3 SAWCUT EXISTING AC
 - 4 REMOVE (E) AC DIKE
 - 5 REMOVE EXISTING CURB AND GUTTER
 - 6 REMOVE EXISTING SIDEWALK
 - 7 SAW CUT EXISTING SIDEWALK
 - 8 REMOVE SMALL TREES AND VEGETATION
 - 9 REMOVE LARGE TREES
 - 10 REMOVE EXISTING AC
 - 11 PRUNE TREE ROOTS WHERE PAVEMENT HAS LIFTED IN THIS AREA
 - 12 REMOVE APPROXIMATELY 100 LF OF EXISTING 4" FIRE WATER SERVICE AND BACK FLOW PREVENTER BACK TO THE MAIN AND ABANDON PER SWWD STANDARDS.
 - 13 REMOVE EXISTING RETAINING WALL
 - 14 REMOVE EXISTING TRAFFIC SIGNS AND RELOCATE
 - 15 REMOVE EXISTING SANITARY SEWER LINE
 - 16 REMOVE EXISTING GAS LINE
- EXISTING PVIOUS PAVEMENT QUANTITIES**
- | | |
|-------------------------------------|----------------|
| EXISTING BUILDING TO BE REMOVED: | 12,200 SQ. FT. |
| EXISTING AC PAVEMENT TO BE REMOVED: | 19,600 SQ. FT. |
| EXISTING CONCRETE TO BE REMOVED: | 5,110 SQ. FT. |
| TOTAL TO BE REMOVED: 36,910 SQ. FT. | |

- LEGEND**
- X REMOVE EXISTING TREE
- ABBREVIATIONS**
- | | |
|------|------------------|
| AB | AGGREGATE BASE |
| AC | ASPHALT CONCRETE |
| BLDG | BUILDING |
| CONC | CONCRETE |
| EC | EDGE OF CONCRETE |
| EP | EDGE OF PAVEMENT |
| EL | ELEVATION |
| FL | FLOWLINE |
| GB | GRADE BRAKE |
| G | GROUND |
| INV | INVERT ELEVATION |
| LP | LOW POINT |
| NAP | NOT A PART |
| NG | NATURAL GROUND |
| PL | PROPERTY LINE |
| TG | TOP OF GRATE |
| UG | UNDERGROUND |

SURVEY INFORMATION

SURVEYOR:
ALPHA SURVEY
4444 SCOTTS VALLEY DRIVE
SCOTTS VALLEY, CA 95066
OFFICE: 831.438.4420

BASIS OF BEARINGS:
BEARINGS ARE BASED UPON GPS OBSERVATION = NORTH

ELEVATION DATUM:
ELEVATIONS ARE BASED UPON GPS OBSERVATION = NAVD88
CONTOUR INTERVAL = 1 FOOT

NOTES:
1. DATE OF SURVEY: FEBRUARY 2019.
2. SITE ADDRESS: 125 BETHANY AVENUE, SCOTTS VALLEY, CA.
3. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF.
4. ALL BEARINGS ARE SHOWN IN DEGREES, MINUTES AND SECONDS.
5. UNDERGROUND UTILITY LOCATIONS FROM UTILITY LOCATING SERVICE AND SURFACE OBSERVATION ONLY AND MAY NOT BE COMPLETE.

REVISIONS

BY

EXISTING SITE/DEMOLITION PLAN

REGISTERED PROFESSIONAL ENGINEER
TODD R. CREAGER
No. C 64561
Exp. 6/30/21
CIVIL
STATE OF CALIFORNIA

C2G CIVIL CONSULTANTS GROUP, INC.

Engineers/Planners
4444 Scotts Valley Drive
Scotts Valley, CA 95066
T (831) 438-4420 F (831) 438-4420

BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTTS VALLEY, CALIFORNIA

Date: 02.20.19

Scale: 1" = 20'

Drawn: TC/JB

Job: 338-40

Sheet: C1.1

Of 12 Sheets

IMPERVIOUS AREA CALCULATIONS

NEW	504.11	0.635
BUILDING	27,675	
FRONT PARKING	4,760	
MIDDLE DRIVEWAYS	1,340	
UPPER PARKING	6,920	
CONCRETE SIDEWALKS	3,250	
TOTAL NEW AND REPLACED IMPERVIOUS AREA	43,945	1.001

SHEET NOTES

- | | | |
|-----|------------------------------|---|
| 1. | MATCH AC @ SAWCUT LINE |  |
| 2. | MATCH CONCRETE @ SAWCUT LINE |  |
| 3. | CONCRETE SIDEWALK |  |
| 4. | CONCRETE TYPE-C CURB |  |
| 5. | CONCRETE CURB & GUTTER |  |
| 6. | CONCRETE CURB TAPER |  |
| 7. | TYPE-V VALLEY GUTTER |  |
| 8. | RETAINING WALL |  |
| 9. | CONCRETE FLUSH CURB |  |
| 10. | CONCRETE WHEEL STOP |  |
| 11. | CONCRETE DRIVEWAY APRON |  |
| 12. | LIGHT DUTY AC PAVEMENT |  |
| 13. | TRUNCATED DOWNS |  |
| 14. | ROLLED CURB |  |

LEGEND

- | | | | | | | | | | | |
|-------------------|--------------|------------------------|---------|-----------|------------------------|---------------|---------------------------|----------------|----------------------|---------------------|
| CONCRETE SIDEWALK | BIORETENTION | STORM DRAIN DROP INLET | MANHOLE | MATCHLINE | TYPE "A" CURB & GUTTER | TYPE "C" CURB | DIMENSION TO FACE OF CURB | RETAINING WALL | ADA ACCESSIBLE ROUTE | PARKING STALL COUNT |
| | | | | | | | | | | |

PARKING CALCULATIONS (SEE A2.2 FOR SPECIFICS)

	REQ.	SQ. FT
1ST FLOOR - PARKING REQUIREMENTS		
OFFICE NO. 1 - STORAGE	9	2,250
OFFICE NO. 2 - STORAGE	1	237
OFFICE NO. 2 - STORAGE	1	8,522
OFFICE NO. 3 - STORAGE	1	184
OFFICE NO. 3 - STORAGE	1	1,539
TOTAL PARKING REQUIRED FOR 1ST FLOOR	14	
SUB-TOTAL PARKING PROVIDED	14	
2ND FLOOR - PARKING REQUIREMENTS		
OFFICE NO. 4 - STORAGE	12	3,000
OFFICE NO. 5 - STORAGE	1	250
OFFICE NO. 6 - STORAGE	1	5,170
OFFICE NO. 5 - STORAGE	9	949
OFFICE NO. 6 - STORAGE	1	285
OFFICE NO. 6 - STORAGE	1	3,883
OFFICE NO. 7 - STORAGE	1	301
OFFICE NO. 7 - STORAGE	1	4,151
TOTAL PARKING REQUIRED FOR 2ND FLOOR	20	
SUB-TOTAL PARKING PROVIDED	20	
3RD FLOOR - PARKING REQUIREMENTS		
OFFICE NO. 8 - STORAGE	6	1,537
OFFICE NO. 9 - STORAGE	1	302
OFFICE NO. 9 - STORAGE	1	3,765
OFFICE NO. 9 - STORAGE	246	1
OFFICE NO. 9 - STORAGE	3,942	1
OFFICE NO. 10	201	1
OFFICE NO. 10 - STORAGE	2	5,546
OFFICE NO. 11	2	315
OFFICE NO. 11 - STORAGE	1	5,638
TOTAL PARKING REQUIRED FOR 3RD FLOOR	16	
SUB-TOTAL PARKING PROVIDED	16	
TOTAL OFFICE SPACE (9,250 / 250)	37	
TOTAL STORAGE (46,220 / 3500)	13	
TOTAL STANDARD STALLS PROVIDED	50	
AIA STALLS PROVIDED	53	
OVERALL PARKING	53	

REVISIONS	BY

C2G / CIVIL CONSULTANTS GROUP, INC.
Engineers/Planners
4444 Scotts Valley Drive / Suite 6
Scotts Valley, CA 95066
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BETHANY PROFESSIONAL COMMERCIAL
PROPERTY
125 BETHANY DRIVE
SCOTT'S VALLEY, CALIFORNIA

SCOTT'S VALLEY, CALIFORNIA

Date:	11.13.20	Storemore SV
Scale:	1" = 20'	
Drawn:	TC/JB	
Job:		338-40

C2.1

of 12 Sheets

Project Component	Existing (s.f.)			Proposed (s.f.)		
	Net	Common Area	Gross	Net	Common Area	Gross
Office	8,261	958	9,219	11,444	1,328	12,772
School (Office Area)	3,495	406	3,901	0	0	0
Storage	0	0	0	39,095	14,337	53,432
Common Area	0		0	0		0
Total	11,756	1,364	13,120	50,539	15,665	66,204

Notes:

1. Existing Common Area is prorated to Office and School by net floor area.
2. Proposed Common Area is prorated to Office at the same ratio as Existing.

Keith Higgins
Traffic Engineer

Exhibit 4
Existing and Proposed
Project Components
with Floor Areas

TRIP GENERATION RATES	ITE LAND USE CODE	DAILY TRIP RATE	AM PEAK HOUR				PM PEAK HOUR			
			PEAK HOUR RATE	% OF ADT	% IN	% OUT	PEAK HOUR RATE	% OF ADT	% IN	% OUT
Small Office (per 1,000 sq. ft.)	712	14.39	1.67	12%	0.82	0.18	2.16	15%	0.34	0.66
Private School K-12 (per student)	532	2.48	0.79	32%	0.63	0.37	0.17	7%	0.43	0.57
Mini-Warehouse (per 1,000 sq. ft.)	151	1.71	0.17	10%	0.77	0.23	0.18	11%	0.28	0.72
PROPOSED USE	PROJECT SIZE	DAILY TRIPS	WEEKDAY							
			AM PEAK HOUR				PM PEAK HOUR			
			PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT	PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT
1. CURRENT USES										
Small Office	9,219 Sq. Ft.	133	15	12%	13	2	20	15%	7	13
Private School K-12* (3,901 Sq. Ft.)	24 Students	60	19	32%	12	7	4	7%	2	2
Mini-Warehouse	0 Sq. Ft.	0	0	N.A.	0	0	0	N.A.	0	0
Current Use Total	13,120 Sq. Ft.	193	34	0	25	9	24	0	9	15
2. PROPOSED USES										
Small Office	12,772 Sq. Ft.	184	21	12%	17	4	28	15%	9	19
Mini-Warehouse	53,432 Sq. Ft.	91	9	10%	7	2	10	11%	3	7
Proposed Use Subtotal	66,204 Sq. Ft.	275	30	11%	24	6	37	14%	12	26
3. NET CHANGE - PROPOSED TRIPS MINUS CURRENT USE TRIPS										
Proposed Use minus Current UseTotal		82	-4		0	-3	13		3	10

Note:

1. Trip generation rates published by Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition, 2021
2. The Small Office category represents offices about 10,000 gross square feet or less. This compares to General Office which includes buildings between 10,000 gross square feet and over 600,000 gross square feet.
3. All building areas are in gross square feet, which includes common area prorated and added to the net leasable square feet.
4. *-Brite Horizons School is a Non-Public School that serves special needs students in Grades 1 through 12.
5. "Net Change" values are positive if the proposed trip generation is anticipated to be greater than existing.
6. "Net Change" values are negative if the proposed trip generation is anticipated to be less than existing.

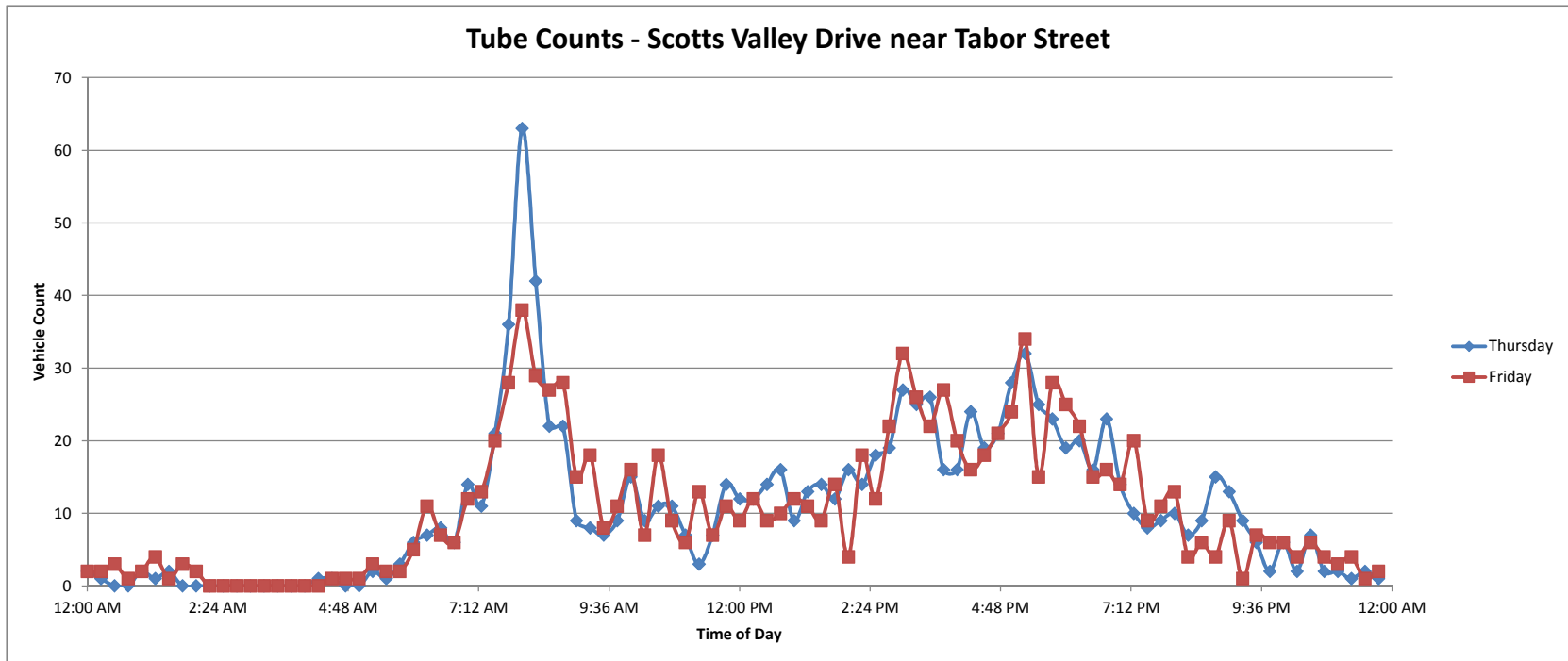
Tube Counts

LOCATION: Scotts Valley Dr							QC JOB #: 12456607			
SPECIFIC LOCATION: 0 ft from Tabor St							DIRECTION: EB/WB			
CITY/STATE: Scotts Valley, CA							DATE: Mar 20 2014 - Mar 21 2014			
Start Time	Mon	Tue	Wed	Thu 20-Mar-14	Fri 21-Mar-14	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				2	2	2			2	
12:15 AM				1	2	2			2	
12:30 AM				0	3	2			2	
12:45 AM				0	1	1			1	
1:00 AM				2	2	2			2	
1:15 AM				1	4	3			3	
1:30 AM				2	1	2			2	
1:45 AM				0	3	2			2	
2:00 AM				0	2	1			1	
2:15 AM				0	0	0			0	
2:30 AM				0	0	0			0	
2:45 AM				0	0	0			0	
3:00 AM				0	0	0			0	
3:15 AM				0	0	0			0	
3:30 AM				0	0	0			0	
3:45 AM				0	0	0			0	
4:00 AM				0	0	0			0	
4:15 AM				1	0	1			1	
4:30 AM				1	1	1			1	
4:45 AM				0	1	1			1	
5:00 AM				0	1	1			1	
5:15 AM				2	3	3			3	
5:30 AM				1	2	2			2	
5:45 AM				3	2	3			3	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

LOCATION: Scotts Valley Dr							QC JOB #: 12456607			
SPECIFIC LOCATION: 0 ft from Tabor St							DIRECTION: EB/WB			
CITY/STATE: Scotts Valley, CA							DATE: Mar 20 2014 - Mar 21 2014			
Start Time	Mon	Tue	Wed	Thu 20-Mar-14	Fri 21-Mar-14	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				6	5	6			6	
6:15 AM				7	11	9			9	
6:30 AM				8	7	8			8	
6:45 AM				6	6	6			6	
7:00 AM				14	12	13			13	
7:15 AM				11	13	12			12	
7:30 AM				21	20	21			21	
7:45 AM				36	28	32			32	
8:00 AM				63	38	51			51	
8:15 AM				42	29	36			36	
8:30 AM				22	27	25			25	
8:45 AM				22	28	25			25	
9:00 AM				9	15	12			12	
9:15 AM				8	18	13			13	
9:30 AM				7	8	8			8	
9:45 AM				9	11	10			10	
10:00 AM				15	16	16			16	
10:15 AM				9	7	8			8	
10:30 AM				11	18	15			15	
10:45 AM				11	9	10			10	
11:00 AM				7	6	7			7	
11:15 AM				3	13	8			8	
11:30 AM				7	7	7			7	
11:45 AM				14	11	13			13	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

LOCATION: Scotts Valley Dr						QC JOB #: 12456607				
SPECIFIC LOCATION: 0 ft from Tabor St						DIRECTION: EB/WB				
CITY/STATE: Scotts Valley, CA						DATE: Mar 20 2014 - Mar 21 2014				
Start Time	Mon	Tue	Wed	Thu 20-Mar-14	Fri 21-Mar-14	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				12	9	11			11	
12:15 PM				12	12	12			12	
12:30 PM				14	9	12			12	
12:45 PM				16	10	13			13	
1:00 PM				9	12	11			11	
1:15 PM				13	11	12			12	
1:30 PM				14	9	12			12	
1:45 PM				12	14	13			13	
2:00 PM				16	4	10			10	
2:15 PM				14	18	16			16	
2:30 PM				18	12	15			15	
2:45 PM				19	22	21			21	
3:00 PM				27	32	30			30	
3:15 PM				25	26	26			26	
3:30 PM				26	22	24			24	
3:45 PM				16	27	22			22	
4:00 PM				16	20	18			18	
4:15 PM				24	16	20			20	
4:30 PM				19	18	19			19	
4:45 PM				21	21	21			21	
5:00 PM				28	24	26			26	
5:15 PM				32	34	33			33	
5:30 PM				25	15	20			20	
5:45 PM				23	28	26			26	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

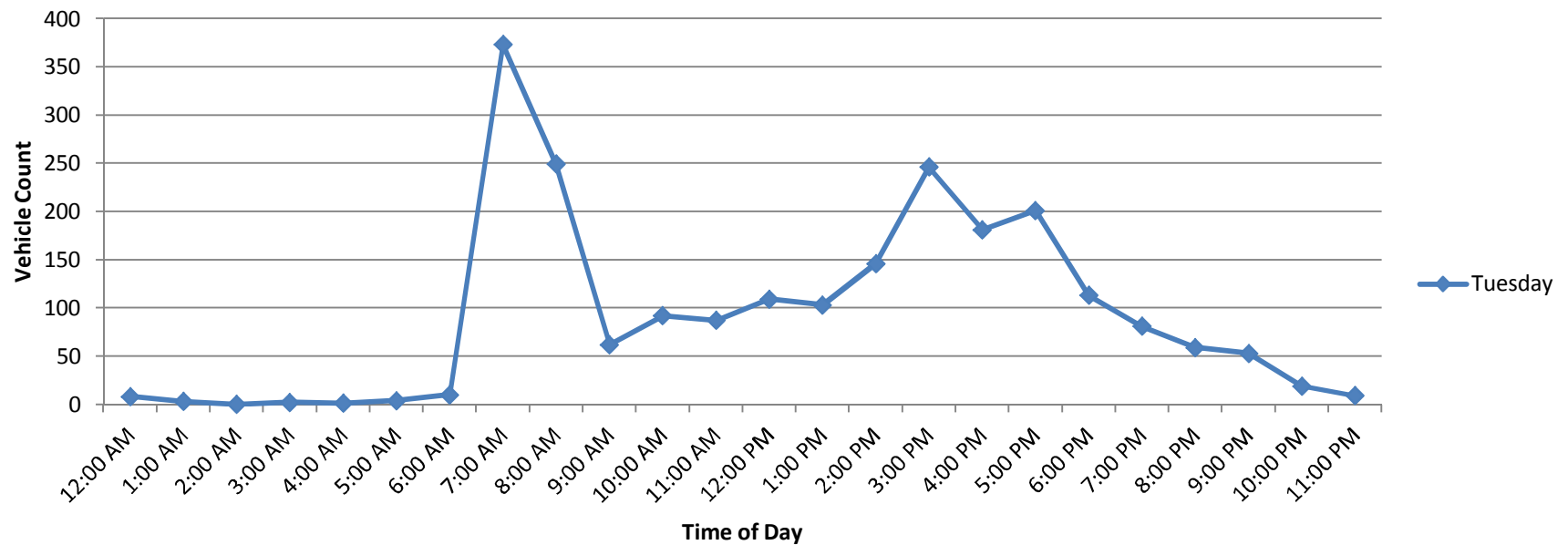
LOCATION: Scotts Valley Dr							QC JOB #: 12456607			
SPECIFIC LOCATION: 0 ft from Tabor St							DIRECTION: EB/WB			
CITY/STATE: Scotts Valley, CA							DATE: Mar 20 2014 - Mar 21 2014			
Start Time	Mon	Tue	Wed	Thu 20-Mar-14	Fri 21-Mar-14	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				19	25	22			22	
6:15 PM				20	22	21			21	
6:30 PM				16	15	16			16	
6:45 PM				23	16	20			20	
7:00 PM				14	14	14			14	
7:15 PM				10	20	15			15	
7:30 PM				8	9	9			9	
7:45 PM				9	11	10			10	
8:00 PM				10	13	12			12	
8:15 PM				7	4	6			6	
8:30 PM				9	6	8			8	
8:45 PM				15	4	10			10	
9:00 PM				13	9	11			11	
9:15 PM				9	1	5			5	
9:30 PM				6	7	7			7	
9:45 PM				2	6	4			4	
10:00 PM				6	6	6			6	
10:15 PM				2	4	3			3	
10:30 PM				7	6	7			7	
10:45 PM				2	4	3			3	
11:00 PM				2	3	3			3	
11:15 PM				1	4	3			3	
11:30 PM				2	1	2			2	
11:45 PM				1	2	2			2	
Day Total				1048	1030	1062			1062	
% Weekday Average				98.7%	97.0%					
% Week Average				98.7%	97.0%	100.0%				
AM Peak				8:00 AM	8:00 AM	8:00 AM			8:00 AM	
Volume				63	38	51			51	
PM Peak				5:15 PM	5:15 PM	5:15 PM			5:15 PM	
Volume				32	34	33			33	
Comments:										



Descriptive Statistics

Thursday		Friday	
Mean	10.9167	Mean	10.72917
Standard Error	1.09019	Standard Error	0.953005
Median	9	Median	9
Mode	0	Mode	0
Standard Deviation	10.6817	Standard Deviation	9.337507
Sample Variance	114.098	Sample Variance	87.18904
Kurtosis	5.21676	Kurtosis	-0.07462
Skewness	1.72428	Skewness	0.848977
Range	63	Range	38
Minimum	0	Minimum	0
Maximum	63	Maximum	38
Sum	1048	Sum	1030
Count	96	Count	96
Confidence Level(95.0%)	2.16431	Confidence Level(95.0%)	1.891955

Tube Counts - Glenwood Drive south of Scotts Valley High School

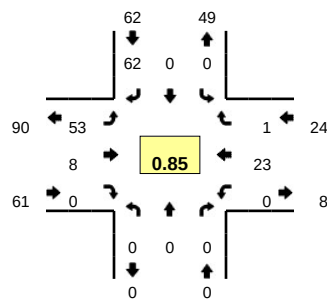


*Obtained from the *Glenwood Drive & Casa Way/Kerry Court Intersection Study* for the City of Scotts Valley conducted by Hexagon Consulting, Inc. (April, 2014)

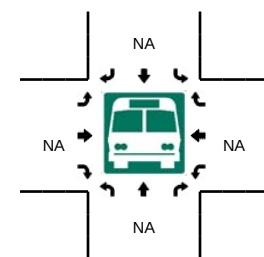
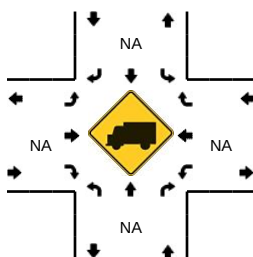
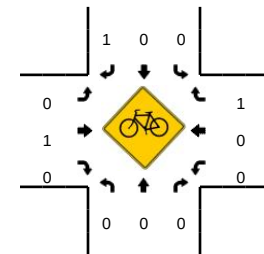
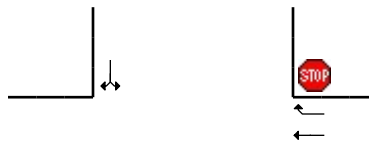
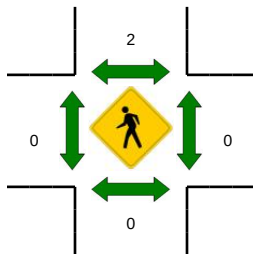
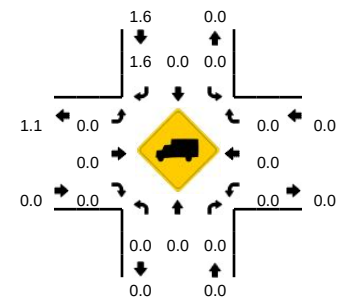
Existing AM Turning Movements

LOCATION: Bethany Dr -- Scotts Valley Dr
CITY/STATE: Scotts Valley, CA

QC JOB #: 12473201
DATE: Wed, Apr 09 2014



Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

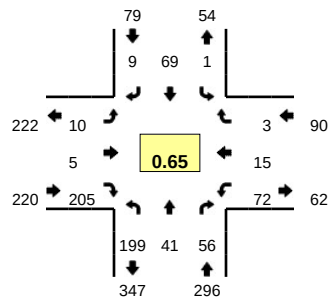


15-Min Count Period Beginning At	Bethany Dr (Northbound)				Bethany Dr (Southbound)				Scotts Valley Dr (Eastbound)				Scotts Valley Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	4	0	0	1	0	0	0	3	0	0	8	
7:15 AM	0	0	0	0	0	0	3	0	4	0	0	0	0	6	0	0	13	
7:30 AM	0	0	0	0	0	0	8	0	3	0	0	0	0	4	0	0	15	
7:45 AM	0	0	0	0	0	0	16	0	8	2	0	2	0	8	0	0	36	72
8:00 AM	0	0	0	0	0	0	16	0	15	3	0	3	0	6	0	0	43	107
8:15 AM	0	0	0	0	0	0	14	0	18	1	0	0	0	4	1	0	38	132
8:30 AM	0	0	0	0	0	0	16	0	7	2	0	0	0	5	0	0	30	147
8:45 AM	0	0	0	0	0	0	14	0	10	3	0	0	0	4	1	0	32	143
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	0	0	64	0	60	12	0	12	0	24	0	0	172	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

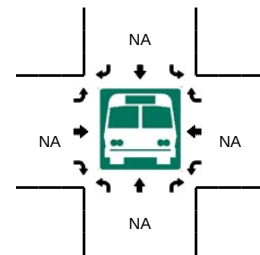
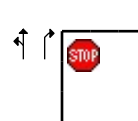
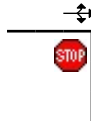
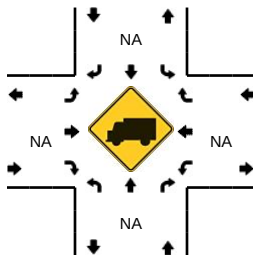
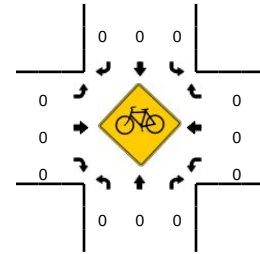
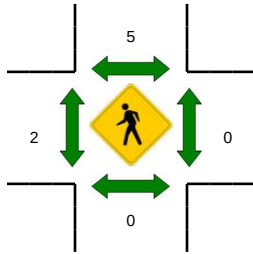
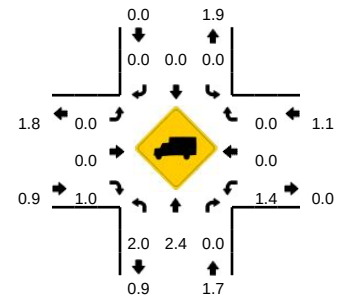
Comments:

LOCATION: Tabor Dr -- Vine Hill School Rd
CITY/STATE: Scotts Valley, CA

QC JOB #: 12473203
DATE: Wed, Apr 09 2014



Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

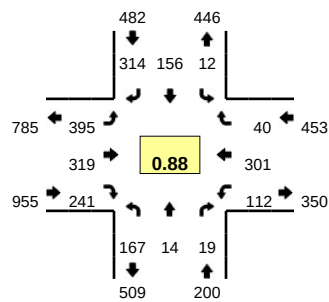


15-Min Count Period Beginning At	Tabor Dr (Northbound)				Tabor Dr (Southbound)				Vine Hill School Rd (Eastbound)				Vine Hill School Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	4	2	1	0	0	9	1	0	0	0	4	0	7	0	0	0	28	
7:15 AM	6	5	4	0	0	7	4	0	2	0	4	0	9	2	0	0	43	
7:30 AM	18	2	3	0	1	15	2	1	1	0	4	0	9	3	0	0	59	
7:45 AM	74	9	14	0	0	19	3	0	3	2	53	0	21	4	1	0	203	333
8:00 AM	84	18	16	0	0	18	4	0	4	0	96	0	17	6	2	0	265	570
8:15 AM	26	3	15	1	0	21	1	0	3	3	48	0	14	4	0	0	139	666
8:30 AM	14	11	11	0	1	11	1	0	0	0	8	0	20	1	0	0	78	685
8:45 AM	29	7	9	0	0	13	1	0	3	1	14	0	17	2	0	0	96	578
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	336	72	64	0	0	72	16	0	16	0	384	0	68	24	8	0	1060	
Heavy Trucks	4	0	0		0	0	0		0	0	0		0	0	0		4	
Pedestrians	0				4				0				0				4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

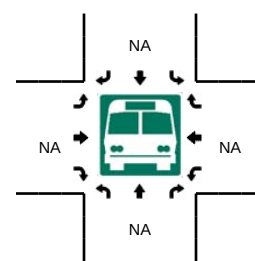
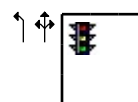
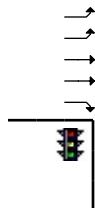
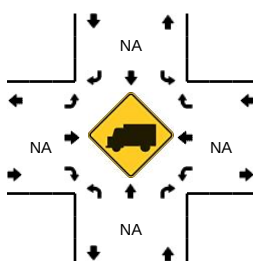
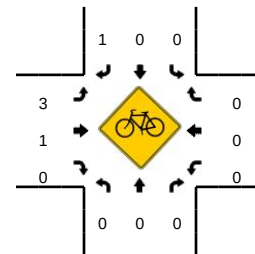
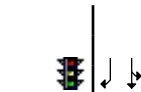
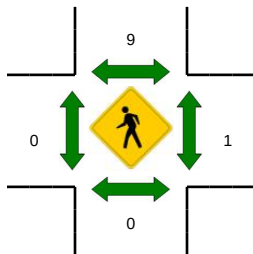
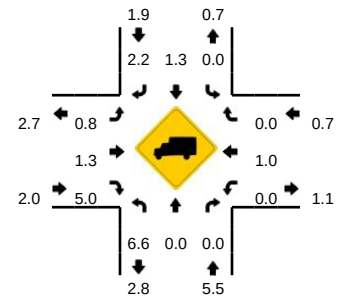
Comments:

LOCATION: Glenwood Dr -- Scotts Valley Dr
CITY/STATE: Scotts Valley, CA

QC JOB #: 12473205
DATE: Wed, Apr 09 2014



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

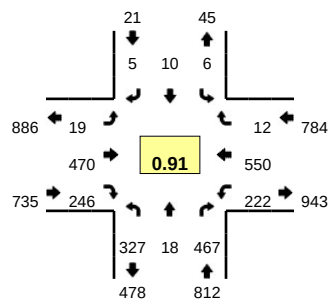


15-Min Count Period Beginning At	Glenwood Dr (Northbound)				Glenwood Dr (Southbound)				Scotts Valley Dr (Eastbound)				Scotts Valley Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	16	2	0	0	5	13	26	0	39	14	30	0	16	22	3	0	186	
7:15 AM	31	4	3	0	2	28	42	0	132	46	48	0	12	26	34	0	408	
7:30 AM	35	6	4	0	1	54	97	0	109	43	65	1	8	34	19	0	476	
7:45 AM	43	2	6	0	6	34	59	0	61	108	72	0	31	81	4	0	507	1577
8:00 AM	45	0	6	0	3	27	69	0	106	116	58	2	40	118	7	0	597	1988
8:15 AM	44	6	3	0	2	41	89	0	116	52	46	0	33	68	10	0	510	2090
8:30 AM	51	4	6	0	1	28	58	0	48	42	73	0	27	30	4	0	372	1986
8:45 AM	36	5	2	0	2	34	31	0	33	52	61	0	27	47	2	0	332	1811
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	180	0	24	0	12	108	276	0	424	464	232	8	160	472	28	0	2388	
Heavy Trucks	12	0	0		0	0	8		4	4	0		0	0	0		28	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		1	1	0		0	0	0		2	
Railroad																		
Stopped Buses																		

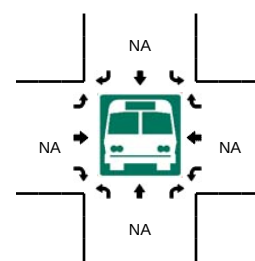
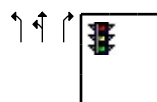
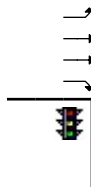
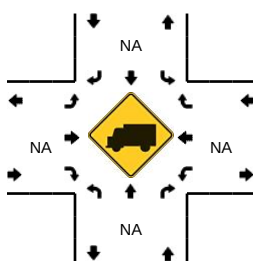
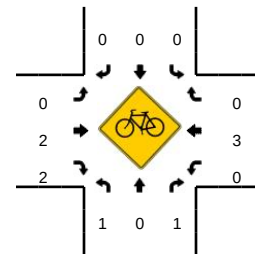
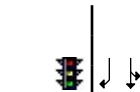
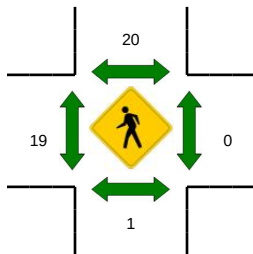
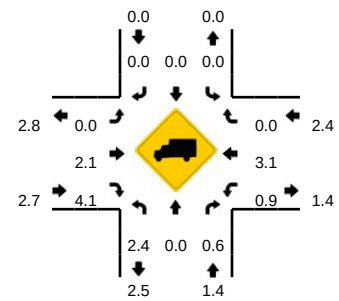
Comments:

LOCATION: Granite Creek Rd -- Scotts Valley Dr
CITY/STATE: Scotts Valley, CA

QC JOB #: 12473207
DATE: Wed, Apr 09 2014



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

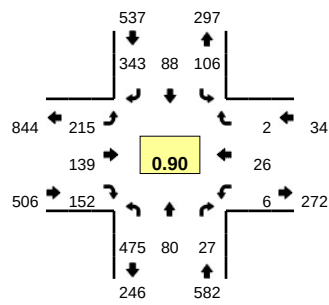


15-Min Count Period Beginning At	Granite Creek Rd (Northbound)				Granite Creek Rd (Southbound)				Scotts Valley Dr (Eastbound)				Scotts Valley Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	43	6	48	0	1	0	0	0	2	25	43	0	24	39	0	0	231	
7:15 AM	39	4	96	0	0	0	2	0	1	114	39	0	35	60	3	0	393	
7:30 AM	45	4	114	0	1	1	0	0	3	115	48	0	43	121	3	0	498	
7:45 AM	136	8	123	0	0	5	0	0	3	111	60	1	46	130	3	0	626	1748
8:00 AM	79	3	128	0	3	2	2	0	5	148	60	0	65	151	2	0	648	2165
8:15 AM	67	3	102	0	2	2	3	0	4	96	78	3	68	148	4	0	580	2352
8:30 AM	98	3	93	0	1	0	1	0	2	78	73	1	38	108	2	0	498	2352
8:45 AM	70	7	75	0	0	1	1	0	2	64	61	0	27	84	1	0	393	2119
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	316	12	512	0	12	8	8	0	20	592	240	0	260	604	8	0	2592	
Heavy Trucks	4	0	4		0	0	0		0	4	20		4	16	0		52	
Pedestrians	0				36				40				0				76	
Bicycles	0	0	1		0	0	0		0	0	1		0	0	0		2	
Railroad																		
Stopped Buses																		

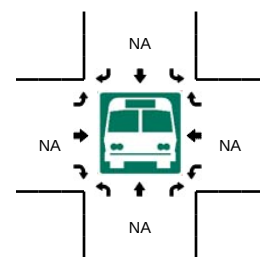
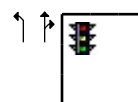
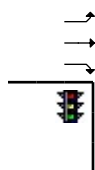
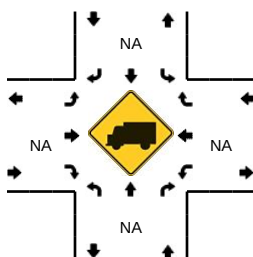
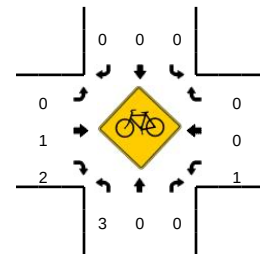
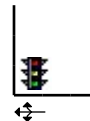
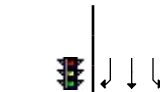
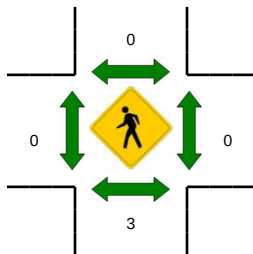
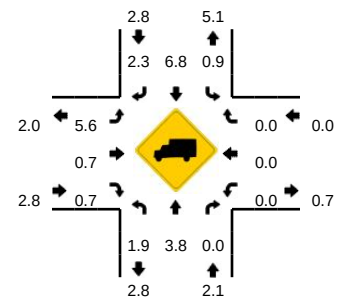
Comments:

LOCATION: Granite Creek Rd -- Santas Village Rd
CITY/STATE: Scotts Valley, CA

QC JOB #: 12473209
DATE: Wed, Apr 09 2014



Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM



15-Min Count Period Beginning At	Granite Creek Rd (Northbound)				Granite Creek Rd (Southbound)				Santas Village Rd (Eastbound)				Santas Village Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	41	23	0	0	6	4	37	0	58	5	7	0	3	17	0	0	201	
7:15 AM	64	14	2	0	6	12	72	0	52	5	11	0	1	8	0	0	247	
7:30 AM	92	14	3	0	6	14	69	0	47	13	18	0	1	7	0	0	284	
7:45 AM	153	14	8	0	25	23	110	0	47	41	28	0	1	9	0	0	459	1191
8:00 AM	114	24	6	0	25	18	82	0	67	20	48	0	2	4	1	0	411	1401
8:15 AM	91	20	3	0	28	25	75	0	55	48	35	0	2	6	1	0	389	1543
8:30 AM	117	22	10	0	28	22	76	0	46	30	41	0	1	7	0	0	400	1659
8:45 AM	85	17	6	0	12	18	56	0	38	29	26	0	2	6	0	0	295	1495
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	612	56	32	0	100	92	440	0	188	164	112	0	4	36	0	0	1836	
Heavy Trucks	8	0	0		0	4	4		8	4	0		0	0	0		28	
Pedestrians	4				0				0				0				4	
Bicycles	1	0	0		0	0	0		0	1	1		0	0	0		3	
Railroad																		
Stopped Buses																		

Comments:

August 23, 2023

City of Scotts Valley
c/o Susie Pineda
Contract Planner
spineda@m-group.us

RE: 125 BETHANY DRIVE

Dear Ms. Pineda and City Council Members,

Pursuant to the Public Review and Comment Period for the above-mentioned proposed project, the concerned group of Bethany Drive Neighborhood Residents (referred to as BDNR for the remainder of this document) hereby submits to the City of Scotts Valley (the City) and the development group, Heritage Real Estate Ventures, LLC (the Developer) our collective concern for the proposed development and disagreement with the Negative Declaration determination as outlined in the report dated July 24, 2023 by the Lead Agency (attached as an exhibit).

BDNR first wants to acknowledge that the existing property and site improvements at 125 Bethany Drive are outdated, likely underutilized, and generally not perceived as providing a significant benefit to the immediate neighborhood or broader community. For these reasons BDNR is generally amenable to redevelopment at this location, however; BDNR opposes the Negative Declaration without prejudice and has two primary concerns at this time, as outlined within this letter.

CONCERN 1

Negative Declaration Report Statement, (Page 3):

Project-Related Approvals and Permits: In addition to environmental certification, the project would require the following City approvals:

- *General Plan amendment from Commercial Professional to Light Industrial*
- *Zone Change from C-P Professional Commercial to Light Industrial (I-L).*
- *Planned Development in conjunction with the Zone Change request to allow for the approval of a general development plan incorporating alternative development standards.*
- *Use permit.*
- *Design Review to evaluate the site design and architecture.*
- *Cultural Resources Alteration Application.*

BDNR Observation

BDNR submits that changing the existing zoning type for the proposed redevelopment project at 125 Bethany Drive from Professional Commercial (C-P) to Light Industrial (I-L) would be highly irregular and significantly inconsistent with typical land use adjacencies within the City of Scotts Valley. BDNR performed a cursory review of all existing parcels with zoning types I-L bordering any Residential type with a total of four locations identified (refer to Zoning Map without Buffer Zones between Light Industrial and Residential attached as an exhibit). Each of these four locations could not reasonably be considered as comparable to the proposed 125 Bethany Drive site, or as favorable examples of I-L adjacent to Residential for reasons uniquely outlined below:

Site A

Access to and around the adjacent residential area does not require passing through or by the I-L site. Any and all traffic produced by the I-L building/site occupants appears to not be accessible to the adjacent residential areas. The elevation of the I-L site and all improvements are significantly below the adjacent residential area with limited or no line-of-sight nuisance.

Site B

Access to and around the adjacent residential area does not require passing through or by the I-L site. Any and all traffic produced by the I-L building/site occupants appears to not be accessible to the adjacent residential areas. The elevation of the I-L site and all improvements are significantly below the adjacent residential area with limited or no line-of-sight nuisance.

Site C

Access to and around the adjacent residential area does not require passing through or by the I-L site. Any and all traffic produced by the I-L building/site occupants appears to not be accessible to the adjacent residential areas. The elevation of the I-L site and all improvements are significantly below the adjacent residential area with limited or no line-of-sight nuisance.

Site D

Access to and around the adjacent residential area does not require passing through or by the I-L site. Any and all traffic produced by the I-L building/site occupants appears to not be accessible to the adjacent residential areas. The I-L site and all improvements provide limited or no line-of-sight nuisance.

125 Bethany Drive (proposed)

Access to and around the adjacent residential area require passing through or by the proposed I-L site. Any and all traffic produced by the proposed I-L building/site occupants must utilize primary residential access roadways. The location of the proposed I-L site and all improvements are fully exposed to residents with unavoidable line-of-site nuisance.

Additionally, BDNR submits that when reviewing the City's published zoning map for where I-L zoned parcels are generally designated, the overwhelming majority of parcels that border I-L consist of Commercial Service (C-S) type land use, not Residential (refer to Zoning Map Light Industrial with Buffer Zones attached as an exhibit). This strong majority placement of I-L and C-S together suggests an intentional land use adjacency strategy likely to promote complimentary land use activities while also providing an extremely important buffer between more sensitive zoning types, like Residential.

BDNR interprets the City's adopted Code and current placement of I-L zoned parcels as support for maintaining appropriate buffer zones between otherwise incompatible Industrial and Residential areas, and so not to cause harm from one land use activity to another. Chapter 17.26 of the City's Code provides the description and purpose of Light Industrial as follows:

The I-L district is intended to apply to all lands designated in the General Plan as "light industrial." This land use classification is designed to accommodate industrial and industrially related land uses and provide a location for businesses that are inappropriate in commercial or residential zones because of their operations or sizes and because they may create noise, odor, dust or glare and create impacts to traffic, the aquifer or air quality. Uses in this classification shall not encroach upon the character of adjoining land uses and will not expose adjoining uses to hazardous conditions.

BDNR Requests

1. The City reject the proposed redevelopment project until and unless, the Developer provides a revised design resulting in site improvements that do not require a change in zoning and address requests in "CONCERN 2" outlined further below.
2. Directly notify BDNR in advance of any official public proceeding that may directly or indirectly relate to BDNR's Concern 1 so adequate representation can be mobilized.
3. Provide BDNR reasonable opportunities to engage with meaningful feedback regarding proposed design changes in good faith.

CONCERN 2

Negative Declaration Report Statement, (Page 5):

Scenic Resources and Visual Character: [A]lthough the project would represent a visual change from the existing conditions, it would be consistent with the type of development that currently exists in the area and is consistent with the policies related to visual resources in the General Plan.

BDNR Observation

BDNR submits that the project as proposed in the Negative Declaration report is not consistent with the type of development that currently exists in the relevant vicinity. BDNR supports this statement based on various proposed design elements including building height of 34'-9" at three stories, total square footage of 52,822, and building coverage near

or at 50%. BDNR was unable to locate a single structure of similar size or proportion within a relevant vicinity. The average size of structures within a relevant vicinity appears to be ~2,200 square feet excluding the single-story elementary school buildings to the west of the proposed redevelopment site.

Additionally, based on the information provided, 80.2% of the 52,822 square feet is to be designated as storage for up to “227 user spaces”. Based on this limited information it appears that this project is generally considered to be an industrial storage type facility, which BDNR contends is not consistent, or a compatible building use for the relevant vicinity.

BDNR Requests

1. The City reject the proposed redevelopment project until and unless, the Developer provides a revised design that results in site improvements and building use more congruent with the existing surrounding residential area and address the requests presented in “CONCERN 1” outlined above.
2. Directly notify BDNR in advance of any official public proceeding that may directly or indirectly relate to BDNR’s Concern 2 so adequate representation can be mobilized.
3. Provide BDNR reasonable opportunities to engage with meaningful feedback regarding proposed design changes in good faith.

About BDNR

Bethany Drive Neighborhood Residents (BDNR) is a group comprised of 25 concerned residents and/or homeowners to be directly impacted by the proposed redevelopment project and are located only on Tabor Drive, Tabor Way, Bethany Drive, Scotts Valley Drive (north extension), Sawyer Circle, and Sawyer Court. Refer to BDNR Resident Location Map (attached as an exhibit) for additional location context.

Members (at time of submission):

Matt Hoey, AIA, NCARB (Lead Representative)

██████ Tabor Drive
Scotts Valley, CA 95066
████████████████████

Mahina Hoey

██████ Tabor Drive
Scotts Valley, CA 95066
████████████████████

BDNR Members (Cont'd)

Jamie DeWitt

■ Bethany Dr
Scotts Valley, CA 95066

■

William DeWitt

■ Bethany Dr
Scotts Valley, CA 95066

■

Cheryl and Robert Ruyle

■ Sawyer Circle
Scotts Valley, CA 95066

■

Amelia Phinn

■ Scotts Valley Dr
Scotts Valley, Ca 95066

■

Sharri Umphrey

■ Scotts Valley Dr
Scotts Valley, CA 95066

■

Pete Schmidt

■ Sawyer Circle
Scotts Valley, CA 95066

■

Sandra L Goode

■ Tabor Drive
Scotts Valley, CA 95066

■

Laura Padilla

■ Tabor Drive
Scotts Valley, CA 95066

■

BDNR Members (Cont'd)

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Scotts Valley, CA 95066

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Nelleke Demmer

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████████████████████

Shannon Galloway

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████████████████████

Mike Galloway

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████████████████████

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Ariel Jose Dagdag

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Ken Demblewski Sr.

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████████████████████

Mary Demblewski

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Scotts Valley, CA 95066

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BDNR Members (Cont'd)

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Scotts Valley, CA 95066
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[REDACTED] Goeury
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Scotts Valley, CA 95066
[REDACTED]

Jim Stewart
[REDACTED] Sawyer Circle
Scotts Valley, CA 95066
[REDACTED]

Michelle Stewart
[REDACTED] Sawyer Circle
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Lara Brough
[REDACTED] Tabor Drive
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[REDACTED]

Jenna Reamer
[REDACTED] Bethany Drive
Scotts Valley, CA 95066
[REDACTED]

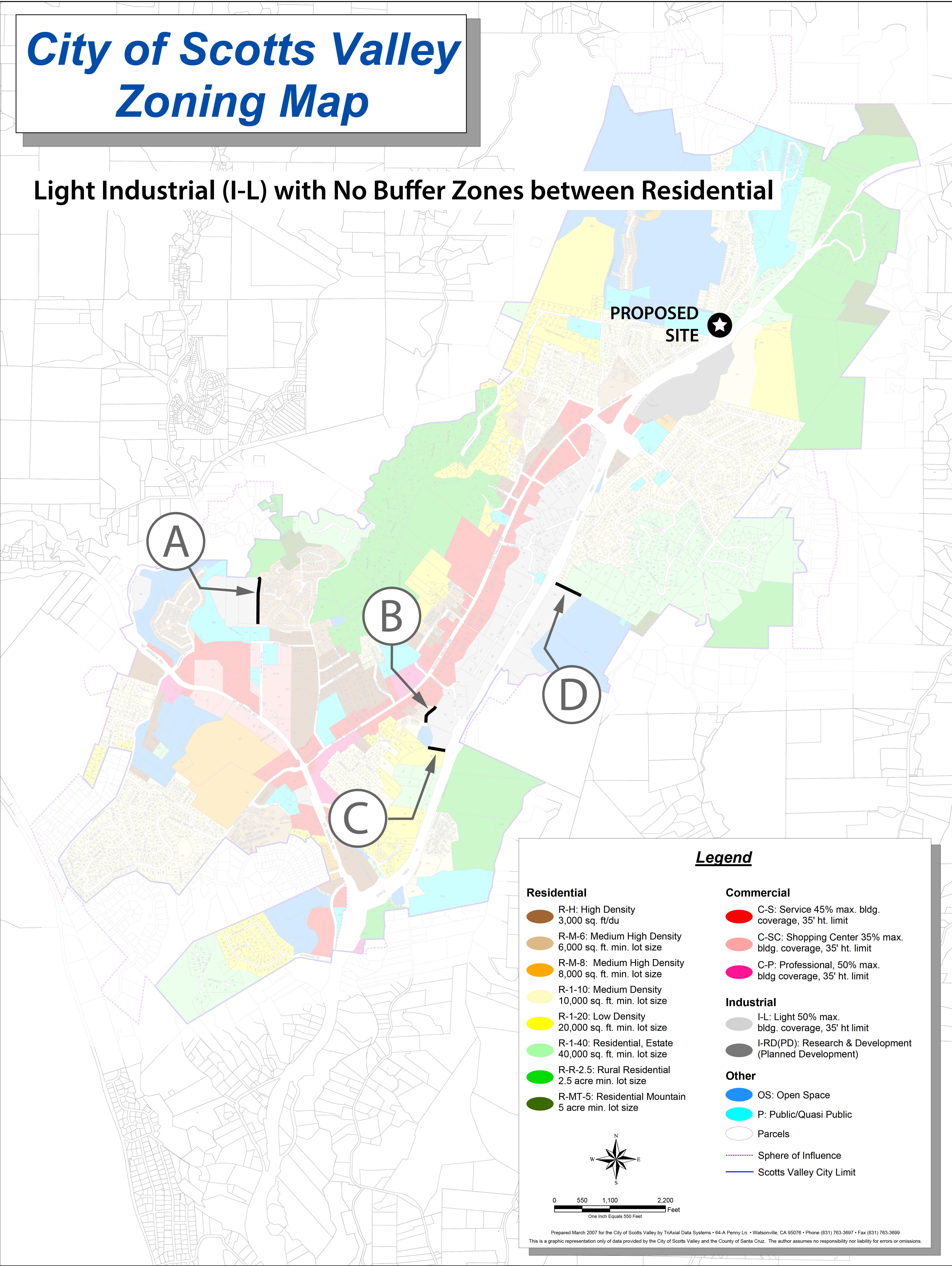
Michael Zeller
[REDACTED] Bethany Drive
Scotts Valley, CA 95066
[REDACTED]

EXHIBITS

1. Scotts Valley Zoning Map Locations without Buffer Zones between Light Industrial and Residential
2. Scotts Valley Zoning Map with Buffer Zones between Light Industrial and Residential
3. BDNR Resident Location Map
4. Negative Declaration Report Date July 24, 2023 (without appendices)

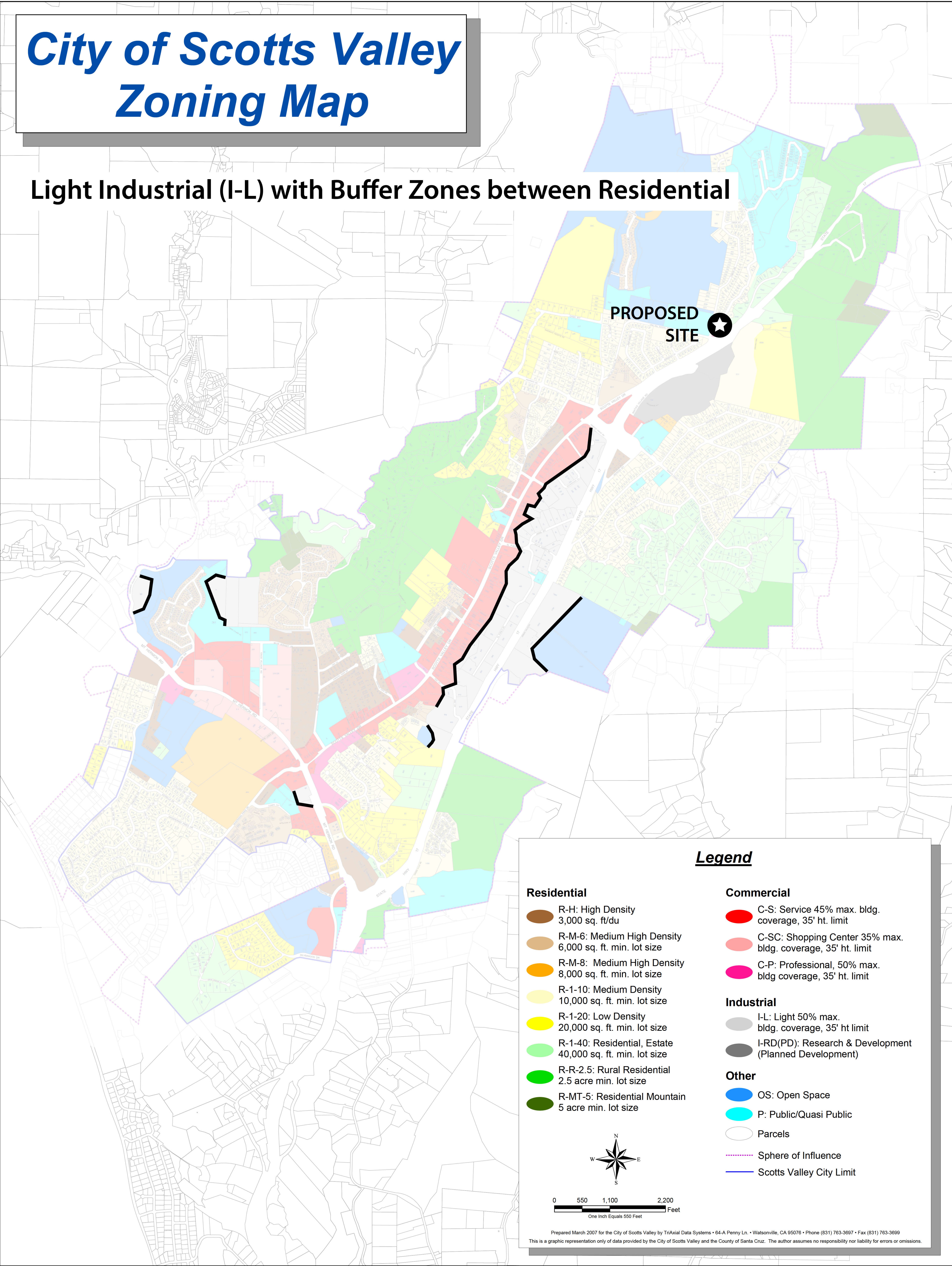
City of Scotts Valley Zoning Map

Light Industrial (I-L) with No Buffer Zones between Residential



City of Scotts Valley Zoning Map

Light Industrial (I-L) with Buffer Zones between Residential



■ Indicates BDNR Member Residence Locations

■ Indicates BDNR Member Residence Locations



Negative Declaration

Name of Project

125 Bethany Drive

Lead Agency

City of Scotts Valley
One Civic Center Drive
Scotts Valley, CA 95066

Contact

Susie Pineda
Contract Planner
spineda@m-group.us

Project Applicant

Owner/Developer: Heritage Real Estate Ventures, LLC

Project Location

The project site is on a one 1.35-acre parcel (APN 023-102-15) located on the north side of Scotts Valley Drive between Tabor Drive and Bethany Drive.

Project Description

The project would demolish the two existing one- and two-story commercial buildings (totaling 12,200 sf). The site, known as Bethany Park, was previously the support offices for Bethany University. The property was sold to Heritage Real Estate Ventures, LLC when Bethany University was redeveloped as the 1440 Multiversity Campus.

The proposed 125 Bethany project (the project) is a mixed-use three-story commercial redevelopment which consists of one 52,822 gross square feet (sf) building. This building would include 10,465 net square feet of professional and administrative office space, and 42,357 net square feet of storage for up to 227 user spaces. The first and second floors of the building will be bifurcated by a drive aisle that allows vehicles to park for loading and unloading. The third floor will be continuous over the drive aisle. There will be three office spaces on the first floor, six office spaces on the second floor and six office spaces on the third floor. The project would provide 54 parking spaces located on the north and south extents of the project site, and along a central corridor which would also include loading spaces.

Public Review and Comment Period

July 24, 2023 to August 24, 2023

Any individual, group, or agency disagreeing with this determination or wishing to comment on the project may submit written comments to the City of Scotts Valley at the address listed above. All comments received by 5:00 PM on August 24, 2023 will be considered by the City of Scotts Valley.

Findings and Reasons

With the implementation of identified standard conditions of approval, the Initial Study did not identify any potentially significant impacts on the environment. The project would not have the potential to significantly degrade the environment; would have no significant impact on long-term environmental goals; would have no significant cumulative effect upon the environment; and would not cause substantial adverse effects on human beings, either directly or indirectly.

The following reasons support these findings:

1. The project is consistent with the adopted goals and policies of the City of Scotts Valley General Plan, and the City of Scotts Valley Municipal Code.
2. City staff independently reviewed the Initial Study, and this Negative Declaration reflects the independent judgment of the City of Scotts Valley.



City of Scotts Valley
125 Bethany Drive Initial Study



Table of Contents

Initial Study	1
Background & Project Description	1
Environmental Checklist	4
Aesthetics.....	4
Agriculture and Forestry Resources	6
Air Quality	7
Biological Resources.....	12
Cultural Resources	15
Energy	17
Geology and Soils	18
Greenhouse Gas Emissions	22
Hazards and Hazardous Materials	23
Hydrology and Water Quality	26
Land Use and Planning	29
Mineral Resources	30
Noise	31
Population and Housing.....	36
Public Services.....	37
Recreation	38
Transportation	39
Tribal Cultural Resources	41
Utilities and Service Systems	43
Wildfire.....	44
Mandatory Findings of Significance	46
Determination.....	48

List of Figures

Figure 1: Regional Location
Figure 2: Project Vicinity
Figure 3: Site Plan
Figure 4: Building Elevations
Figure 5: Landscape Plan
Figure 6: Lighting Plan
Figure 7: Grading Plan
Figure 8: Drainage Plan

Note: All figures are inserted at the end of the document.

List of Appendices

Appendix A: Arborist Report
Appendix B: Cultural Resources Evaluation
Appendix C: Preliminary Geotechnical Investigation
Appendix D: Stormwater Control Plan
Appendix E: Noise Assessment Study
Appendix F: Traffic Report

Initial Study

Background & Project Description

Project Title

125 Bethany Drive

Lead Agency Name and Address

City of Scotts Valley
One Civic Center Drive
Scotts Valley, CA 95066

Contact

Susie Pineda
Contract Planner
spineda@m-group.us

Project Location

As shown in **Figure 1: Regional Location**, and **Figure 2: Project Vicinity**, the project site is on a one 1.35-acre parcel (APN 023-102-15) located on the north side of Scotts Valley Drive between Tabor Drive and Bethany Drive.

Project Applicant

Owner/Developer: Heritage Real Estate Ventures, LLC

General Plan Designation

Commercial Professional

Zoning

Commercial Professional (C-P)

Project Description

Note: Subsequent to the preparation of this Initial Study, the project plans were modified to accommodate additional parking and increase the setback on the north side of the project, adjacent to two single-family residential units. This change reduced the total square footage from 66,204 gross square feet(sf.) to 52,822 sf. The project description reflects this change, but the environmental analysis assumed the previous larger project. Because the project as now proposed would be the same uses but smaller, it was assumed that all impacts would be the same or less.

The project would demolish the two existing one- and two-story commercial buildings (totaling 12,200 sf). The site, known as Bethany Park, was previously the support offices for Bethany University. The property was sold to Heritage Real Estate Ventures, LLC when Bethany University was redeveloped as the 1440 Multiversity Campus.

As shown in **Figure 3: Site Plan**, the proposed 125 Bethany project (the project) is a mixed-use three-story commercial redevelopment which consists of one 52,822 gross sf. building. This building would include 10,465 net sf. of professional and administrative office space, and 42,357 net sf. of storage for up to 227 user spaces. The first and second floors of the building will be bifurcated by a drive aisle that allows vehicles to park for loading and unloading. The third floor will be continuous over the drive aisle. There will be three office spaces on the first floor, six office spaces on the second floor and six office spaces on the third floor. The project would provide 54 parking spaces located on the north and south extents of the project site, and along a central corridor which would also include loading spaces.

As shown in **Figure 4: Building Elevations**, the exterior building materials would include vertical “board and batten” metal siding, low clear glass windows in white vinyl frames, veneer stone, single composite siding, wood soffit details, roll-up steel doors, and standing seam metal roofs.

The project would include sustainable features including energy-efficient lighting and HVAC systems, energy efficient windows, and water-conserving fixtures such as low-flow toilets and drought-resistant landscaping.

As shown in **Figure 3: Site Plan**, access to the project site would be from three driveways on Tabor Drive and two driveways on Bethany Drive.

As shown in **Figure 5: Landscaping Plan**, a majority of the existing landscaping would be removed and replaced with a variety of trees, shrubs and perennials, and groundcovers and grasses. Trees along the perimeter of Bethany Drive and Tabor Drive would include Chinese pistache and Coast live oaks.

As shown in **Figure 6: Lighting Plan**, 19 pole-mounted light fixtures, 15 feet in height, would be installed on the project site. These LED fixtures would be directed downward to limit lighting entirely within the project site.

As shown in **Figure 7: Grading Plan**, grading for the project would require a cut of 770 cubic yards of soil, and fill of 1,980 cubic yards, for a net import of 1,210 cubic yards.

As shown in **Figure 8: Drainage Plan**, four drainage management areas (DMAs) would be created to treat 42,045 sf. of net impervious area. Storm drainage from constructed impervious surfaces (e.g., roofs, driveways) would be conveyed via curbs and gutter to channelized surface flow and direct runoff onto vegetated areas or via collector storm drainpipes to an underground stormwater storage and infiltration chamber(s).

Water and sewer services would connect to an existing sanitary sewer and water main located on Bethany Drive.

Project-Related Approvals and Permits

In addition to environmental certification, the project would require the following City approvals:

- General Plan amendment from Commercial Professional to Light Industrial
- Zone Change from C-P Professional Commercial to Light Industrial (I-L).
- Planned Development in conjunction with the Zone Change request to allow for the approval of a general development plan incorporating alternative development standards.
- Use permit.
- Design Review to evaluate the site design and architecture.
- Cultural Resources Alteration Application.

Other Public Agencies Whose Approval is Required

None.

Environmental Checklist

The discussion below analyzes the potential environmental impacts of the project per the criteria as described in Public Resources Code Section 21166 and CEQA Guidelines Section 15162. This analysis uses the Appendix G of the CEQA Guidelines as a framework to address each environmental resource.

Aesthetics

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Discussion

Scenic Vista

The project site contains an existing one- and two-story office building. Surrounding buildings include an elementary school to the west, residential to the south, and Highway 17 to the south

and east. The project site is relatively flat and would not block any scenic vista nor substantially change an important view from a scenic vantage point, and therefore there would be no impact.

Scenic Resources and Visual Character

The project site is not located along a state scenic highway or designated scenic corridor. Per the 1994 General Plan Figure OS-1 Viewsheds and Scenic Corridors, Highway 17 viewing south adjacent to the project site is considered an “Important Vista” as the views affords a long-distance view of the valley character of Scotts Valley. The project would not impede or otherwise cause a distraction to this view as it is set back away from the highway to the west.

Although the project would represent a visual change from the existing conditions, it would be consistent with the type of development that currently exists in the area and is consistent with the policies related to visual resources in the General Plan.

The project site is zoned C-P Professional Commercial. As described in Chapter 17.20 of the Scotts Valley Municipal Code, the maximum building height is 35 feet. Per the project plans, the maximum building height would be 34 feet nine inches, consistent with City regulations.

Because there are no scenic resources and the visual character would not be substantially altered and would not conflict with applicable zoning and other regulations governing scenic quality, impacts would be less than significant.

Light and Glare

Existing ambient sources of nighttime lighting include lighting of building exteriors and architectural accents, illumination through windows, landscape lighting, street lighting, parking lot lighting, and vehicle headlights. The project would include outdoor lighting typical of a residential development.

As shown in **Figure 6: Lighting Plan**, the project design incorporates 19 pole-mounted (15 feet high) low-level LED lighting fixtures that would minimize lighting spill effects on adjacent properties. Furthermore, as a condition of approval, the project applicant would be required to utilize downward-directed fixtures on building exteriors with concealed light sources. Consistent with City building regulations, lighting will need to be controlled for security, aesthetics, safety, and identification without interfering with adjacent land uses. Implementation of these Standard Conditions of Approval would reduce potential off-site light impacts to a less than significant level.

Findings

The project would not affect a scenic vista or scenic resource, would not change the visual character of the project area, and therefore there would be no impact. The project would not result in a substantial change to light and glare and therefore impacts would be less than significant. No mitigation is required.

Agriculture and Forestry Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Discussion

The property is not located on land that is classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the Farmland Mapping and Monitoring Program of the California Resource Agency. Therefore, no agricultural impacts would occur as a result of the project.

Findings

As described above, there would be no impact on agricultural resources. Therefore, no mitigation is required.

Air Quality

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) 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?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?				X

Discussion

Air Quality Plan and Air Quality Standards

The project site is located within the North Central Coast Air Basin (NCCAB), which includes Monterey County, San Benito County, and Santa Cruz County, comprising an area of approximately 5,159 square miles along the central California coast. The Monterey Bay Air Resources District (MBARD) is responsible for local control and monitoring of criteria air pollutants throughout the NCCAB.

MBARD has developed the *2012 Air Quality Management Plan for the Monterey Bay Region* (2012 AQMP). The 2012 AQMP is a transitional plan shifting focus of MBARD's efforts from achieving the 1-hour component of the State ozone AAQS to achieving the 8-hour ozone requirement. The Plan includes an updated air quality trends analysis, which reflects both the 1- and 8-hour standards, as well as an updated emission inventory, which includes the latest information on stationary, area and mobile emission sources.

In March 2017, MBARD adopted the *2012-2015 Triennial Plan Revision*, which assesses and updates elements of the 2012 AQMP, including the air quality trends analysis, emission inventory, and mobile source programs. The 2017 AQMP Revision only addresses attainment of the State ozone standard. In 2012, EPA designated the NCCAB as in attainment of the current national 8-hour ozone standard of 0.075 ppm¹.

The following MBARD rules would limit emissions of air pollutants from construction and operation of residential development pursuant to the project:

- *Rule 400 (Visible Emissions)* – Discharge of visible air pollutant emissions into the atmosphere from any emission source for a period or periods aggregating more than three minutes in any one hour, as observed using an appropriate test method, is prohibited.
- *Rule 402 (Nuisances)* - No person shall discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or which endanger the comfort, repose, health, or safety of any such persons or the public; or which cause, or have a natural tendency to cause, injury or damage to business or property.
- *Rule 425 (Use of Cutback Asphalt)* – The use of cutback asphalt (asphalt cement that has been blended with petroleum solvents) is restricted.

¹ On October 1, 2015, U.S. EPA adopted a new 8-hour ozone standard of 0.070 ppm. However, U.S. EPA has not yet reviewed recent NCCAB emissions to determine attainment with the current 0.070 ppm standard. Therefore, this attainment status is based upon U.S. EPA's prior 0.075 ppm standard.

- *Rule 426 (Architectural Coatings)* – This rule limits the emissions of ROGs from the use of architectural coatings.

The MBARD's 2008 CEQA Air Quality Guidelines provides criteria for determining cumulative impacts and consistency. The CEQA Air Quality Guidelines note that a project which is inconsistent with an Air Quality Plan would have a significant cumulative impact on regional air quality. Any emissions sources that would be generated as part of the project would be subject to the MBARD rules and regulations. The proposed development (the point source) does not include any processes or activities that would emit significant air pollutants. The proposed use would not conflict with the AQMP for the Monterey Bay Region and would not make a considerable contribution to this existing, cumulatively significant ozone impact. Impacts would be less than significant.

Construction

MBARD CEQA Guidelines state that construction activities (e.g., excavation, grading, on-site vehicles) that emit 82 pounds per day or more of PM₁₀ would have a significant impact on local air quality when they are located nearby and upwind of sensitive receptors. Based on this emissions threshold, construction activity occurring on more than 2.2 acres per day may result in significant PM₁₀ emissions (MBARD, 2015). Because development of the project would not result construction activity occurring on more than 2.2 acres per day, impacts would be less than significant.

Furthermore, Standard Conditions of Approval require that development projects reduce dust generation from project grading and construction to minimal levels, the project proponent shall require the grading contractor to implement best management practices (BMPs) for dust control, including watering down exposed earth surfaces each non-rainfall day at intervals that attenuate dust problems. Any dirt tracked on to adjacent roadways shall be removed daily in a manner that does not create substantial airborne dust. Standard conditions of project approval would require the project applicant to implement the following BMPs for the project during site grading:

- Limit grading to 8.1 acres per day, and grading and excavation to 2.2 acres per day.
- Water graded/excavated areas and active unpaved roadways, unpaved staging areas, and unpaved parking areas at least twice daily or apply non-toxic chemical soil stabilization materials per manufacturer's recommendations. Frequency should be based on the type of operations, soil and wind exposure.
- Prohibit all grading activities during periods of high wind (more than 15 mph).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or gravel for temporary roads and any other methods approved in advance by MBARD.

- Exposed ground areas that are planned to be reworked for durations longer than 1 month after initial grading shall be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established.
- Plant vegetative ground cover in disturbed areas as soon as possible.
- Use street sweepers, water trucks, or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the project site. Reclaimed (non-potable) water should be used whenever possible;
- Spray dirt stockpile areas daily as needed.
- Place gravel on all roadways and driveways as soon as possible after grading. In addition, construct building pads as soon as possible after grading unless seeding, soil binders, or frequent water application are used.
- Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
- All trucks hauling dirt, sand, soil, or other loose materials shall be covered or shall maintain at least 2 feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code Section 23114.
- Unpaved road travel shall be limited to the extent possible, for example, by limiting the travel to and from unpaved areas, by coordinating movement between work areas rather than to central staging areas, and by busing workers where feasible.
- Install wheel washers where vehicles enter and exit unpaved roads onto streets or wash off trucks and equipment leaving the project site and inspect vehicle tires to ensure they are free of soil prior to carry-out to paved roadways.
- Sweep streets at the end of each day, or as needed, if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water shall be used where feasible.

Operational

The project would result in new long-term operational emissions from mobile sources (burning of fossil fuels in cars); energy sources (cooling, heating, and cooking); and area sources (landscape equipment and household products). Mobile source emissions constitute most operational emissions from this type of development project. However, emissions associated with operation of the project are not expected to exceed any applicable MBARD thresholds. Therefore, the project would not generate a significant level of operational emissions and impacts would be less than significant.

Sensitive Receptors

Sensitive receptors in the vicinity include single-family residential located to the north and an elementary school to the west.

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust which is a known toxic air contaminant (TAC). The California Air Resources Board (CARB) has identified diesel exhaust particulate matter as a toxic air contaminant, and assessment of toxic air contaminant cancer risks is typically based upon a 70-year exposure period. Project grading and construction activities that would utilize diesel-powered equipment would expose receptors to possible diesel exhaust for a very limited number of days (approximately 10 days). Because exposure to diesel exhaust would be well below the 70-year exposure period and given the limited and short-term duration of activities that would use diesel equipment, construction-related diesel emissions are not considered significant.

Furthermore, the State is implementing emission standards for different classes of on- and off-road diesel vehicles and equipment that applies to off-road diesel fleets and includes measures such as retrofits. Additionally, Title 13 of the California Code of Regulations (section 2485(c)(1)) prohibits idling of a diesel engine for more than five minutes in any location.

Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations. Potential exposure of sensitive receptors to diesel emissions and associated risks is considered a less-than-significant impact, and no mitigation measures are required.

Additionally, Standard Conditions of Approval require that prior to issuance of a grading permit, the Director of Public Works and the Building Official shall confirm that the grading permit and specifications stipulate that all off-road construction vehicles/equipment comply with the California Air Resources Board's In-Use Off-Road Diesel Vehicle Regulation.

Odors

During construction activities, temporary odors from vehicles exhaust and construction equipment engine would occur. However, construction-related odors would be short-term and would cease upon completion. Therefore, no objectionable odors are anticipated from construction activities associated with the project and there would be no impact.

Land uses typically producing objectionable odors include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The project does not include any uses that would be associated with objectionable odors. Odor emissions from the project would be limited to odors associated with vehicle and engine exhaust and idling cars. The project does not include any known sources of objectionable odors associated with the long-term operational use and therefore there would be no impact.

Findings

A significant air quality impact is defined as any violation of an ambient air quality standard, any substantial contribution to an existing or projected air quality violation, or any exposure of sensitive receptors to substantial pollutant concentrations. As discussed above, the MBARD thresholds of significance have not been exceeded. Therefore, there would be no significant air

quality impacts and no mitigation is required in addition to the City's Standard Conditions of Approval for construction dust control at the time of development.

Biological Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory				X

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
wildlife corridors, or impede the use of native wildlife nursery sites?				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Discussion

The project site is developed and contains buildings, parking lots, areas with tuff, and a variety of trees, shrubs and ground covers.

Sensitive Natural Communities, Special Status Species, and Wildlife Corridors and Nursery Sites

The project site is a developed site that is urban in character and does not contain any sensitive natural communities, or Special Status plant or animal species. As an urban infill site, the project would not impede the movement of native wildlife nursery sites or migratory wildlife corridors. As such, the project would have no impact and no mitigation is required.

State and Federal Regulated Waterways and Federal Wetlands

Section 404 of the federal Clean Water Act protects wetland habitats that are classified as federal "jurisdictional wetlands". Section 1600 et seq. of the California Fish and Game Code also protects wetland habitats and requires a Streambed Alteration Agreement to be obtained from the California Department of Fish and Game (CDFG) for the alteration of most wetlands. Because there are no jurisdictional waters, or other types of wetlands on the project site, the project would have no impact and no mitigation is required.

Conflict with Local Policies, HCP or NCCP, or Other Conservation Plan

Per SVMC Section 17.44.080(E)(4), tree removal request shall be included as part of the development application, including an arborist's report, and shall be approved by the Planning Commission or City Council. The development review process shall seek to preserve healthy

trees, trees that contribute to the overall aesthetic quality of an area, and to preserve significantly sized trees that are important to the overall landscape of an area.

As described in the Arborist Report (see [Appendix A](#)), a total of 45 trees were surveyed on the project site. Of these 18 are protected and 27 are not protected. The dominant species and most of the “protected” trees were liquidambar, (*Liquidambar styraciflua*). Other frequently planted species include olive (*Olea europaea*) and purple-leaf plum, (*Prunus cerasifera*). Two London plane trees, (*Platanus x hispanica*), are the largest specimens on the property. Two trees on an adjacent property, one Japanese maple, (*Acer palmatum*), and one purple-leaf plum were also surveyed.

Most of the trees were identified as being in good or fair condition. Only one tree was found in poor condition, a severely drought stressed European white birch (*Betula pendula*). Management of trees on the property was good except for the purple-leaf plums and a group of evergreen pear (*Pyrus kawakamii*) trees. These trees had been topped at 10 feet above grade and the resulting re-growth was identified as being poorly attached.

The project would remove 13 protected trees (10 liquidambar and three olive). As shown in [Figure 7: Landscape Plan](#), new trees will be installed at a recommended tree replacement to compensate for their removal at a minimum 2:1 tree replacement using 15-gallon or 24-inch box size trees. This recommendation is consistent with City regulations, as described above.

Standard conditions of project approval require the project applicant to implement all measures contained within the Arborist Report for the protection of existing trees to remain, including but not limited to the required procedures and sequence, required tree replacement, tree preservation and protection, and appraised value of preserved trees in the report.

Furthermore, no known habitat conservation plans are in effect for this project site. Therefore, the project would not conflict with any local policies or applicable HCP's and there would be no impact.

Findings

The project would comply with the City's Standard Conditions of Approval wherein protected tree removals are compensated at a minimum of 2:1 ratio consistent with the City's Tree Protection Regulations (17.44.080).

Cultural Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X	
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	

Discussion

Cultural Resources Evaluation was prepared for the project site by Archaeological Resource Management (ARM) in June 2021 (see [Appendix B](#)). The analysis below is based on a peer review and findings as described in this report.

Cultural Resources

On July 14, 2023, the City sent notifications to the Amah Mutsun Tribal Band, the Amah Mutsun Tribal Band of Mission San Juan Bautista, the Costanoan Ohlone Rumsen-Mutsun Tribe, the Indian Canyon Mutsun Band of Costanoan, the Muwekma Ohlone Indian Tribe of the SF Bay Area, and the Wuksache Indian Tribe/Eshom Valley Band. Any comments received will be considered and, if necessary, this Initial Study amended accordingly prior to CEQA certification by the City of Scotts Valley

The project site and immediate area are mapped within a High And Moderate Sensitivity Zone based on information available in the early 1990s and as shown in the City's 1994 General Plan Figure OS Archaeological Sensitivity Zones. Research over the past 30 years suggests a low or low-moderate sensitivity for the project site and vicinity based on completed and ongoing development and the lack of significant reported discoveries.

The archival research by ARM revealed that one informally recorded archaeological resource, P-2, is located within or adjacent to the project area. This consisted of three chert flakes noted as

part of a broad archaeological survey which included the proposed project area within its scope, S-3913. Three additional previously recorded resources are located within a one-quarter mile radius of the proposed project area: CA-SCR-238, CA-SCR-239, and P-44-402.

No significant cultural materials, prehistoric or historic, were noted during surface reconnaissance; however, surface visibility was limited due to existing structures, hardtop surfaces, and landscaping materials. In addition, the proposed project area is located in close proximity to Carbonera Creek, a watercourse along which prehistoric sites have been encountered in the past. Therefore, ARM recommended that archaeological monitoring be carried out during earth moving activities.

Human Remains

No known human remains are located on the project site. Pursuant to section 7050.5 of the Health and Safety Code, if human remains are discovered, there shall be no further excavation or disturbance of the discovery site, or any nearby area reasonably suspected to overlie adjacent human remains until the project applicant has complied with the provisions of State CEQA Guidelines Section 15064.5(e).

Findings

As discussed above, the project site is located within areas of moderate and high archaeological sensitivity. Implementation of the following City Standard Conditions of Approval would reduce this impact to less than significant.

1. The project applicant shall ensure that notes on any plans that require ground disturbing excavation that there is a potential for exposing buried cultural resources including prehistoric Native American burials.
2. The project applicant shall retain a Professional Archaeologist on an “on-call” basis during ground disturbing construction to review, identify and evaluate any potential cultural resources that may be inadvertently exposed during construction. The archaeologist shall review and evaluate any discoveries to determine if they are historical resource(s) and/or unique archaeological resources under the California Environmental Quality Act (CEQA).
3. If the Professional Archaeologist determines that any cultural resources exposed during construction constitute a historical resource and/or unique archaeological resource or tribal cultural resource under CEQA, he/she shall notify the City of Scotts Valley and other appropriate parties of the evaluation and recommend mitigation measures to mitigate to a less-than significant impact in accordance with California Public Resources Code Section 15064.5. Mitigation measures may include avoidance, preservation in-place, recordation, additional archaeological testing and data recovery among other options.
4. The completion of a formal Archaeological Monitoring Plan (AMP) and/or Archaeological Treatment Plan (ATP) that may include data recovery may be recommended by the

Professional Archaeologist if significant archaeological deposits are exposed during ground disturbing construction. Development and implementation of the AMP and ATP and treatment of significant cultural resources will be developed in consultation with any regulatory agencies and culturally affiliated Native American tribes who have expressed interest with tribal cultural resources for Scotts Valley.

Energy

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?				X
e) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X

Discussion

Energy consumption associated with construction of the project would be temporary and short-term. Project design and operation would comply with State Building Energy Efficiency Standards, appliance efficiency regulations, and green building standards. Additionally, the project includes other design features including efficient low-energy lighting, and natural ventilation systems.

The project would also be required to be built according to City and State energy efficiency standards. The project would be required to comply with existing regulations, including applicable measures from the City's General Plan. Vehicle trips and energy consumption would be less carbon intensive as compared to historic levels due to statewide compliance with future low carbon fuel standard amendments and increasingly stringent Renewable Portfolio Standards.

Findings

The project would comply with existing State energy standards and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. There would be no impact to energy.

Geology and Soils

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and			X	

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

Discussion

A geotechnical investigation was prepared for the project site by Rock Solid Engineering (RSE), dated February 9, 2021 (see [Appendix D](#)). The analysis below is based on a peer review and findings as described in this report.

Based on their review of the Geologic Map of Santa Cruz County, California (Reference 3), the site is mapped as Santa Cruz Mudstone (Tsc) and Purisima Formation (Tp). Purisima Formation deposits are described as very thick bedded yellowish-gray tuffaceous and diatomaceous siltstone containing thick interbeds of bluish-gray, semi-friable, fine-grained andesitic sandstone. The results of field exploration by RSE indicate that the subsurface soils present are consistent with the Purisima Formation. Perched groundwater was only encountered in Boring B-8 at 17 feet below existing grade.

The site is located within a seismically active area but is outside an Alquist-Priolo Earthquake Fault Rupture Zone as delineated by the State of California. The site is not located within a liquefaction hazard zone as delineated by Santa Cruz County GIS.

The entire Central Coast Area is considered to be an active seismic region due to the presence of several active faults. Three northwest-trending major earthquake faults that are responsible

for the majority of the movement on the San Andreas fault system extend through the San Francisco Bay Area. They include the San Andreas fault, the Calaveras fault and the Hayward fault, which are respectively located approximately 5.9 miles, 23.6 miles, and 28.3 miles to the northeast. Other faults closer to the site are the Zayante-Vergeles fault, Butano, and Sargent fault which are respectively located approximately 2.5 miles, 5.3 miles, and 6.0 miles to the northeast.

In general, RSE concluded that the project site is geotechnically suitable for the proposed project provided the recommendations contained in their Preliminary Geotechnical Investigation are incorporated in the design and implemented during site grading and foundation construction.

Earthquake Faults, Landslides, and Seismic Ground Shaking

Project construction would subject the buildings and their inhabitants to periodic seismic shaking associated with the San Andreas Fault and other active faults within the Monterey Bay area. As part of the building permit application submitted to the City of Scotts Valley, the project applicant would be required to submit plans that comply with the latest California Building Code (CBC) standards consistent with Title 15 – Buildings and Construction of the Scotts Valley Municipal Code.

Prior to approval of any entitlements, City staff will review project plans and verify that the CBC Seismic requirements are printed on the plans. Building Division staff shall verify that CBC standards are met prior to issuance of Building Permits. Building inspectors shall conduct site inspections to assure that construction occurs consistent with approved plans.

The Scotts Valley 1994 General Plan, Figure S3 ("Liquefaction Potential") indicates that the project site is located in an area with a Moderate Potential for Liquefaction. However, based on RSE's and our review of Geology and Liquefaction Potential of Quaternary Deposits in Santa Cruz County, California (Reference 8), the site is not mapped in an area of potential liquefaction. Their observations confirmed that the potential for liquefaction, lateral spreading, and differential compaction to occur is considered low due to the presence of relatively dense soils and the lack of a continuous shallow groundwater table.

Figure S-4 ("Landslide Deposits") indicates that the site is not in an area containing landslide deposits. Figure S-5 ("Slopes") indicates that the project site is not located within any mapped geological hazard areas. In addition, the subject site slopes only gently, therefore, the potential for landsliding to occur across the site and cause damage to structures is considered low.

Per the earthquake hazard zones defined by the Alquist Priolo map, the risk of earthquake induced ground rupture occurring across the project site is moderately low.

Because compliance with Title 15 – Buildings and Construction of the Scotts Valley Municipal Code is required for all future projects, potential impacts associated with earthquake-related ground rupture would be less than significant and no mitigation is required.

Soil Erosion

The project would involve grading activities associated with the construction of buildings, infrastructure, and roads. Grading would largely be limited to the project site, which would limit the amount of exposed soil area that would be subject to erosion. Measures to control erosion would be incorporated into the construction specifications pursuant to the National Pollution Discharge Elimination System (NPDES) requirements for construction. In addition, to comply with the NPDES requirements for construction, projects involving construction on sites that are one acre or more are required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) that specifies how the discharger would protect water quality during construction activities. Compliance with the erosion control ordinances and acquisition of the NPDES General Permit for construction activities would ensure that soil erosion impacts associated with development pursuant to the project would be less than significant.

Sewage Disposal

The project would involve disposal of wastewater through the City's existing sanitary sewer system, and there would be no septic systems constructed as part of the project. Therefore, no impacts would occur.

Unique Geological Features and Paleontological Resources

There are no known paleontological resources on the project site. However, development of the project could result in the discovery and disturbance of previously unknown or undiscovered paleontological resources. Should evidence of paleontological resources be encountered during grading and construction, adherence to City, State, and Federal historic preservation laws, regulations, and codes related to archaeological and paleontological resources would ensure the adequate protection of historic and pre-historic resources. This includes City Standard Conditions of Approval requiring compliance with these laws should paleontological resources be encountered. With implementation of existing regulations, the impact would be less than significant.

Findings

Compliance with Title 15 – Buildings and Construction of the Scotts Valley Municipal Code and NPDES requirements would reduce any potential impacts associated with geological and soil resources to a less than significant impact. Therefore, no mitigation is required.

Greenhouse Gas Emissions

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

Discussion

Construction

Construction of the project would result in direct emissions of CO₂, N₂O, and CH₄ from the operation of construction equipment and the transport of materials. MBARD does not have a threshold for construction GHG emissions, which would be one-time, short-term emissions and therefore would not significantly contribute to long-term cumulative GHG emissions impacts of the project.

In the absence of quantitative significance thresholds in CEQA guidance, this analysis turns to other programs. For example, the CARB Mandatory Reporting program requirements are triggered for sources of GHG emissions exceeding 2,500 MTCO₂e) per year. AB 32 requires California agencies to take actions that would reduce GHG emissions by 2020 to the levels of 1990, and then substantially further reduce emissions by 2050. Most individual projects do not generate sufficient GHGs to create a project-specific impact to significantly influence climate change; therefore, this impact typically involves an analysis to determine if a project's GHG emissions are cumulatively considerable (significant cumulative impact). Once construction is complete, the generation of construction related GHG emissions would cease. The project is not expected to exceed the CARB Mandatory Reporting applicability level of 2,500 MTCO₂e per year. As a result, the short-term emission of GHG during construction would be less than significant.

Operational

Operational or long-term emissions would occur over the project's life. GHG emissions would result from direct emissions such as project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power over the life of the project, the energy required to convey water to, and wastewater from the project site, the emissions associated with solid waste generated from the project site, and any fugitive refrigerants from air conditioning or refrigerators. The project would meet CalGreen and CBC standards for energy efficiency standards including passive solar design and natural ventilation and natural lighting.

Additionally, the project would be required to install water-efficient landscape, water-reducing features, and low-impact development practices to reduce water use consistent with City and State regulations. Building construction is also required to comply with the energy efficiency standards of the California Building Code. All these factors result in a project that would not significantly contribute to a cumulative GHG impact. Thus, impacts would be less than significant.

Findings

While some GHGs would be generated as a result of development of the project, its contribution to GHGs would not be cumulatively considerable and there would not be any significant impacts associated with GHGs. Therefore, the project would result in a less than significant impact, and no mitigation is required.

Hazards and Hazardous Materials

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of			X	

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
hazardous materials into the environment?				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a 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?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

Discussion

Hazardous Substances

Regarding on-site hazards, the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No records of the project site were found pertaining to open cases of LUSTs, toxic releases, or site cleanup requirements.

It is likely that oils, lubricants, and similar materials may be used to maintain and/or fuel construction vehicles and machinery during the construction phase of the project. Standard conditions of approval require the project applicant to have the construction contractor implement a best management practice/hazardous materials containment plan during the entire time construction activities are occurring. The hazardous materials containment plan shall contain the following elements:

- Stationary equipment such as motors, pumps, welding equipment shall be placed over drip pans or other containment apparatus.
- Construction materials shall not be stockpiled or stored where they could be accidentally discharged downslope or into Scotts Valley Drive.
- Any petroleum, lubricants or other hazardous materials used during construction shall be stored in a special storage location equipped with double containment and this location shall be shown on the erosion control plan and approved by the agencies that review this plan.

The project's commercial use may involve use and storage of some materials that are considered hazardous, although these materials are typically limited to everyday use solvents, paints, chemicals used for cleaning and building maintenance, and landscaping supplies. These materials would not be substantially different from household chemicals and solvents already in use throughout the City. Therefore, impacts associated with hazardous substances would be less than significant, and no mitigation is required.

Release of Substances Near Schools

Vine Hill Elementary School is located on the west side of Tabor Drive, adjacent to the project site. However, project construction and operation would not involve the emission of hazardous materials, therefore impacts would be less than significant, and no mitigation is required.

Emergency Response

General Plan Safety Element Figure S-6 "Evacuation Routes" shows Scotts Valley Drive as a primary evacuation route in the City's Emergency Response Plan. Construction of the project would not change the function of Scotts Valley Drive as a primary evacuation route. Therefore, the project would have no impact on emergency response.

Public Airport or Private Airstrip

The project site is not located within two miles of a public airport or public use airport, or within the vicinity of a private airstrip. Therefore, there would be no impact.

Wildland Fire

Refer to the **Wildfire** Section below for further discussion.

Findings

The project site is not on a list of hazardous materials sites, nor would the residential use involve the use of hazardous materials that would require permitting by the Santa County Health Department and therefore impacts would be less than significant. The project would not impact the City's primary evacuation routes, nor is it located within two miles of an airport, and therefore there would be no impacts. No mitigation is required.

Hydrology and Water Quality

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?				X
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			X	

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
i. Result in substantial erosion or siltation on- or off-site?			X	
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			X	
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
iv. Impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X

Discussion

A Stormwater Control Plan was prepared for the project site by C2G/Civil Consultants Group, Inc. in October 2020 (see [Appendix D](#)). The analysis below is based on the findings of the prepared report.

Groundwater Demand

Due to the characteristics of the type of commercial storage use proposed, the project would use approximately the same amount of water as current commercial uses. Therefore, there would be no impact.

Groundwater Recharge

The project is not located in an area designated on the Scotts Valley General Plan Hydrological Resources Map, Figure OS-5, as a Potential Groundwater Recharge Area.

According to the Stormwater Control Plan, the project site contains impervious surface area associated with the buildings, sidewalks, and parking lots. Redevelopment would result in 42,045 sf. of new and replaced impervious area. To offset the potential loss of groundwater infiltration, the project would include the use of curb and gutter to channelize surface flow and direct runoff into area drains and catch basins. Area drains and catch basins would be used to collect runoff and convey it onto vegetated areas or via collector storm drainpipes to an underground stormwater storage and infiltration chamber(s) to allow retention and detention for Tier 3 and Tier 4 requirements.

This system would be designed to accommodate the relatively low infiltration rates found at this site. Therefore, there would be no impact and no mitigation is required.

Stormwater Runoff

The Stormwater Control Plan (SCP) addresses potential impacts from stormwater runoff. The SCP includes project site-specific best management practices (BMPs) to control erosion and sedimentation and maintain water quality in accordance with the current edition of the City of Scotts Valley Stormwater Technical Guide. The BMPs address the construction and maintenance of storm drain inlets, irrigation and use of pesticides, maintenance of hardscapes, and maintenance of underground stormwater facilities.

Furthermore, Standard Conditions of Approval require the project applicant and construction contractor to implement best management practices to prevent sedimentation and discharge of contaminants off-site during project construction, including hazardous materials containment plan during the entire time construction activities are occurring. The hazardous materials containment plan shall contain the following elements:

- Stationary equipment such as motors, pumps, welding equipment shall be placed over drip pans or other containment apparatus.
- Construction materials shall not be stockpiled or stored where they could be accidentally discharged downslope or into Scotts Valley Drive.
- Any petroleum, lubricants or other hazardous materials used during construction shall be stored in a special storage location equipped with double containment and this location shall be shown on the erosion control plan and approved by the agencies that review this plan.

Implementation of recommendations as described in the SCP and preparation of a SWPPP for review and approval prior to construction activities would ensure that impacts from stormwater runoff would be less than significant.

Floodplains, Seiche, Tsunami and Mudflow Related Hazards

The property is not located within a floodplain. There is no possibility of a seiche or tsunami occurring that could affect the project. The project is not located on or near a lake or ocean coastline. Therefore, the project would have no impacts.

Findings

Implementation of recommendations as described in the SCP and preparation of a SWPPP would reduce impacts on hydrology and water resources to a level of less than significant. Therefore, no mitigation is required.

Land Use and Planning

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

Discussion

Surrounding land uses include an elementary school to the west, residential to the south, and Highway 17 to the south and east. No community or neighborhood would be physically divided by the project.

The proposed project includes a General Plan amendment from Commercial Professional to Light Industrial, and a Zone Change from C-P Professional Commercial to Light Industrial (I-L).

The Scotts Valley General Plan defines Light Industrial land uses as neither commercial/retail nor residential, but states that they may create noise, odor, dust, glare, traffic, or impacts on the aquifer and/or air quality. Planning review shall assure that activities conducted on the property do not unreasonably interfere with the character of adjoining land uses.

The I-L Light Industrial zoning district applies to all lands designated in the General Plan as “Light Industrial.” This land use classification accommodates industrial and industrially related land uses and provides a location for businesses that are inappropriate in commercial or residential zones because of their operations or size; and because they may create noise, odor, dust or glare and create impacts to traffic, the aquifer or air quality. Uses in this classification shall not encroach upon the character of adjoining land uses and will not expose adjoining uses to hazardous conditions. SVMC Section 17.26.030 allows ministorage as a conditional use, with approval of a Conditional Use permit.

The project will also include approval of a Planned Development (PD) in conjunction with the Zone Change. PD districts must be combined with base zoning districts and are individually designed to meet the needs of the property. Development of the property can only occur pursuant to a PD permit issued in strict conformity with the general development plan, or with the underlying base district. The general development plan must be adopted as part of the PD and includes detailed specifications such as permitted land uses and sizes, landscape areas and open space, dimensioned streets and driveways (both public and private), use standards, and other development standards.

Findings

Concurrent with City Council approval, the project would be consistent with the amended General Plan land use and zoning designations for the project site. Any potential conflicts with the development standards—such as maximum height, setback, or other requirements—would be resolved through the Planned Development (Zoning) Overlay and Permits (PD) general development plan approval process. The project would have no impact and therefore no mitigation is required.

Mineral Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) 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?				X

Discussion

The Scotts Valley 1994 General Plan, Figure OS 4, indicates that there are no significant mineral deposits on the project site. The project is not located in an area known to contain regionally significant mineral resources and would not result in the loss of the availability of a known mineral resource of regional value. Additionally, the project site is not located in an area that has been identified by the City of Scotts Valley as a locally important mineral resource recovery site.

Findings

The project would have no impact and therefore no mitigation is required.

Noise

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

Discussion

A Noise Assessment Study (NAS) was prepared by Edward L. Pack Associates Inc., dated June 25, 2021 (see [Appendix E](#)). The analysis below is based on a peer review and findings as described in this report.

The noise exposures and noise levels presented in the NAS were evaluated against the standards of the City of Scotts Valley General Plan Noise Element, the City of Scotts Valley Municipal Code, and the State of California CalGreen Non-Residential Mandatory Measures.

The analysis of the on-site sound level measurements indicates that the existing noise environment is due primarily to vehicular traffic sources on Highway 17. Traffic on Bethany Drive and Tabor Drive do not significantly affect the on-site noise environment.

Short Term Noise Levels

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods surrounding the construction site. Project construction would occur adjacent to existing single-family residences; however, construction activities would occur throughout the project site and would not be concentrated at a single point near sensitive receptors.

Project construction would comply with the City's Municipal Code Section 17.46.160, which states that all construction activity shall be limited to the hours between 8 a.m. and 6 p.m., Monday through Friday, and 9 a.m. through 5 p.m. on Saturday. No construction activity is allowed on Sunday. These permitted hours of construction are included in the code in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant disruption. Construction would

occur throughout the project site and would not be concentrated or confined in the area directly adjacent to sensory receptors. Therefore, construction noise would be acoustically dispersed throughout the project site and impacts would be less than significant.

The NAS also recommended additional measures to reduce construction noise impacts. These recommendations will be included as part of the City's standard Conditions of Approval for the project and included as notes on the civil plan set:

Operational and Situational Controls

- Schedule construction operations that comply with the limits of the City of Scotts Valley Municipal Code.
- Construction Hours = Per City Requirements, 8:00 AM – 6:00 PM Monday-Friday, and 9:00 AM – 5:00 PM Saturdays. No work is permitted on Sundays.
- Minimize material movement along the west and north sides of the site.
- Locate stockpiles adjacent to residential neighbors and along Tabor Drive as much as possible to help shield residences and Vine Hill Elementary School from on-site noise generation.
- Keep mobile equipment (haul trucks, concrete trucks, etc.) off of local streets near residences as much as possible.
- Utilize temporary power service from the utility company in lieu of generators wherever possible.
- Keep vehicle paths graded smooth as rough roads and paths can cause significant noise and vibration from trucks (particularly empty trucks) rolling over rough surfaces. Loud bangs and ground-borne vibration can occur.
- All work within 10 ft. of the property lines common with residential uses or noise sensitive uses should be performed by hand.

Interior Works

- For interior work, the windows of the interior spaces facing neighboring residences where work is being performed shall be kept closed while work is proceeding.
- Noise generating equipment indoors should be located within the building to utilize building elements as noise screens.

Equipment

- Use the lowest vibration inducing equipment when within the distance limits shown in Table V. Small grading and earth moving equipment, such as "Bobcat" size equipment should be used.
- Place long-term stationary equipment as far away from the residential and school areas as possible.

- Circular saws, miter or chop saws and radial arm saws shall be used no closer than 50 ft. from any residential property line unless the saw is screened from view by any and all residences using an air-tight screen material of at least 2.0 lbs./sq. ft. surface weight, such as $\frac{3}{4}$ " plywood.
- Music shall not be audible off site.
- Earth Removal: Use scrapers as much as possible for earth removal, rather than the noisier loaders and hauling trucks.
- Building Construction: Power saws should be shielded or enclosed where practical to decrease noise emissions. Nail guns should be used where possible as they are less noisy than manual hammering.
- Generators and Compressors: Use generators and compressor that are housed in acoustical enclosures rather than weather enclosures or none at all.
- Backfilling: Use a backhoe for backfilling, as it is less costly and quieter than either dozers or loaders.
- Ground Preparation: Use a motor grader rather than a bulldozer for final grading. Wheeled heavy equipment is less noisy than track equipment. Utilize wheeled equipment rather than steel track equipment whenever possible, with the exception of work within the vibration distances shown in Table V. The soil conditions at the site indicate that wheeled equipment may generate higher levels of ground vibration than tracked equipment. Small, rubber tracked equipment, such as skid steers, would produce the lowest levels of noise and vibration.
- Use electrically powered tools rather than pneumatic tools whenever possible.
- The greatest potential for noise abatement of current equipment should be the quieting of exhaust noises by use of improved mufflers.
- It is recommended that all internal combustion engines used at the project site be equipped with a type of muffler recommended by the vehicle manufacturer.
- All equipment should be in good mechanical condition so as to minimize noise created by faulty or poorly maintained engines, drive-trains and other components. Worn, loose or unbalanced parts or components shall be maintained or replaced to minimize noise and vibration.

Noise Compliant Management

- Designate a noise complaint officer. The officer shall be available at all times during construction hours via both telephone and email. Signs shall be posted at site entries.
- Notify, in writing, all residents and Vine Hill Elementary School within 300 ft. of the project perimeter of construction. The notification shall contain the name, phone number and email address of the noise complaint officer. A flyer may be placed at the doors of the residences.
- A log of all complaints shall be maintained. The logs shall contain the name and address of the complainant, the date and time of the complaint, the nature/description of the

noise source, a description of the remediation attempt or the reason remediation could not be attempted.

Long Term Noise Levels

To determine existing noise levels, measurements were recorded at two locations. Location 1 was near the existing front lawn/parking lot border, 150 ft. from the centerline of Highway 17. Location 2 was along the north property line of the site, 36 ft. from the centerline of Bethany Drive. Recorded noise at Location 1 ranged from 60.7 to 68.4 dBA during the daytime and from 53.0 to 64.7 dBA at night. At measurement Location 2, the Leq's ranged from 48.6 to 57.8 dBA during the daytime and from 43.6 to 53.1 dBA at night.

The DNL's for the two measurement locations were calculated as a decibel average of the Leq's as they apply to the daily time periods of the DNL index. The DNL is a 24-hour noise descriptor that uses the measured Leq values to calculate a 24-hour time-weighted average noise exposure. The results of the calculations found that the noise exposure at measurement Location 1 was 67 dB DNL. The noise exposure at measurement Location 2 was 56 dB DNL.

Implementation of the project would create new sources of noise in the project vicinity from residential sources, mechanical equipment, and landscape maintenance. These noise sources would be similar to those generated throughout the City. Such noise would primarily occur during the "daytime" activity hours of 7:00 a.m. to 7:00 p.m. Furthermore, the project would be required to comply with the noise standards set forth in the City's General Plan (NA-458) and Municipal Code. Given the nature of the proposed use, traffic generated noise would be similar to existing conditions and would be less than the traffic noise generated from Highway 17.

Therefore, there would be no impact from long-term noise levels.

Exposure to Groundborne Vibrations

The contractors used for the demolition and construction have not yet been selected, nor has a construction schedule and list of equipment been developed. The NAS analyzed potential vibration impacts based on a list of typical construction equipment, their vibration levels at 25 ft. reference distances, and the vibration levels at the building setbacks of the adjacent residential buildings to the north. The NAS determined that some equipment (e.g., vibratory roller, compactor) would generate ground-borne vibration levels exceeding the FTA's 0.20 in/sec PPV significance threshold vibrations. Methods to reduce demolition and construction vibratory noise can be accomplished by the use of improved mufflers as recommended by the vehicle manufacturer. As such, exposure to groundborne vibrations would be less than significant.

Airport or Private Airstrip Noise

The project site is not located within any airport noise impact contours and not located within the vicinity of any private air strip, and therefore there would be no impact.

Findings

The project would not expose future residential uses to short-term construction nor long-term operational noise levels in excess of City standards. Noise generated during the construction phase is temporary and would be limited to Monday-Saturday daytime hours per compliance with the City's Municipal Code Section 17.46.160. Therefore, no mitigation is required.

Population and Housing

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

Discussion

The project is a commercial storage facility and would not induce a substantial increase in population, nor displace existing people or housing. Therefore, there would be no impact and no mitigation is required.

Findings

There is no potential for a significant impact due to substantial growth either directly or indirectly. Therefore, the project would have no impact and no mitigation is required.

Public Services

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?				X
ii) Police protection?				X
iii) Schools?				X
iv) Parks?				X
v) Other public facilities?				X

Discussion

Fire Services

The project site contains existing commercial uses and is located in an existing urban area that is currently served by the Scotts Valley Fire Protection District. The closest fire station is located at 251 Glenwood Drive, less than a half mile of the project site. Therefore, there would be no impact.

Police Services

The project site contains existing commercial uses. Replacement of these uses by the project would not generate a demand beyond what the police department can accommodate. The Scotts Valley Police department is located less than two miles south of the project site. Therefore, there would be no impact.

Schools

The project is replacement of a commercial use and would not generate a significant demand on the City's school system and therefore there would be no impact.

Parks

The project is replacement of a commercial use and would not generate a significant demand on the City's park system and therefore there would be no impact.

Other Public Facilities

The project does not have the potential to affect other public facilities (e.g., library, city administrative services, etc.), in excess of that previously considered by the General Plan. Therefore, there would be no impact.

Findings

The project would have no impact on public services and therefore no mitigation is required.

Recreation

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Discussion

The project is replacement of a commercial use and would not generate a significant demand on the City's park system. The project would not require the construction of new or expanded recreational facilities and therefore there would be no impact and no mitigation is required.

Finding

No significant impacts to recreation and open space resources would occur.

Transportation

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?				X
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d) Result in inadequate emergency access?				X

Discussion

A Focused Transportation Study was prepared for the project site by Keith Higgins Traffic Engineer, dated December 12, 2021 (see [Appendix E](#)). The analysis below is based on the findings of prepared report.

Conflict with City Policies or Programs, Increase Hazards, Impair Emergency Access

As shown in [Figure 3: Site Plan](#), access to the project site would be from three driveways on Tabor Drive. Additionally, one exit-only driveway would be located on Bethany Drive, close to the intersection of Scotts Valley Drive. No changes to the City's circulation network are proposed.

The design of the roadway would be consistent with City standards to ensure there is adequate emergency vehicle access. Therefore, there would be no impact.

Increase Vehicle Miles Travelled

Vehicle Miles Traveled (VMT) is a measure of total vehicular travel that accounts for the number of vehicle trips and the length of those trips. Because the City of Scotts Valley has not formally adopted VMT significance criteria, this CEQA analysis uses guidance per the City of Scotts Valley's Draft VMT Implementation Guidelines (Kimley-Horn and Associates, July 2020).

The VMT Implementation includes screening criteria to avoid unnecessary analysis and findings for non-significant transportation impacts. Small projects that generate less than 110 trips per day are exempt from VMT analysis. However, upon issuance of the building permit, the project would be required to pay a City traffic impact fee.

Based on the Transportation Study (see [Appendix E](#)), the project would generate an estimated 82 daily trips. Because this is less than the 110-trip threshold for small projects, the project would qualify for the screening criteria and as such is exempt from further VMT analysis.

Findings

The project would not conflict with City policies or programs regarding the circulation system, including transit, roadway, bicycle and pedestrian facilities. The project would not cause a hazard nor impair emergency access. The project is considered a "small project" per the City VMT Implementation Guidelines and is exempt from further analysis. Therefore, there would be no impacts to transportation and no mitigation is required.

Tribal Cultural Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				X
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?				X
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?				X
b) Cause a substantial adverse change in the significance of a tribal cultural				X

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing in the California				

Discussion

Cultural Resources Evaluation was prepared for the project site by Archaeological Resource Management (ARM) in June 2021 (see [Appendix B](#)). The analysis below is based on a peer review and findings as described in this report.

Section 21080.3.1(b) of the California Public Resources Code (AB 52) requires a lead agency formally notify a California Native American tribe that is traditionally and culturally affiliated within the geographic area of the discretionary project when formally requested.

As described in the Cultural Resources section, no formal consultation requests have been received to date.

Findings

No California Native American tribes traditionally and culturally affiliated with the Santa Cruz County region have formally requested a consultation with the City of Scotts Valley. Therefore, no impact to the significance of a Tribal Cultural Resource is anticipated and no mitigation is required.

Utilities and Service Systems

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				X
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				X
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				X
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X

Discussion

Water and Wastewater Treatment Facilities

The proposed project would use less water and therefore generate less wastewater than the current existing commercial use which be replaced. Therefore, there would be no impact.

Electric Power, Natural Gas, or Telecommunications

The project would require new upgraded connections to PG&E for electricity and natural gas. In addition, the project would require new telecommunication connections with the respective service providers. The project site is already served by various dry utility providers. Therefore, there would be no impact.

Solid Waste

The proposed project would generate less solid waste than the current existing commercial use which be replaced. Therefore, there would be no impact

Findings

Existing utilities and service systems are available to serve the project and no new facilities would be required to be constructed. Therefore, the project would have no impacts associated with utilities and service systems, and no mitigation is required.

Wildfire

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a				X

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
wildfire or the uncontrolled spread of a wildfire?				
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

Discussion

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped the relative wildfire risk in areas of large population by intersecting residential housing density with proximate fire threat according to three risk levels, namely Moderate, High, and Very High. Wildfires are large-scale brush and grass fires in undeveloped areas. The project is within an urbanized area and not within a Very-High Fire Hazard Severity Zone as mapped by CALFIRE. Additionally, the project would incorporate all applicable fire safety code requirements, including fire protection devices and appropriate fire-resistant landscaping on the project site, as required by the Scotts Valley Fire District, and therefore there would be no impact.

Findings

The project would not affect emergency response/evacuation plans, would not expose residents or structures to a wildfire risk, and would not exacerbate fire risk. Therefore, the project would have no impact to wildfires, and no mitigation is required.

Mandatory Findings of Significance

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Does the project:				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Discussion

As discussed in the individual sections, the project would not degrade the quality of the environment, including effects on animals or plants.

As described in the Biological Resources section, the project would comply with the City's Standard Conditions of Approval wherein protected tree removals are compensated at a minimum of 2:1 ratio consistent with the City's Tree Protection Regulations (17.44.080).

The project site is located within areas of moderate and high archaeological sensitivity. As described in the Cultural Resources section, the project would comply with the City's Standard Conditions of Approval. Implementation of the City's Standard Conditions of Approval would reduce this impact to less than significant. This includes retaining a Professional Archaeologist on an "on-call" basis during ground disturbing construction to review, identify and evaluate any potential cultural resources that may be inadvertently exposed during construction.

As described in the environmental resource sections of this Initial Study, the project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

The project would result in temporary air quality and noise impacts during construction. With the implementation of the identified Standard Conditions of Approval, and consistency with adopted City policies, construction impacts would be mitigated to a less than significant level. As described above, these impacts would be temporary, and the project would not have cumulatively considerable impacts on air quality and noise impacts in the project area.

The project would have a less than significant impact or no impact on the remaining environmental resources and would not contribute to cumulative impacts to these resources. Therefore, the project would not cause a cumulatively considerable impact and no mitigation is required.

Determination

On the basis of this initial evaluation:

I find that the project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	X
I find that although the project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	
I find that the project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.	
I find that the project MAY have a potentially significant or a 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 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 project, nothing further is required.	

Susie Pineda
Contract Planner

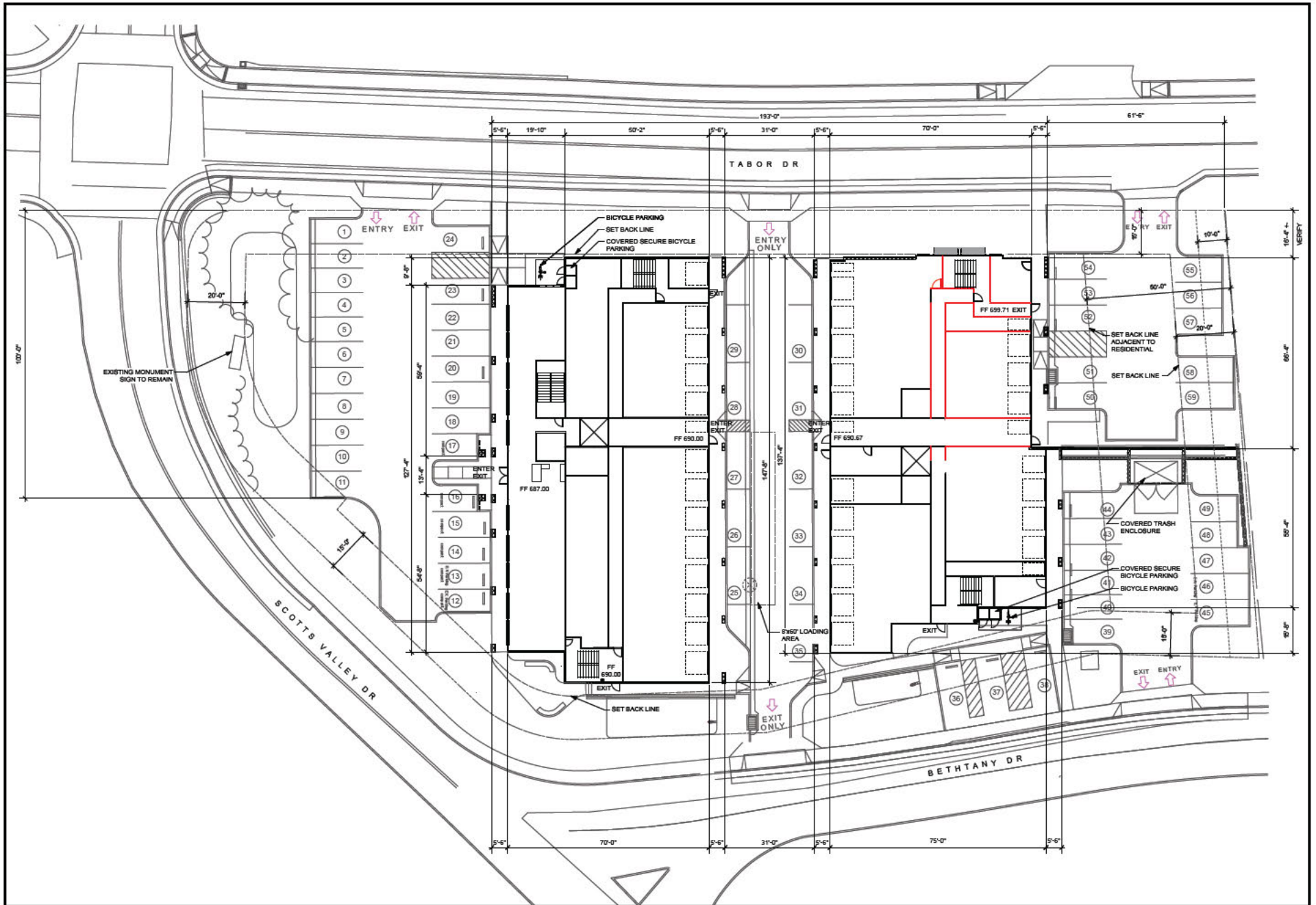
Date



Source: USGS, 2023



Source: Nearmaps, 2023



Source: C2G, 2023.



2 NORTH ELEVATION
Scale: 1/8" = 1'-0"

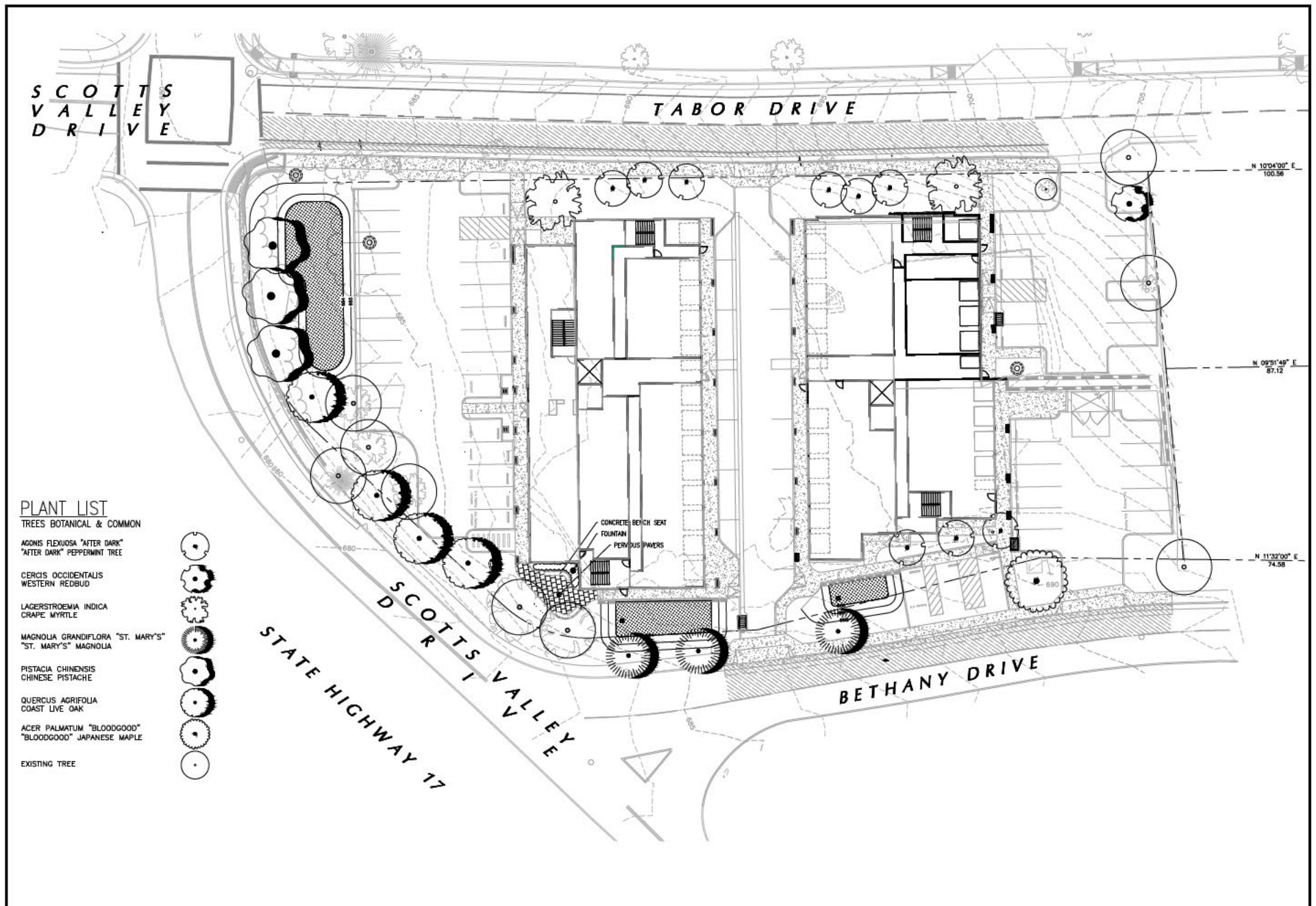


1 EAST ELEVATION
Scale: 1/8" = 1'-0"

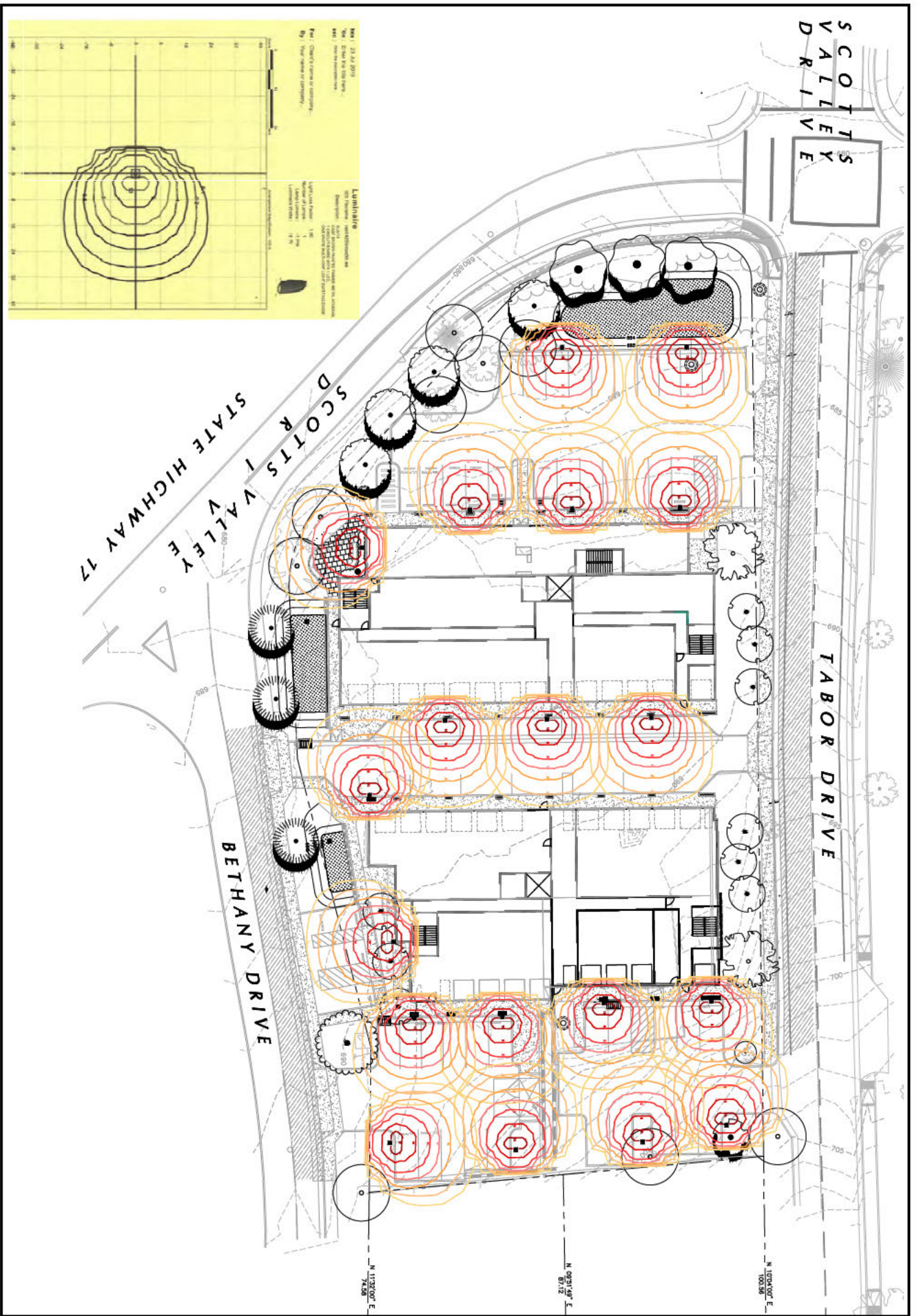
Source: C2G, 2023.



Source: C2G, 2023.



Source: C2G, 2023

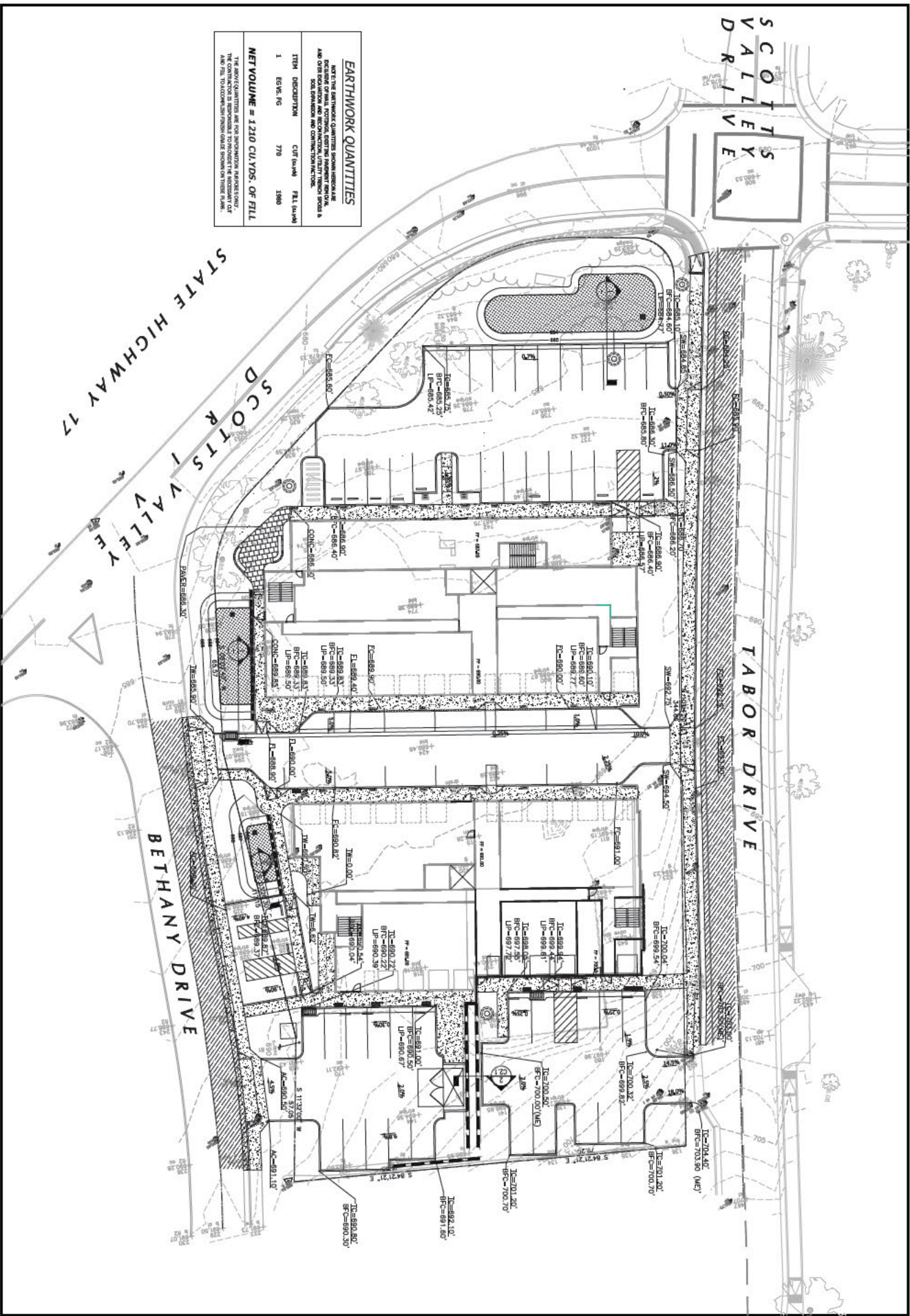


Source: C26, 2023



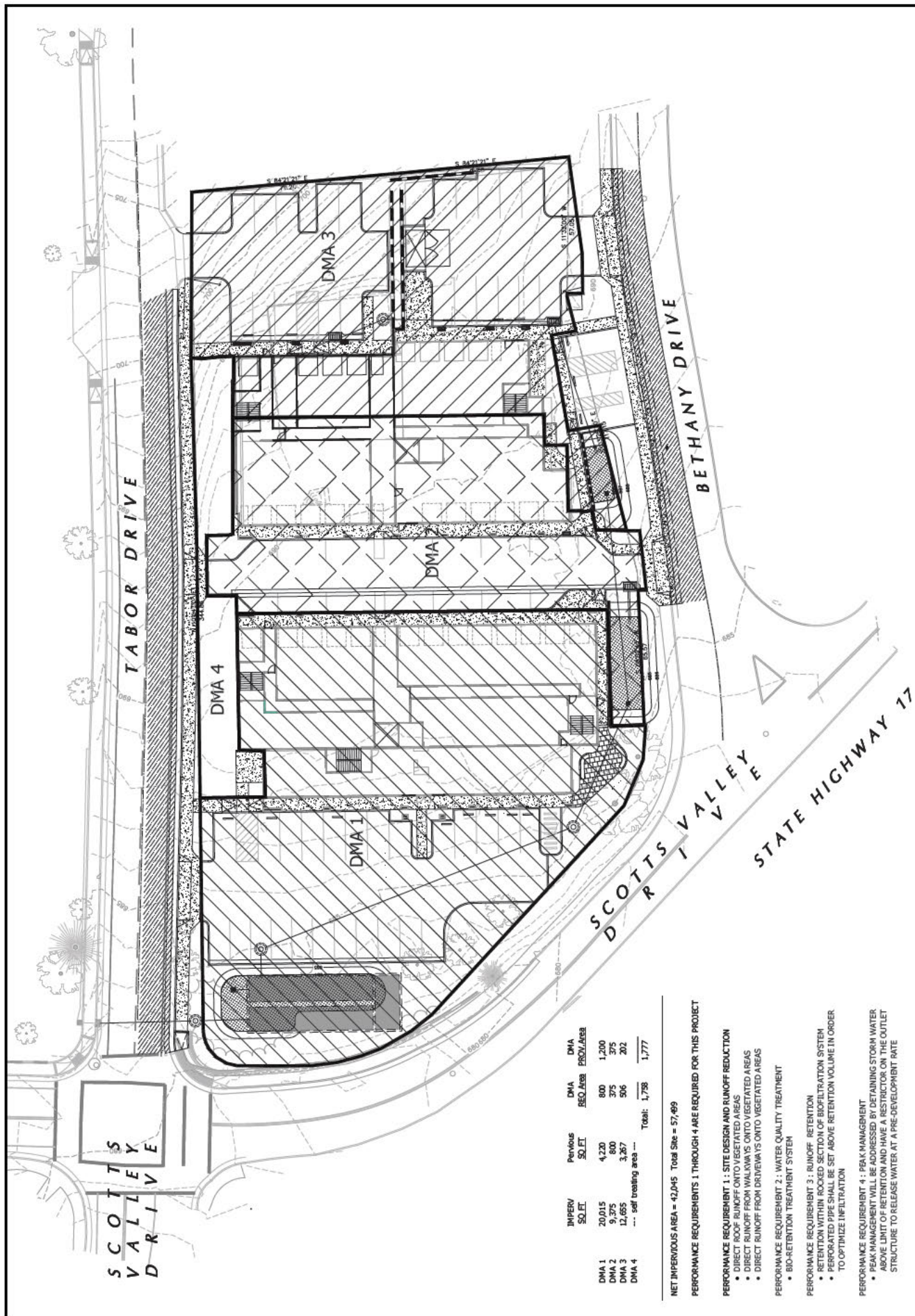
Not to scale

Figure 6: Lighting Plan
125 Bethany Drive
Draft Initial Study



Source: C26, 2023.

Figure 7: Grading Plan
 125 Bethany Drive
 Draft Initial Study



Source: C2G, 2023.

Figure 8: Drainage Plan
125 Bethany Drive
Draft Initial Study



Jared Blumenfeld
Secretary for
Environmental Protection



Department of Toxic Substances Control

Meredith Williams, Ph.D.
Director
8800 Cal Center Drive
Sacramento, California 95826-3200



Gavin Newsom
Governor

August 23, 2023

Sarah Wikle
Senior Planner – City of Scotts Valley
1 Civic Center Drive
Scotts Valley, Ca 95066
swikle@scottsvalley.gov

DEPARTMENT OF TOXIC SUBSTANCES CONTROL (DTSC) COMMENTS ON THE
NEGATIVE DECLARATION FOR 125 BETHANY DRIVE DATED JULY 25, 2023 – STATE
CLEARINGHOUSE NUMBER: [2023070503](#)

Dear Sarah Wikle:

The Department of Toxic Substances Control (DTSC) received a Negative Declaration (Neg Dec) for the 125 Bethany Drive Project. The Initial Study does not mention encountering or the handling of any potential hazardous materials when demolition activities are executed, therefore, DTSC recommends that the following be considered for this project:

1. If buildings or other structures are to be demolished on any project sites included in the proposed project, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition, and disposal of any of the above-mentioned chemicals should be conducted in

compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC's 2006 [Interim Guidance Evaluation of School Sites with Potential Contamination from Lead Based Paint, Termiticides, and Electrical Transformers.](#)

2. If any projects initiated as part of the proposed Project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to [DTSC's 2001 Information Advisory Clean Imported Fill Material](#) webpage.

DTSC appreciates the opportunity to comment on the project. Should you have any questions or comments, simply reply to this letter or via [email](#), thanks!

Sincerely,



Dave Kereazis
Associate Environmental Planner
Hazardous Waste Management Program
Permitting Division – CEQA Unit
Department of Toxic Substances Control

cc: (via email)

Governor's Office of Planning and
Research State Clearinghouse
State.Clearinghouse@opr.ca.gov

Mrs. Tamara Purvis
Associate Environmental Planner
Hazardous Waste Management Program
Permitting Division – CEQA Unit
Department of Toxic Substances Control
Tamara.Purvis@dtsc.ca.gov

August 24, 2023

Susie Pineda, Contract Planner
City of Scotts Valley
One Civic Center Drive
Scotts Valley, CA 95066

via email: spineda@m-group.us

Subject: Public Comment on the Initial Study / Negative Declaration for 125 Bethany Drive

Dear Ms. Pineda:

As a resident of Bethany Drive and from my experience as a transportation programming and project delivery manager for a regional agency, I've reviewed the Initial Study / Mitigation Negative Declaration for the development proposal at 125 Bethany Drive. The project is proposing to demolish the two existing one- and two-story commercial buildings, which total 12,200 square feet, and construct a mixed-use three-story commercial redevelopment consisting of one 52,822 square foot building comprised of 10,465 square feet of office space, and 42,357 square feet of storage. Along with several of my neighbors on and near Bethany Drive as co-signatories, we're pleased to offer the following comments on the project for your consideration:

Vehicle Miles Traveled Analysis & Mitigations

The Traffic Impact Analysis prepared by Keith Higgins, dated December 2021, estimates that the proposed development will generate 275 daily trips based on the original 66,204 square foot site plan. Considering the planned reduction in the development to account for residential setbacks, and applying the same trip generation rates, the currently proposed 52,822 square foot development would generate an estimated 223 daily trips (small office – 151 trips; mini warehouse – 72 trips).

With the passage of Senate Bill 743, the new California Environmental Quality Act guidelines replaces congestion-based metrics, such as auto delay and level of service, with Vehicle Miles Traveled (VMT) as the basis for determining significant impacts, unless the guidelines provide specific exceptions. The report acknowledges that the City is currently following the State's Office of Planning and Research's (OPR) guidelines for the evaluation of project-related vehicle miles traveled impacts, and offers this determination:

According to "Section 1 - Screening Thresholds for Land Use Projects," OPR Guidelines page 12, "projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact." According to Section 3.2 of this report, the Project will result in an

increase of about 82 trips per day. Thus, the Project would not have a significant VMT impact. No additional VMT analysis or mitigation is required.

The report incorrectly states the exemption from VMT analysis contained in the OPR guidelines and then misapplies it to this project.

First, the full language of the OPR guidelines states:

Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact.

In applying the exemption for VMT analysis, the report does not explain if this project is consistent with the 2045 Sustainable Communities Strategy for the AMBAG region. But further, the project is not consistent with the City's General Plan as it requires a General Plan amendment to change the zoning. In addition, the City's draft General Plan update (Public Review Draft – August 2023) includes Policy M-3.1 pledging the City to work with regional partners to reduce vehicle miles travelled. Without further explanation, it does not appear that the project is eligible for the exemption from the OPR guidelines, nor in this case would it comply with City policy.

Second, for the purpose of determining the project's daily trips, the report artificially reduces the project's daily trips by subtracting out the trips attributed to the existing use and concludes that only an increase of 82 daily trips will result. This makes the broad assumption that all trips are equal and existing trips cancel out proposed trips, when this is contrary to the intention of Senate Bill 743 and VMT analysis. An existing trip that originates locally in Scotts Valley is not the same as a new trip that originates in the Bay Area or Watsonville in terms of VMT and the trip's impacts to roadways and greenhouse gas emissions. Absent an origin-destination study that this Traffic Impact Analysis is lacking, there is no way to determine if the existing and proposed trip generations are equivalent. This is the reason the guidance from OPR clearly speaks to a project's specific daily trip generation rather than net increases over existing uses when setting the 110 daily trips exemption threshold. In this case, the aforementioned 223 daily trips is the project's trip generation, which places the project above the threshold for exemptions.

Based on this lack of consistency with the OPR guidelines and draft policy presented to the public as supported by the City, the project should be required to complete a VMT analysis and implement appropriate mitigation measures to reduce the project's VMT below the City's allowed threshold.

Insufficient Analysis of Intersection Impacts

The Traffic Impact Analysis contains the following four study intersections:

1. Bethany Drive / Scotts Valley Drive
2. Scotts Valley Drive – Tabor Drive / Vine Hill School Road – Scotts Valley Drive
3. Scotts Valley Drive / Glenwood Drive – State Route 17 Southbound Ramps; and
4. Scotts Valley Drive / Granite Creek Road.

The report's Existing Conditions analysis is generally accurate in describing the roadway conditions as they were in November 2021, when the report was being prepared. In particular, the report describes that during the AM and PM peak periods, Scotts Valley Drive – Tabor Drive / Vine Hill School Road – Scotts Valley Drive experiences queuing in the drop-off/pick-up lane in the school parking lot that overflows onto Vine Hill School Road and that vehicles stack along the shoulder in the bike lane from the school driveway onto Scotts Valley Drive. This highly congested intersection during peak periods is the only access point for traffic to the proposed development to reach its driveways on Tabor Drive and Bethany Drive. Further, the report identifies deficient traffic operations at the Scotts Valley Drive / Glenwood Drive and Scotts Valley Drive / Granite Creek Road ramps to State Route 17. These operations will only further deteriorate when adding the traffic coming from the Bay Area and Santa Cruz along State Route 17 to arrive at the development.

After correctly acknowledging these existing deficiencies, the Traffic Impact Analysis summarily concludes that the addition of the development warrants no improvements or analysis of potential impacts. This entirely qualitative determination was made from a single site visit in November 2021 and tube counts from 2014 (it should also be noted that these old tube counts were taken on Thursday/Friday when generally accepted practice is Tuesday/Wednesday or Wednesday/Thursday to capture average mid-week travel patterns).

This qualitative level of analysis for a development of this size in a residential area that neighbors a public school is not consistent with the policies included in the City's Draft General Plan update:

- Policy M-3.6 Arterial Streets: Actively discourage diversion of traffic to local streets by maintaining adequate capacity on arterial streets and locating high traffic-generating uses on arterial streets.
- Policy M-3.9 Level of Service Standard: To help ensure a safe and efficient roadway network, maintain the established level of service C or better at intersections throughout Scotts Valley; except for Scotts Valley Drive at Mt. Hermon Road and Granite Creek Road at Scotts Valley Drive, which shall be required to maintain a level of service D or better.

Utilize these standards as the basis for maintaining a nexus between the City's transportation impact fees and proposed development projects.

Without a quantitative analysis of the development's potential impacts, these policies cannot be achieved as it is not possible to determine if the addition of traffic related to this development is diverting (or attracting) traffic onto local streets and otherwise degrading the level of service below acceptable levels.

As it stands, the analysis of potential impacts to the four study intersections from the development is insufficient and the Traffic Impact Analysis should be updated with a quantitative approach using Synchro or other appropriate modeling software. In addition, the development's payment of the City's traffic impact fees should be used to fund transportation improvements directly in the project area.

Improvements to Pedestrian Facilities

The Traffic Impact Analysis describes the existing pedestrian facilities in the project area as:

Adequate off-site pedestrian facilities are provided in the immediate Project vicinity. However, no sidewalk is provided along the project's Tabor Drive frontage, which requires pedestrians to walk in the existing bike lane along the project frontage. The alternative is to cross Tabor Drive at the existing project driveways, which is a mid-block crossing. This is not a desirable condition.

The report then arrives at this conclusion for the development's responsibility to address the mid-block crossing at the driveways that are deemed not desirable:

No qualitative change is expected in pedestrian traffic generation at the Project site. No additional pedestrian facilities are warranted.

Again, this conclusion is not consistent with the City's Draft General Plan Update:

- Policy M-7.1 Pathways: Maintain and improve pedestrian pathways, particularly pathways providing pedestrian access to natural areas and commercial areas.
- Policy M-7.3 Accessibility for All: As part of new development and City capital improvement projects, ensure that sidewalks and other pathways are accessible including accommodation for disabled persons and designed for use by people of all abilities. Construct crosswalks and sidewalks that are universally accessible.

- Policy M-7.5 Development Projects: Require all new development to provide pedestrian pathways and associated pedestrian amenities (e.g., benches, signage, etc), particularly along arterial roadways and within one quarter mile of the Cavallaro Transit Center.

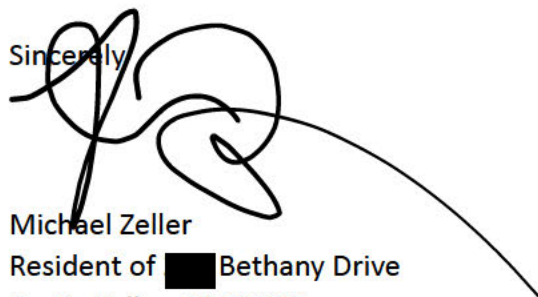
From the single site visit in November 2021, the report does not describe the characteristics and general traffic use on Tabor Drive. This roadway has a significant slope that leads to the top of the Glenwood Preserve, and the proposed development is situated directly at the bottom of this slope. Traffic speeds from vehicles coming down Tabor Drive from the top of the slope towards the Scotts Valley Drive / Vine Hill School Road are routinely well in excess of the posted speed limit.

Rather than describing mid-block crossings on this road as “not desirable”, a more accurate description would be “not safe for pedestrians, particularly members of the community with mobility challenges.” Despite the Traffic Impact Analysis stating that the development will not add pedestrian traffic, which seems highly unlikely, the development will be increasing vehicle traffic on Tabor Drive that will impact existing pedestrians and should be required to conform to the City’s policies on pedestrian safety and complete streets by addressing this issue.

The project should be required to construct: a sidewalk along its Tabor Drive frontage; safe crossings with rectangular rapid flashing beacons at any location a mid-block crossing is proposed; and provide associated pedestrian amenities.

Thank you for the opportunity to review and comment on this Initial Study / Negative Declaration. If you have any questions about the comments contained in this letter, please feel free to contact me at mike.zeller@gmail.com.

Sincerely,



Michael Zeller
Resident of [REDACTED] Bethany Drive
Scotts Valley, CA 95066

Co-Signatories:

Jenna Zeller
Resident of [REDACTED] Bethany Drive
Scotts Valley, CA 95066

Allison Kelly
Resident of [REDACTED] Bethany Drive
Scotts Valley, CA 95066

Ted Garbeff
Resident of [REDACTED] Bethany Drive
Scotts Valley, CA 95066

Cheryl and Robert Ruyle
Resident of [REDACTED] Sawyer Circle
Scotts Valley, CA 95066

Kimberly Brosseau
Resident
Scotts Valley, CA 95066

DRAFT MEMORANDUM

To: Susie Pineda, Contract Planner
Taylor Bateman, Community Development Director
City of Scotts Valley

From: Bill Wiseman
Frederik Venter, P. E.
Kimley-Horn and Associates

Date: December 6, 2023

Subject: **125 Bethany Drive**
Response to Letter from Michael Zeller et. al. dated 8/24/23

This memo is in response to the letter from Michael Zeller and co-signatories, dated August 24, 2023, regarding Initial Study / Negative Declaration for the proposed 125 Bethany Drive project.

Vehicle Miles Traveled Analysis & Mitigations

The letter states that the 125 Bethany Drive Redevelopment Transportation Impact Analysis (the TIA), dated December 12, 2021, does not adequately address vehicle miles travelled.

The TIA was reviewed by Frederik Venter, P.E, a senior traffic engineer with Kimley-Horn & Associates.¹ Frederik is very familiar with the project having prepared a number of significant project-level TIAs in Scotts Valley, as well as the TIA for the update to the Scotts

¹ Frederik Venter has 33 years of experience as a transportation planner, civil engineer, and traffic engineer. He is currently registered as a Professional Civil Engineer in California and has been involved in numerous major transportation and traffic engineering studies throughout the United States. Frederik also has extensive experience in the development of transportation infrastructure needs for the long-term based on future development of the cities and counties, as well as development impact studies. Frederik has managed transportation planning survey studies, including comprehensive origin/destination surveys and parking survey demand, mitigation proposal, pedestrian and bike facility planning, and concept designs. He has performed strategic planning of roads-related infrastructure, while remaining cognizant of applicable Caltrans standards, fiscal and socioeconomic constraints, and community needs.

Valley General Plan which is currently in the public hearings review process and will be adopted by the Scotts Valley City Council by the end of 2023.

As specified under SB 743 and implemented under Section 15064.3 of the State CEQA Guidelines (effective December 28, 2018), VMT is the required metric to be used for identifying CEQA impacts and mitigation. In December 2018, the CA Governor's Office of Planning and Research (OPR) published a Technical Advisory on Evaluating Transportation Impacts, including guidance for VMT analysis. The Office of Administrative Law approved the updated CEQA Guidelines and lead agencies were given until July 1, 2020, to implement the updated guidelines for VMT analysis.

The City has prepared a *Draft Analyzing Vehicle Miles Traveled for CEQA Compliance* (November 2023) which is expected to be adopted by the City Council by the end of the year. In the meantime, the City is using the OPR Guidelines for evaluating project VMT impacts as a part of its CEQA review.

According to "Section 1 - Screening Thresholds for Land Use Projects," OPR Guidelines page 12, "projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact." According to Section 3.2 of the TIA report, the project will result in a net increase of about 82 trips per day. Thus, the project would not have a significant VMT impact. No additional VMT analysis or mitigation is required.

Furthermore, the letter from Mr. Zeller quotes the OPR guidelines which states

Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact.

The Association of Monterey Bay Area Governments (AMBAG) is the MPO (Metropolitan Planning Organization) for the Monterey Bay Area. Representatives from the Scotts Valley City Council serve on the AMBAG Board and thereby work collaboratively in association with other Monterey Bay Area communities to reduce VMT impacts. As such, the City is consistent with draft General Plan Policy M-3.1 (Public Review Draft, August 2023) pledging to work with regional partners to reduce VMT impacts. Furthermore, it is noted that this is a "regional" policy and does not apply directly to specific development projects.

On June 15, 2022, the AMBAG Board of Directors certified the Final Environmental Impact Report (EIR) prepared for the 2045 Metropolitan Transportation/Sustainable Communities Strategy (MTP/SCS); adopted CEQA Findings of Fact, Statement of Overriding

Considerations, and Mitigation Monitoring and Reporting Program; made a finding that the SCS achieves the greenhouse gas reduction targets established by the California Air Resources Board; adopted the Final 2022 Regional Growth Forecast; and adopted the Final 2045 MTP/SCS.

Given the fact that the project would not generate or attract more than 110 trips per day, there is no substantial evidence indicating that the project would generate a potentially significant level of VMT and is therefore consistent with the Final 2045 MTP/SCS.

Mr. Zeller’s letter also contends that the project should not receive a credit for existing trips and states, “An existing trip that originates locally in Scotts Valley is not the same as a new trip that originates in the Bay Area or Watsonville in terms of VMT and the trip’s impacts to roadways and greenhouse gas emissions.” (page 2).

The existing uses on the project site consists of small locally serving offices and professional services. The type of use proposed is largely comprised of self-storage space, of which there are at least six other similar self-storage facilities in Scotts Valley. Based on a review using Google Maps, there are more than ten self-storage facilities in the greater Santa Cruz/Capitola area. Therefore, the project would largely be locally serving, filling a need in the City of Scotts Valley. The likelihood of trips to/from the Bay Area and or Watsonville would be negligible, if at all. Therefore, the application of trip credits is considered warranted and consistent with standard professional transportation engineering practices.

Level of Service Analysis

Mr. Zeller’s letter continues with a review of the Level of Service analysis in the TIA, particularly in context to four study intersections, namely:

1. Bethany Drive / Scotts Valley Drive
2. Scotts Valley Drive – Tabor Drive / Vine Hill School Road – Scotts Valley Drive
3. Scotts Valley Drive / Glenwood Drive – State Route 17 Southbound Ramps; and
4. Scotts Valley Drive / Granite Creek Road.

Based on a review of the TIA, Kimley-Horn believes that the methods used to analyze these intersections (which is no longer a CEQA threshold) were done in a manner that is wholly consistent with standard professional transportation engineering practices. This includes a review of previous traffic volumes, conducting a site visit, preparing a trip generation estimate, and review project plans. Furthermore, the TIA was prepared consistent with the City’s “Guidelines for preparing Traffic Impact Studies” (February 2009). These Guidelines require a level of service (LOS) analysis of existing and cumulative conditions both with and

without the project. Additionally, the project will be required to pay all applicable traffic impact fees which may be used to fund transportation improvements in the project area.

Improvements to Pedestrian Facilities

Mr. Zeller's letter references the TIA stating that no sidewalk is provided along the project's Tabor Drive front.

As shown on the project plans Sheet C2.1 Site Improvements (dated 11/13/20), a new sidewalk will be constructed on the east side of Tabor Drive fronting the project site. Based on project review by Public Works staff, a mid-block crossing was determined not to be desirable nor warranted. Kimley-Horn agrees with this assessment.



125 Bethany Dr. Bldg. B Scotts Valley, CA 95066 * 831.427.0700 * 408.354.4050
sim.events

5/18/2022

To whom it may concern:

My name is Raffi Nalvarian, and, along with my business partner Adrian Cavlan, we own Sound In Motion Entertainment Group. In business since 1999 and based in Scotts Valley for almost a decade now, SIM is a one-stop, full-service entertainment company for weddings, corporate events, school dances, family celebrations, sporting events and more. We offer award-winning DJs and MCs, along with Photography, Videography, Photo Booths and Lighting to the San Francisco Bay Area, the South Bay, Santa Cruz, and the Monterey- Carmel Peninsula.

The way our business operates, depending on economic conditions, is by having 3-5 full-time employees that work in our office, and a network of part-time employees and independent contractors who deliver services for us at over 400 events annually.

Our physical needs are two-fold: we need office space where our employees can work and we can meet with current and prospective clients, but we also need between 1,000 - 3,000 sq ft of storage for our AV and presentation equipment, which we supply for our employees and subcontractors as needed. We are constantly buying new equipment and selling old equipment, so the amount of space we need at any given time is usually in flux. It's highly beneficial if these two uses are in the same physical space since our staff are constantly checking, prepping, loading and unloading the equipment for events.

In 2019 we grew out of our first location in Scotts Valley and found a larger location at 125 Bethany Dr.. Before signing our lease, we met with Eli May and had a very positive conversation about our goals and growth as a business. We took over a huge portion of one of the buildings (>4000 sq ft) and were poised to have a record year in 2020. Unfortunately, Covid hit and our business came to a complete STOP! The business was sidelined for almost 2 years.

We had to sell a lot of our equipment that wasn't absolutely necessary to our business in order to downsize. But that still left us with just enough office, and way too much storage. Thanks to Eli and the ownership group, they were extremely helpful to everyone in the building that needed assistance. They let us out of our lease (very few people would do this) and found a solution that allowed us to downsize our storage needs by moving our operation to one of the other spaces on the property. Without Eli and team going above and beyond I truly do not know if our business would have been able to survive.

Being able to scale down our storage space while keeping some office space was one of the keys to us being able to get through COVID as a business. Now that we are back up and running we now have a need for more storage space! Unfortunately, that isn't possible at this time.

The concept Eli and team proposed for their new project would solve this. It would allow our business and many others the ability to keep hold their office space while being able to expand and contract their storage needs without affecting the customer perception. This specific issue has been a major pain point for us and many others. We are an elastic business and we need elastic physical space that meets our needs.

We FULLY SUPPORT the new building project that the owners are proposing. It's an innovative and forward-thinking way of mixed-use for small businesses to thrive in the area. We ask the City of Scotts Valley to support them the way they have supported us and other local businesses.

Sincerely,

Raffi Nalvarian & Adrian Cavlan - Partners

Oak Alarm Company

P.O. Box 1213

Los Gatos, CA 95031-1213

Telephone: 408-395-2324

Email: mtaylor@OakAlarm.com

May 24, 2022

City of Scotts Valley
Planning Commission
1 Civic Center Drive
Scotts Valley, CA 95066

RE: Heritage Real Estate Ventures - 125 Bethany Dr

My name is Matt Taylor and I own Taylor Protection Services, Inc. We are an intrusion and fire systems installation company soon to acquire Oak Alarm Company.

The proposed redevelopment plan for this location is ideal for our needs and I strongly encourage Scotts Valley to take a deeper look into the plan. We have had multiple locations since 1993 in Los Gatos, Campbell, and San Jose. Each leased location was a smaller private owner with more flexibility than the typical lease with larger spaces. Security was a major issue for the last move to this location. We simply could not afford risking having our vehicles and equipment jeopardized. This is a quiet town and we enjoy living here.

We've been operating out of 125 Bethany Dr for about 10 years and we occupy one contiguous warehouse space of around 1000 sq ft. A part of that warehouse space is for "office" purposes, and the rest is used for staging projects and systems, tools, equipment, stock and static storage.

This building location is ideal for our needs, but we'd enjoy having the office in a separate climate-controlled space. This space is simply a warehouse and offers no division between the warehouse and the office. It is just a partitioned desk in the warehouse. It is also rather costly to run the warehouse HVAC system, so we often use space heaters instead. Needless to say, we limit visitors here because it is less than professional to say the least.

Heritage offered us a look at the plan and also made it clear that we would be welcomed to enjoy working from this location after the redevelopment and I'm clearly looking forward to that! This town has very few locations that would offer the enjoyment of the ideal working environment. Separate office from warehouse in a modern updated building. Many buildings in town are older and run down, drafty and in need of improvement.

We need and want a separate front office space with room for personnel, customer and vendor visits, with a separate accessible flexible storage location. THIS PLAN WORKS.
The City Council should approve this redevelopment.

Matt Taylor




A CALIFORNIA LOCAL MEDIA GROUP

107 DAKOTA AVENUE
SANTA CRUZ, CA 95060
TEL 831.458.1100

PUBLISHED WEEKLY
& LOCALLY OWNED

5/3/2022

I'm the general manager and VP for Nuz, Inc, publishers of Good Times, the Pajaronian and your local weekly newspaper, the Press Banner.

Nuz, Inc currently has offices in Santa Cruz and Watsonville. Until recently, we had an office in Scotts Valley. The thought that we could have storage on-site, adjacent to our office has rekindled the idea of moving operations back to Scotts Valley. Heritage Real Estate Ventures has shared their development ideas with me and an office with storage idea makes total sense.

We use storage for pallets of newspapers and magazines, news racks, office supplies and numerous other items. Our current storage facility is miles from either of our offices. Having storage on-site would make inventory management much easier and way more efficient, saving us time and money.

Just on-site storage is a winning idea, but the fact that the we could increase or decrease our storage space to fit our needs is incredible.

This is such a great idea. It's amazing that it does not exist anywhere else in the county.

Our current lease is up in a few years. We would like to see the city approve this project in time for us to take advantage of the possibilities.

Sincerely,

Lee May
Vice President

GoodTimes *The* PAJARONIAN **PRESS BANNER**



4444 Scotts Valley Drive, Suite 7 □ Scotts Valley, Ca 95066 □ (831) 438-4453
PO Box 1146 □ Morgan Hill, CA □ (831) 438-4453 □ jp@alpha-surveyors.com

May 5th, 2022

Caroline Marani
Heritage Real Estate Ventures
125 Bethany Drive

Subject: Future Office/Storage Space

Caroline-

As discussed, Alpha Land Surveys, Inc. is a professional land surveying company currently located within the City of Scotts Valley. Our business is growing and so has our need for storage associated with our day-to-day business operations. As previously explained, we have professional land surveyors and support office staff that work daily within our office space using software and large format printers to produce daily products for clients (topographic mapping of property, boundary surveys of property and ALTA mapping for commercial and industrial properties).

In addition to our office staff, we have field surveyors and support staff that are in the field 80-percent of the day. They are in the field with surveying equipment that is used to take measurements, aerial photography, or LIDAR scanning. All this equipment (surveying tri-pod, surveying instrument rod, surveying instrument, GPS equipment, flight drones, and LIDAR scanning equipment) is kept within the office each evening for security and insurance reasons.

Also, we have field surveyors and support staff providing construction surveying and monitoring services. These activities require different surveying equipment and require a large amount of wood lathe, wood hubs, iron tubing, spray paint and nails. The construction staking hardware has the biggest square footage impact to our current office space.

Lastly, surveying profession tends to collect paperwork and field notes of previously deceased surveyor's documents showing previous property boundaries calculations. These documents are stored in file cabinets. Some of these documents go back to the early 1900's and are useful in determining property locations within the Santa Cruz Mountains and the surrounding areas.

Considering all these requirements, the new proposed building at the former Bethany office site would make wonderful sense for Alpha Land Survey's to relocate to and allow for further expansion of our staff and services with all our storage requirements in one location.

Please keep me informed on the projects progress and approval with the City of Scotts Valley.

By: Curt Dunbar, PLS 5615
Alpha Land Surveys, Inc.
President



5/18/2020

I'm the owner of Nomad Audio. We do audio for video production, and have been in business for 15 years based in Santa Cruz and Scotts Valley.

I was a tenant at 125 Bethany Dr for almost 10 years where I occupied three small office suites totalling around 500 sq ft. One unit was used as my sound studio/ office, while the other two adjacent units of around 300sq ft were used for storage of all my various sound production equipment.

In that time, there was probably a dozen occasions I spoke to management about obtaining more space. There were also a few times I needed less space. My business requires me to stay up to date on new technology and equipment, so that means I am usually adding more to my collection.

Unfortunately, the professional leasing business does not work like this. I couldn't scale up or down on a whim or tie myself to longer lease contracts. I needed more flexibility, and ended up renting some storage units. But it was a major pain not having the things I needed and used everyday immediately accessible. I am still trying to find the right space for my needs, but it's been very difficult.

I think the idea the 125 Bethany Dr owners have for a new building design is great. I personally know a bunch of guys who would jump on that. I'm definitely planning on taking advantage of that space as well. It would be huge for my business, and I'd recommend that Scotts Valley allow them to build this project.



Andy Snyder - Owner, Nomad Audio LLC

mobile: 831-240-7575

email: andy@nomadaudio.com

website: www.nomadaudio.com

From: [Cheryl Hackworth](#)
To: planningdepartment@scottsvalley.org; spineda@m-group.us
Subject: Proposal for 125 Bethany, Scotts Valley
Date: Wednesday, August 23, 2023 8:33:50 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you know the content is safe. Be aware that the sending address can be faked or manipulated.

I have heard the proposed project for 125 Bethany in Scotts Valley is to have a combination of office space and storage facility. Given the amount of open office space and the dire need for residential space in our area, and the fact that this is directly across the street from our middle school, I find this a completely erroneous decision on the part of the planning commission of this city. We do not need storage space in the middle of our town, but we do desperately need more residential space. Please reconsider this decision and consider rezoning this location. It is currently a residential space, it is adjacent to residential spaces, and it would be best served to be zoned as a residential space.

Thank you for your consideration.

Cheryl Hackworth

From: Elana Titus [REDACTED]
Sent: Wednesday, August 23, 2023 9:32 AM
To: Scotts Valley Planning Department <planningdepartment@scottsvalley.gov>
Subject: 125 Bethany drive project

CyAs Tech

Warning: Sender @elanagarfinkle@gmail.com has never sent any emails to your organization.
Please be careful before replying.

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[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hello,

My name is Elana Titus and I am a parent at Vine Hill Elementary School. There will absolutely be impacts on traffic if this project continues without attention to this detail. Children walk and ride their bikes and there's lots of traffic in the area between 730-9. Please take this into consideration going forward.

Sincerely,
Elana Titus

--

Kindest Regards,
Elana Titus
Jewish Educator and 'Mom'

[REDACTED]

From: Karen Smith [REDACTED]
Sent: Wednesday, August 23, 2023 11:14 AM
To: Scotts Valley Planning Department <planningdepartment@scottsvalley.gov>
Subject: Proposed 125 Bethany development

CyAs Tech

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[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear SV planning department,

I live on Tabor drive and just noticed the proposal sign on the property of 125 Bethany Drive. I am wondering if I'm reading the sign correctly...will a mini storage facility be added to this large commercial space? If so, I do not think this is a wise location. It is adjacent to the school and will most likely cause worse traffic congestion. Living on Tabor drive, there really is only one way out of my neighborhood. There are two roads but they both lead to the same four way stop. I believe fixing up the property is great but I am concerned about the size of the new building and I'm against the idea of mini storage. We have two of those in town already.

I'd love to know more about this proposed change. Will there be an open meeting for the public?

Thank you,
Karen Smith

[REDACTED]

From: Joe Budka [REDACTED]

Sent: Thursday, November 2, 2023 4:20 PM

To: Scotts Valley Planning Department <planningdepartment@scottsvalley.gov>

Cc: Gabriela Cortez <gcortez@scottsvalley.gov>

Subject: Comments on Proposed Development at 125 BETHANY DR SCOTTS VALLEY, CA 95066

Hello,

I am a local resident who lives a few houses away from the proposed development at 125 BETHANY DR SCOTTS VALLEY, CA 95066. I am reaching out to express my disapproval of this use for this parcel. Office and self storage would be a terrible use for this parcel for many reasons:

- 1) We are in a housing crisis, not a self-storage or office supply crisis, and so residential development should be addressed and prioritized instead.
- 2) This is a largely residential area. A large self storage and office development would be a big nuisance to the residents of the area.
- 3) There would be significant traffic as a result. There is already a HUGE amount of traffic on that corner anyway, with the school at across the street and baseballs fields a block away.
- 4) There would be lots of random characters coming in and out of the self storage facility, something we do not want in our neighborhood.

Please consider my concerns.

Thank you.

Daniel J Budka

City of Scotts Valley
PLANNING COMMISSION STAFF REPORT

Applicant: Golden Grapplers, LLC

Property Owner: Scott Carpenter

Application: Use Permit No. U23-003

Location: 6006 La Madrona Drive

General Plan/Zoning: C-S (Commercial – Service)

Environmental Status: CEQA Categorical Exemption: Section 15301, Class 1 – Existing Facilities

Request: Consideration of a Use Permit to allow a 1,168± square-foot, fitness studio in an existing commercial tenant space located in the Commercial – Service zoning district.

Staff Planner: Gabriela Cortez, Associate Planner

STAFF RECOMMENDATION

Staff recommends that the Planning Commission approve Use Permit U23-003 by adopting the attached resolution, subject to the conditions of approval in Exhibit A.

PROJECT DESCRIPTION

The subject site is developed as a small shopping center with two commercial buildings and a surface parking lot at the corner of La Madrona Drive and Mount Hermon Road (Scotts Valley Corners). The proposed project is proposed in an existing 1,168± square-foot tenant space within a commercial building at 6006 La Madrona Drive. The commercial building is divided into four commercial tenant spaces (Mountain Mikes Pizza, SV Coffee, Ambrosia Indian Food, and the subject site which is vacant) with the second building, single tenant office building (Morgan Stanley Bank) at 6004 La Madrona Drive. Surrounding uses include a Hilton hotel to the south, Highway 17 on-ramp and Bay Tree Apartments to the north, various residential uses to the west across La Madrona Drive, and vacant land to the east along La Madrona Drive. See Attachment 2 for a location map.

The applicant is requesting to establish a fitness studio in a vacant 1,168 ± square-foot commercial tenant space which was previously a hair salon.

As noted in their business plan (Attachment 3), the applicant plans to establish a fitness studio for kids and adults to train in Brazilian jiu-jitsu, grappling, yoga, striking, and cardio-kickboxing. The proposed hours of operation for classes and training are Monday through Friday 6:00 am until 10:00 am, a class at 12:00 pm until 1:00 pm and classes from 4:00pm to 8:00pm. Weekend hours Saturdays and Sundays are from 8:00 am until 12:00pm.

DISCUSSION

Staff has reviewed the project for compliance with the City's regulations and requirements. An analysis of the issues for the Planning Commission's consideration is provided in the following sections.

Use Permit

The applicant's proposal to operate martial arts studio falls under the classification of "commercial recreation" where recreation facilities/services are provided for a fee. Commercial recreation is a conditional use in the C-S Zoning District, requiring issuance of a Use Permit by the Planning Commission. [Scotts Valley Municipal Code \(SVMC\) §17.50.020](#). The purpose of the use permit process is to evaluate whether the proposed use is appropriate for the subject site, surrounding uses, and how any adverse impacts may be avoided or minimized.

The project involves the establishment of a fitness studio in a vacant commercial tenant space. The surrounding businesses in the Scotts Valley Corners shopping center consist of various commercial uses with similar hours of operation. The fitness studio does not propose installation of any equipment that would generate excessive noise. The project does not result in any odors nor discharge of any type as the fitness studio would be enclosed within the building, with no outdoor uses proposed. The project is also consistent with the intent of the C-S Zoning District regulations to provide appropriately located retail, office, and service establishments that meet the various needs of different geographical areas in Scotts Valley. As such, there are no identifiable negative impacts that the proposed fitness studio might cause to adjacent businesses.

Parking

The business is in an existing commercial office building along La Madrona, where there are approximately 103 parking spaces available. The table below provides a breakdown of the required parking for each use.

Proposed Use	Square Footage	Parking Formula	Required Parking
Fitness Studio	1,168	1 space/250 sf	5 spaces
Existing Uses			
SV Coffee	Public Indoor: 526	1 space/60 sf	8.77 spaces
	Non-Public: 829	1 space/250 sf	3.32 spaces
Mountain Mike Pizza	Public Indoor: 1,001	1 space/60 sf	16 spaces
	Non-Public: 629	1 space/250 sf	2 spaces
Ambrosia Indian Bistro	Public Indoor: 1,172	1 space/60 sf	19 spaces
	Non-Public: 1,459	1 space/250 sf	5 spaces
Morgan Stanley	10,000	1 space/250 sf	40 spaces
Total Spaces Required by Code		101.86	
Existing Number of Spaces		103.00	

As 101 parking spaces are required and 103 parking spaces are provided on-site, adequate parking is provided for all five businesses and complies with the requirements of [SVMC Section 17.44.030](#).

Future Signage

On August 25, 2005, Planning Commission approved a Planned Sign Program for Scotts Valley Corners (DR05-021). Each business within the shopping center is allowed one wall sign with a maximum size of 20 square feet. Signage is not a part of this application. A condition of approval requires the business owner to obtain a building permit in compliance with the planned sign program for all signs.

ATTACHMENTS

1. Resolution & Conditions of Approval
2. Location Map
3. Business Plan (September 28, 2023)
4. Plan Set (October 2, 2023)

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SCOTTS VALLEY APPROVING USE PERMIT NO. U23-003 TO ALLOW A 1,168± SQUARE-FOOT FITNESS STUDIO IN AN EXISTING COMMERCIAL TENANT SPACE IN THE COMMERCIAL – SERVICE (C-S) ZONING DISTRICT LOCATED AT 6006 LA MADRONA DRIVE SUITE B / APN 021-141-25.

WHEREAS, the Planning Department of the City of Scotts Valley has received the application filed by Golden Grapplers, LLC for a Use Permit to operate a 1,168 square-foot, fitness studio in an existing commercial tenant space located in the Commercial – Service (C-S) zoning district at 6006 La Madrona Drive, Suite B/ APN 021-141-25.

WHEREAS, the application was reviewed for completeness and is determined to be a “project” as defined by the California Environmental Quality Act (CEQA); and,

WHEREAS, the project is Categorically Exempt from the California Environmental Quality Act, under Section 15301, Class 1, Existing Facilities; and,

WHEREAS, the project was reviewed by the Planning Commission at regularly scheduled and noticed meeting on Thursday, January 25, 2024.

NOW THEREFORE, the Planning Commission of the City of Scotts Valley hereby resolves as follows:

SECTION 1: The environmental determination represents the independent judgment of the City.

SECTION 2: The categorical exemption is hereby approved.

SECTION 3: The Planning Commission of the City of Scotts Valley does hereby specifically make the following findings as required by Section 17.50 of the Scotts Valley Municipal Code, and as further clarified in the staff report dated January 25, 2024.

- 1. The location of the fitness studio is in accordance with the objectives of the zoning ordinance and the purposes of the zoning district in which the site is located.*** The subject property is in the City's Commercial – Service (C-S) Zoning District. The purpose of the C-S zone to provide appropriately located retail, office, and service establishments that meet the various needs of different geographical areas in Scotts Valley. Additionally, the intent of the C-S district regulations is to encourage retail stores, offices, service establishments and businesses to concentrate for the convenience of the public and provide adequate parking facilities. The proposed project involves the establishment of a fitness studio within

an existing commercial tenant space. As conditioned, the proposed project is compatible with existing commercial uses along La Madrona Drive.

2. ***The establishment, maintenance or operation of the fitness studio will not, under any circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing or working in the neighborhood of the proposed martial arts studio or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the city.*** The project involves the establishment of a fitness studio in an existing commercial tenant space. The surrounding businesses in the Scotts Valley Corners shopping center have similar hours of operation. The fitness studio does not propose installation of any equipment that would generate excessive noise nor does the project result in any odors nor discharge of any type. In addition to the fitness studio, five other businesses occupy the two commercial buildings within the Scotts Valley Corners Shopping Center. As 101 parking spaces are required and 103 parking spaces are provided on-site, adequate parking is provided for all businesses and complies with the requirements of SVMC Section 17.44.030. There are no identifiable negative impacts that the proposed fitness studio might cause to adjacent businesses.

SECTION 4: After careful consideration of the application and related materials, plans, maps, facts, exhibits, staff reports, testimony and other evidence submitted in this matter, and incorporated herein by this reference, the Planning Commission of the City of Scotts Valley does hereby approve Use Permit No. U23-003 to allow a fitness studio in the C-S zoning district at 6006 La Madrona Drive / APN 021-141-25, subject to conditions set forth in the attached Exhibit A, which are attached hereto and incorporated herein by this reference.

THE ABOVE AND FOREGOING RESOLUTION was duly adopted and passed by the Planning Commission of the City of Scotts Valley at a regularly scheduled meeting held on January 25, 2024, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Lori Gentile, Chair

Taylor Bateman, Community Development Director

Use Permit 23-003
01/25/24 PC Meeting
Golden Grapplers, LLC

Resolution No.
6006 La Madrona, Suite B
APN 021-141-25

EXHIBIT A

CONDITIONS OF APPROVAL (Numbers 1-14)

STANDARD

1. Developer has agreed to and shall defend, indemnify and hold harmless the City of Scotts Valley, its officers, agents and employees from any claim, action or proceeding against the City or its officers, agents or employees to attach, set aside, void or annul any action of the City in connection with approvals under the California Environmental Quality Act or with respect to approval of the project, which action is brought within the time period(s) prescribed by law. The City shall promptly notify the developer of any such claim, action or proceeding and shall fully cooperate in defense.
2. After Planning Commission approval, the property owner shall sign the Conditions of Approval (Exhibit A) agreeing to the Conditions of Approval prior to the issuance of any building permits or operation of the use.
3. The color, materials, size, location, and design of the improvements shall match the approved plans. Modifications to the approved project may require approval by the Planning Commission at the discretion of the Community Development Director.

PLANNING DEPARTMENT

4. Any proposed signage shall comply with Scotts Valley Corners Planned Sign Program (DR05-021) regarding allowable sign area and design criteria.
5. Applicant shall obtain all required permits prior to installing any new signage.

BUILDING DEPARTMENT

6. A building permit shall be obtained for the project.

SCOTTS VALLEY FIRE DISTRICT

7. Existing fire sprinklers and fire alarm systems (if applicable) shall be modified as necessary. Submit 3 sets of drawings and a completed permit application by a licensed contractor to the Scotts Valley Fire Protection District. California Fire Code (CFC) 901.4

8. All portions of the building shall be within 75 feet of a fire extinguisher having a minimum rating of 2-A:10-B:C. Extinguisher(s) to have current State Fire Marshal tag or new extinguisher to be serviced within one year of manufacturers date. CFC 906 and California Code of Regulations, Title 19, Division 1
9. All egress doors shall be readily openable from the egress side, with a single action, WITHOUT the use of a key, thumb turn, or any special knowledge or effort. Only the main doors may be permitted to have keyed-operated locking devices if all of the following are implemented:
 - a. The locking device is readily distinguishable as locked, in accordance with CFC 1010.1.9.4.2.1.
 - b. A sign is provided above the door declaring: "THIS DOOR TO REMAIN UNLOCKED WHEN THIS SPACE IS OCCUPIED"; in accordance with CFC 1010.1.9.4.2.2.
 - c. A dead bolt or a thumb bolt lock is NOT allowed.
10. Means of egress, including exit discharge, shall be illuminated at all times and have 90 minutes backup where 2 or more exits are required. CFC 1006.1 & 1006.3
11. "A MINIMUM OF 48 HOURS NOTICE to the fire department is required prior to inspection." (CFC §105.2.2)
12. "The job copies of the building and fire systems plans and permits must be on-site during inspections." (CFC §105.3.5)
13. Fire Code requirements shall be in compliance with the CA 2022 edition.

SCOTTS VALLEY WATER DISTRICT

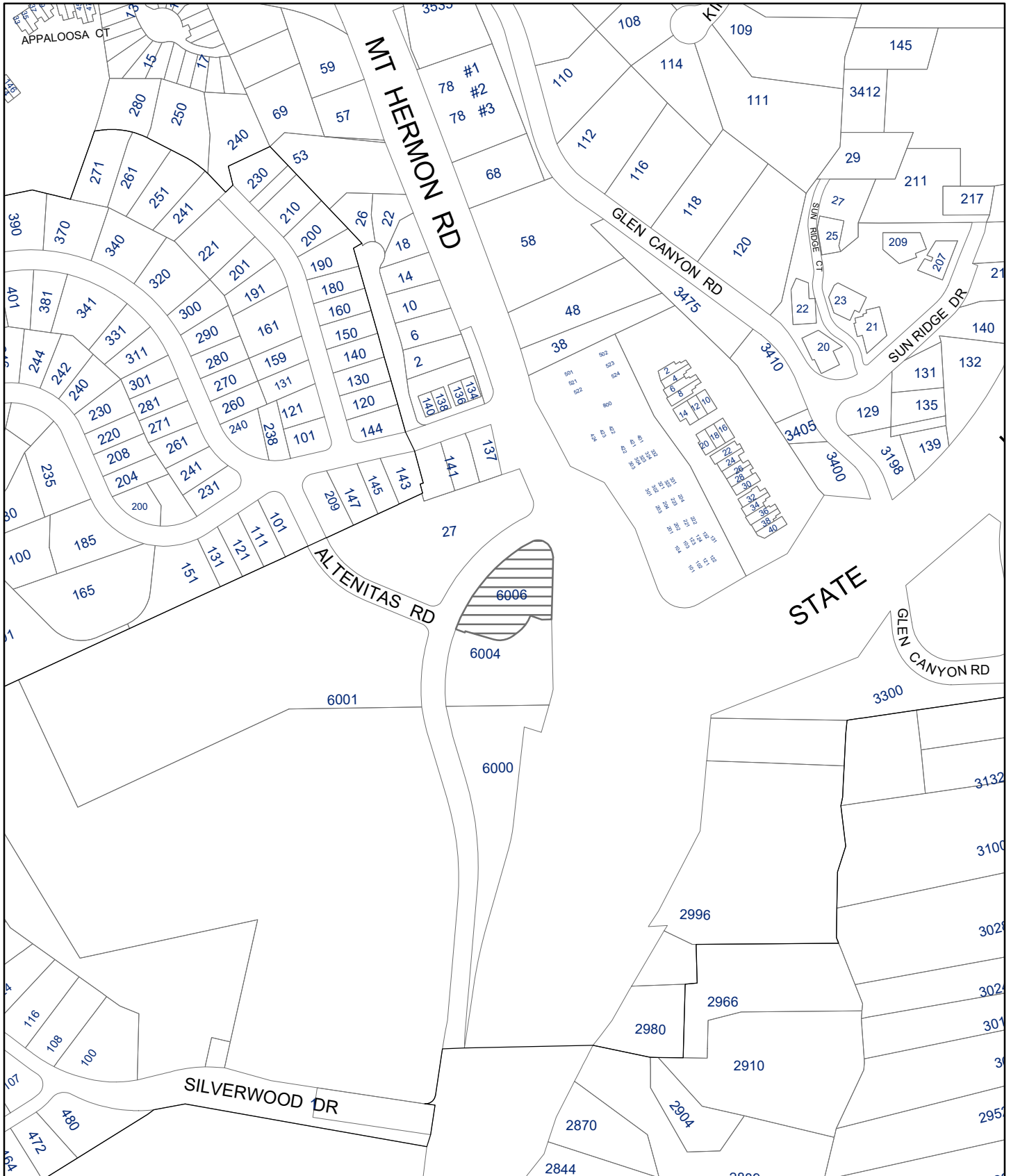
14. The applicant shall submit an application and coordinate with the Scotts Valley Water District to bring the Fire Service into compliance with the District's Cross-Connection Control and Backflow Prevention Policy P300-17-1.

Scott Carpenter, Property Owner

Date

Location Map

6006 La Madrona Drive / APN 021-141-25



0 0.125 0.25 Miles

 Project Site

1. THESE SPECIFICATIONS ARE FOR THE TENANT IMPROVEMENT AT 6006 LA MADRONA, SCOTT'S VALLEY, CA.
2. THE TERM "CONTRACTOR" AS USED HEREIN AND ON THE DRAWINGS SHALL ALSO BE APPLICABLE TO EACH SUBCONTRACTOR AS REQUIRED BY THE PERMIT TO HIS/HER TRADE. "OWNER" REFERS TO THE OWNER OF RECORD OR HIS AGENT.
3. ALL APPLICABLE PROVISIONS OF THE CITY OF SCOTT'S VALLEY AND THE CALIFORNIA BUILDING CODE 2022 EDITION SHALL BE ADHERED TO IN THE CONSTRUCTION OF THIS PROJECT. IT IS THE CONTRACTOR'S ULTIMATE RESPONSIBILITY TO CONSTRUCT THE PROJECT AS PER THESE CODES.
4. CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE CODES AND ORDINANCES. CONTRACTOR SHALL PAY ALL FEES, MISCELLANEOUS COST, AND OBTAIN AND PAY FOR ALL PERMITS NECESSARY TO COMPLETE ALL WORK, WITH THE EXCEPTION OF THE BUILDING PERMIT, WHICH THE OWNER SHALL PAY FOR PRIOR TO THE START OF WORK. BEFORE FINAL ACCEPTANCE OF ANY PART OF THE WORK, THE CONTRACTOR SHALL FURNISH THE ARCHITECT WITH APPROPRIATE "CERTIFICATES OF INSPECTION" STATING THAT WORK HAS BEEN INSPECTED AND APPROVED BY THE BUILDING DEPARTMENT.
5. THE CONTRACTOR SHALL CARRY IN FORCE ALL NEEDED INSURANCE, LICENSES, FEES, PERMITS, TAXES AS REQUIRED BY LAW FOR THE DURATION OF THE PROJECT.
6. THE CONTRACTOR SHALL MAINTAIN LIABILITY INSURANCE TO PROTECT HIMSELF AND HOLD THE OWNER HARMLESS FROM ALL CLAIMS FOR DAMAGES, FOR PERSONAL BODILY INJURY OR DEATH, OR PROPERTY DAMAGE, DURING THE COURSE OF THE CONTRACT.
7. CONTRACTOR SHALL PROVIDE SUFFICIENT MEANS FOR PROTECTING EXISTING EXPOSED INTERIOR FINISHES NEW CONSTRUCTION AND MATERIALS FROM DAMAGE BY OTHER TRADES, WEATHER, OR VANDALS FOR THE COURSE OF THE PROJECT. CONTRACTOR SHALL PROVIDE ALL BARRICADES, FENCES, AND OTHER ITEMS REQUIRED BY LOCAL ORDINANCES AND CODES.
8. ALL PLUMBING FIXTURES, FINISHES, HARDWARE AND MISCELLANEOUS ITEMS SHALL BE SELECTED AND/OR APPROVED BY THE OWNER UNLESS NOTES ON PLANS OR FOLLOWING SPECIFICATIONS. "OR APPROVED EQUAL" MEANS EQUAL APPROVED BY THE OWNER.
9. FIELD SAMPLES AND MOCK-UPS SHALL BE PREPARED AT THE SITE BY THE CONTRACTOR AS SPECIFIED IN THE VARIOUS SECTIONS OF THIS SPECIFICATION. AFFECTED FINISH WORK SHALL NOT BE STARTED UNTIL THE OWNER HAS ACCEPTED AS SATISFACTORY THE FIELD SAMPLES AND/OR MOCK-UP IN WRITING. CONSTRUCTION AND PREPARE FIELD SAMPLES AS MOCK-UPS AT LOCATIONS AS DIRECTED BY THE OWNER. FIELD SAMPLES AND MOCK-UPS SHALL BE REMOVED FROM THE SITE AFTER COMPLETION AND ACCEPTANCE OF THE AFFECTED WORK OR OTHERWISE, AS DIRECTED BY THE OWNER.
10. IF THE CONTRACTOR DESIRES TO USE ANY OTHER BRAND OR MANUFACTURER OF EQUAL QUALITY, APPEARANCE AND UTILITY TO THE PRODUCT SPECIFIED, HE SHALL REQUEST SUBSTITUTION TO THE OWNER WITH SPECIFICATION AND/OR SAMPLES. THE OWNER WILL ACCEPT AS SATISFACTORY OR REQUEST THE REQUEST FOR SUBSTITUTION, AND HIS DECISION SHALL BE FINAL. UNLESS SUBSTITUTIONS ARE REQUESTED AS PROVIDED HEREIN, DEVIATIONS FROM THE DRAWINGS AND SPECIFICATIONS WILL NOT BE PERMITTED.
11. THE OWNER AND IMMEDIATE NEIGHBORS, OR NEIGHBORS TO BE AFFECTED, SHOULD BE MADE AWARE 24 HOURS IN ADVANCE OF CONSTRUCTION ACTIVITIES THAT ARE POTENTIALLY DISRUPTIVE. USE OF NEIGHBORS' PROPERTY IS EXPRESSLY FORBIDDEN WITHOUT THEIR PERMISSION. CONTRACTOR WILL BE RESPONSIBLE FOR ANY AND ALL DAMAGE TO SUCH PROPERTY IN THE EVENT THAT DAMAGE IS DONE.
12. THE OWNER MAY ORDER EXTRA WORK OR MAKE CHANGES BY ALTERING, ADDING TO, OR DEDUCTING FROM THE WORK. THE CONTRACT SHALL BE ADJUSTED ACCORDINGLY. CHANGES OR ALTERATION, ETC. SHALL BE APPROVED BY THE ARCHITECT PRIOR TO THE START OF THIS WORK.
13. THE INTENT OF THESE DOCUMENTS (I.E., SPECIFICATIONS, DRAWINGS, AND SCHEDULES) IS TO DESCRIBE THE WORK INCLUDING ALL LABOR, MATERIALS, SERVICES, EQUIPMENT, AND TRANSPORTATION NECESSARY FOR COMPLETE AND PROPER EXECUTION OF THE WORK INDICATED ON THE DRAWINGS OR REASONABLY INFERRED THEREFROM. WHERE DRAWINGS ARE IN CONFLICT, THE CONTRACTOR IS TO PROVIDE THE OWNER WITH THE MOST EXPENSIVE OF CONFLICTING VERSIONS.
14. THE ARCHITECT/ ENGINEER WILL IN NO WAY BE RESPONSIBLE FOR HOW THE WORK IS PERFORMED, SAFETY IN, ON OR ABOUT THE JOB SITE, METHODS OF PERFORMANCE OR TIMELINESS IN THE PERFORMANCE OF THE WORK.
15. SHOP AND FIELDWORK SHALL BE PERFORMED BY MECHANICS, CRAFTSMEN AND WORKERS SKILLED AND EXPERIENCED IN THE FABRICATION AND INSTALLATION OF THE WORK INVOLVED. ALL WORK ON THIS PROJECT SHALL BE PERFORMED IN ACCORDANCE WITH THE BEST-ACCEPTED PRACTICES OF THE VARIOUS TRADES INVOLVED AND IN ACCORDANCE WITH THE DRAWINGS, REVIEWED SHOP DRAWINGS, AND THESE SPECIFICATIONS.
16. THE OWNER RESERVES THE RIGHT TO REJECT ANY MATERIALS AND WORK QUALITIES WHICH ARE NOT CONSIDERED TO BE UP TO THE HIGHEST STANDARD AND THE VARIOUS TRADES INVOLVED. SUCH INTERIOR MATERIAL OR WORK QUALITY SHALL BE REPAIRED OR REPLACED, AS DIRECTED, AT NO ADDITIONAL COST TO THE OWNER.
17. THESE CONSTRUCTION DOCUMENTS ARE BASED ON OBSERVATION AND DOCUMENTATION OF EXISTING CONDITIONS FROM DOCUMENTS PROVIDED BY THE OWNER. THE OWNER MAKES NO CLAIMS TO THE ACCURACY OF SUCH OBSERVATION. SHOULD THE CONTRACTOR ENCOUNTER FIELD CONDITIONS WHICH VARY FROM THESE CONSTRUCTION DOCUMENTS WHICH EFFECT THE INTENT OF THESE DRAWINGS OR THE CONTRACT/SUBCONTRACT SUM, THE ARCHITECT SHALL BE IMMEDIATELY NOTIFIED. THE CONTRACTOR SHALL VERIFY AT THE PROJECT SITE, CONDITIONS AND MEASUREMENTS RELATED TO THEIR WORK.
18. CONTRACTOR SHALL NOT SCALE THE DRAWINGS. DIMENSIONS OF FLOOR PLANS ARE SHOWN TO FACE OF STUD AND OUTSIDE OF FOUNDATION WALL FOR EXTERIOR WALLS AND TO CENTERLINE OF STUD FOR INTERIOR WALLS UNLESS NOTED OTHERWISE. WRITTEN NOTES TAKE PRECEDENCE OVER LINE DRAWINGS.
19. CONTRACTOR SHALL NOTIFY OWNER IMMEDIATELY FOR DIRECTIONS IN THE EVENT THAT ANY UNUSUAL CONDITIONS NOT COVERED BY THESE NOTES AND DOCUMENTS ARE ENCOUNTERED DURING CONSTRUCTION.
20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE BUILDING LINES AND LEVELS. THE CONTRACTOR SHALL COMPARE CAREFULLY THE LINES AND LEVELS SHOWN ON THE DRAWINGS WITH EXISTING LEVELS FOR THE LOCATION AND CONSTRUCTION OF THE WORK AND SHALL CALL THE OWNER'S ATTENTION TO ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK.
21. INCIDENTAL ITEMS, NOT INDICATED ON THE DRAWINGS OR MENTIONED IN THE SPECIFICATIONS THAT CAN BE BELIEVEDLY AND REASONABLY INFERRED, BELONGING TO THE WORK DESCRIBED, OR ARE NECESSARY IN GOOD PRACTICE TO PROVIDE A COMPLETE INSTALLATION OR SYSTEM SHALL BE PROVIDED AND BE INSTALLED AT THOUGH CALLED OUT HEREIN IN EVERY DETAIL.
22. CONTRACTOR SHALL INSURE THAT CUTTING, FILING, PATCHING, ETC. BY ALL TRADES CAUSES ALL PARTS TO COME TOGETHER. THE CONNECTION OF ADJOINING MATERIALS SHALL BE EXECUTED ACCORDING TO INSTRUCTION BY THE ARCHITECT ONLY.
23. TRADES SHALL FURNISH ALL LABOR, EQUIPMENT, MATERIALS AND SERVICES REQUIRED TO PERFORM ALL WORK NECESSARY, INDICATED, REASONABLY INFERRED, OR REQUIRED BY ANY CODE WITH JURISDICTION TO COMPLETE THEIR SCOPE OF WORK FOR A COMPLETE AND PROPERLY FINISHED JOB USING ONLY NEW MATERIAL U.N.O. IN ACCORDANCE WITH THE BEST ACCEPTED STANDARDS OF WORKMANSHIP. ALL F.B.O. (FURNISHED BY OWNER) ITEMS TO BE INSTALLED BY THE CONTRACTOR.
24. THE CONTRACTOR SHALL HAVE A SUPERINTENDENT AT THE CONSTRUCTION SITE WHENEVER ANY WORK UNDER THIS CONTRACT IS BEING PERFORMED IN ORDER TO PROVIDE CONSTANT SUPERVISION.
25. CONTRACTOR SHALL MAINTAIN THE JOB SITE IN A NEAT AND SAFE CONDITION IN ACCORDANCE WITH TITLE 8 OR THE CONSTRUCTION SAFETY ORDERS AS ENFORCED BY THE DIVISION OF INDUSTRIAL SAFETY AT ALL TIMES THROUGHOUT THE CONSTRUCTION PERIOD. THE CONTRACTOR SHALL WEEKLY CLEANUP, REMOVE AND DISPOSE IN A LEGAL MANNER ALL DEBRIS AND WASTE ATTRIBUTED TO THE JOB.
26. CONTRACTOR SHALL COORDINATE WITH OTHER CONTRACTORS DIRECTLY AND SEPARATELY EMPLOYED BY OWNER FOR TIMELY STORAGE AND INSTALLATION OF THEIR PRODUCTS. ONLY NEW MATERIALS SHALL BE USED UNLESS OTHERWISE NOTED ON DRAWINGS. MATERIALS AND PRODUCTS SHALL BE DELIVERED TO THE BUILDING SITE IN ORIGINAL PACKAGES. MATERIALS AND PRODUCTS SHALL BE STORED OFF GROUND ON WOOD BLOCKING IN AN UPRIGHT POSITION PROTECTED FROM THE ELEMENTS IN A MANNER TO PREVENT DAMAGE OR MARRING OF FINISH.

27. CONTRACTOR SHALL CHECK AND VERIFY SIZE AND LOCATION OF OPENINGS FOR VENTS, DUCTS, PLUMBING RUNS, ELECTRICAL FIXTURES, ETC. WITH MECHANICAL, ELECTRICAL, AND ARCHITECTURAL DRAWINGS, AND MECHANICAL AND ELECTRICAL CONTRACTORS AND SHALL MAKE ALL CHANGES THEREWITH AS APPROVED BY THE OWNER BEFORE FRAMING WALL AND CEILINGS. SEAL BETWEEN DUCTS AND PARTITIONS WHERE REQUIRED.
28. CONTRACTOR SHALL PROVIDE AND LOCATE ACCESS PANELS AS REQUIRED AFTER INSTALLATION OF MECHANICAL DUCTS, PLUMBING, AND ELECTRICAL WORK. THE ARCHITECT SHALL APPROVE LOCATION.
29. ALL BRACING NECESSARY FOR CONSTRUCTION PURPOSES SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
30. CONTRACTOR SHALL PROVIDE ALL NECESSARY BLOCKING, STIFFENING, BRACING, FRAMES, HANGERS, OR OTHER SUPPORT FOR ALL FIXTURES, EQUIPMENT, CABINETRY, FURNISHINGS AND ALL OTHER ITEMS REQUIRING THE SAME.
31. AT THE TIME OF BID SUBMITTAL, THE CONTRACTOR SHALL ADVISE THE OWNER (IN WRITING) OF ANY SPECIFIED MATERIALS OR EQUIPMENT WHICH ARE EITHER UNAVAILABLE OR WILL CAUSE A DELAY IN THE CONSTRUCTION COMPLETION SCHEDULE.
32. THE CONTRACTOR SHALL IDENTIFY CRITICAL DUE DATES FOR: A) OWNER SELECTIONS TO BE PURCHASED AND INSTALLED BY THE CONTRACTOR; B) CONTRACTOR RECEIPT OF OWNER PURCHASED ITEMS TO BE INSTALLED BY THE CONTRACTOR.
33. CONTRACTOR SHALL SUBMIT (2) COPIES OF REQUIRED SHOP DRAWINGS, CALCULATIONS OF FABRICATED PRODUCTS, ALL FINISHES MATERIALS AND (2) COPIES OF MANUFACTURERS' CATALOG SHEETS, BROCHURES, COLOR SAMPLES, INSTALLATION INSTRUCTIONS, ETC. ON MANUFACTURED PRODUCTS USED OR INSTALLED IN THE PROJECT FOR THE OWNER'S ACCEPTANCE BEFORE PURCHASE OR DELIVERY TO THE SITE. ALL SHOP DRAWINGS SHALL BE APPROVED BY THE ENGINEER. THE ENGINEER'S APPROVAL OF SUCH DRAWINGS SHALL NOT RELIEVE THE CONTRACTOR OF RESPONSIBILITY FOR ERRORS OF ANY SORT PERTAINING TO SHOP DRAWINGS.
34. APPROVAL OF THE WORK IN PART OR AS A WHOLE BY THE ARCHITECT/ENGINEER SHALL NOT RELIEVE THE CONTRACTOR OF RESPONSIBILITY FOR FAULTY MATERIAL OR WORKMANSHIP. SUCH APPROVALS MAY BE WITHDRAWN AT ANY TIME THAT SUBSEQUENT EXAMINATION REVEALS APPARENTLY SATISFACTORY WORK THAT IS, IN FACT, DEFECTIVE OR OTHERWISE FAILS TO CONFORM TO ALL REQUIREMENTS OF THE CONTRACT DOCUMENTS. SUCH WORK FORM WHICH APPROVAL HAS BEEN WITHDRAWN SHALL BE REPLACED OR EXECUTED IN ACCORDANCE WITH THE CONTRACT AT NO EXPENSE TO THE OWNER.
35. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACEMENT OR REPAIR OF ANY DAMAGE CAUSED BY HIM OR HIS SUBCONTRACTORS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO UNDERGROUND UTILITIES ENCOUNTERED IN AREAS WHERE EXCAVATIONS MAY BE INDICATED AND SHALL REPAIR ANY SUCH DAMAGE AT HIS OWN EXPENSE. WHERE UTILITY LINES MUST BE MAINTAINED UNDER BUILDING, THEY SHALL BE PROPERLY SLEEVED THROUGH FOUNDATION WALLS.
36. CONTRACTOR SHALL GUARANTEE ALL WORKMANSHIP AND MATERIALS FOR ONE YEAR EXCEPT WHERE INDICATED IN VARIOUS SPECIFICATION SECTIONS FOR A LONGER PERIOD. THE GUARANTEE PERIOD IS BASED ON THE DATE OF COMPLETION OF THE WORK, AS CALLED OUT HEREIN. AFTER ACCEPTANCE OF THE BUILDING, IF DURING THE GUARANTEE PERIOD ANY DEFECTS OR FAULTY MATERIALS ARE FOUND, THE CONTRACTOR SHALL REPLACE AND REPAIR THEM TOGETHER WITH ANY DAMAGE TO FINISH, FIXTURES, EQUIPMENT, OR FURNISHINGS DUE TO DEFECTIVE WORK, UPON NOTIFICATION BY THE ARCHITECT, AND AT NO ADDITIONAL EXPENSE TO THE OWNER. EXCEPTION: THE ROOFING SUBCONTRACTOR SHALL SUBMIT A MAINTENANCE AGREEMENT, SIGNED BY THE CONTRACTOR, TO MAINTAIN THE ROOFING IN A WATERTIGHT CONDITION FOR A PERIOD OF ONE YEAR.
37. CONTRACTOR SHALL PROVIDE OWNER A LIST OF HEATING, COOLING, WATER HEATING AND LIGHTING SYSTEMS AND FEATURES, COMPONENTS AND MECHANICAL DEVICES, AND INSTRUCTIONS ON HOW TO USE THEM EFFICIENTLY. SEC. 1403 (b) 1.
38. CONTRACTOR SHALL PROVIDE OWNER WITH THE ORIGINAL OWNER'S MANUALS AND INSTRUCTIONS FOR ALL APPLIANCES, SPECIAL EQUIPMENT, LIGHTING FIXTURES, PLUMBING FIXTURES, MECHANICAL EQUIPMENT, ETC. INSTALLED IN THE BUILDING COMPLIED IN A BINDER FOR THE OWNER'S FUTURE REFERENCE.

GENERAL NOTES

ARCHITECT:
DARYL WOODS
213 LINDERO
LA SELVA BEACH, CA 95016
831-234-9853
LIC # C25141

PROJECT TEAM

GOVERNMENT AGENCY

CITY OF SCOTT'S VALLEY, BUILDING DEPARTMENT
ONE CIVIC CENTER DRIVE
SCOTT'S VALLEY, CA 95066
PH: 831-440-5440
FX: 831-438-2193

PROJECT OWNER:

GOLDEN GRAPPLERS, LLC
1435 CHECOLA COURT
SANTA CRUZ, CA. 95062

PROJECT ADDRESS:

6006 LA MADRONA
SCOTT'S VALLEY, CA 95060

ASSESSOR'S PARCEL NUMBER:

021-141-11

ZONING CLASSIFICATION:

CS (COMMERCIAL SERVICE)

SITE INFORMATION

PROJECT DESCRIPTION:

TENANT IMPROVEMENT FOR A FITNESS STUDIO, PER PLANS. EXISTING MECHANICAL AND ELECTRICAL SYSTEMS TO BE RETAINED AND PROTECTED IN PLACE. NO NEW HVAC WORK PROPOSED.

AREA:

1,168 SF

OCCUPANCY:

B - CBC CHAP. 3, SEC 304

OCCUPANT LOAD:

12 - CBC TABLE 1004.1.2

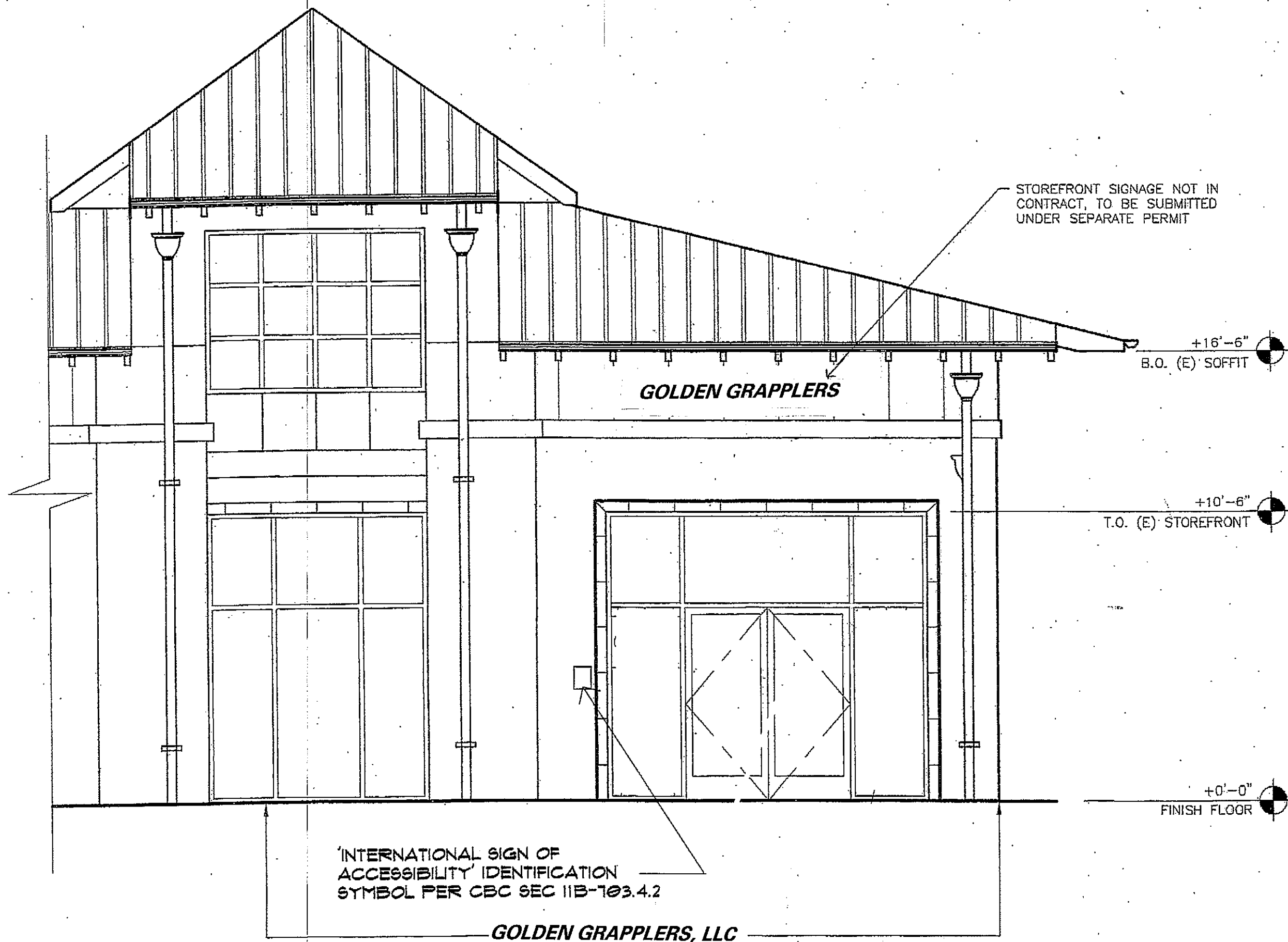
CODE:

CALIFORNIA BUILDING CODE, 2022 EDITION
CALIFORNIA MECHANICAL CODE, 2022 EDITION
CALIFORNIA PLUMBING CODE, 2022 EDITION
CALIFORNIA ELECTRICAL CODE, 2022 EDITION
CALIFORNIA ENERGY CODE, 2022 EDITION, AND
ALL OTHER APPLICABLE CODES AND ORDINANCE, LATEST EDITIONS.

CONSTRUCTION TYPE:

VB, SPRINKLED

PROJECT DATA



EXTERIOR ELEVATION - EAST ENTRY

NTS

VICINITY MAP

T1
A1
A2
D1
COVER
SITE PLAN
FLOOR/ RCP
DETAILS

SHEET INDEX

COVER PAGE

GOLDEN GRAPPLERS, LLC

PROJECT:

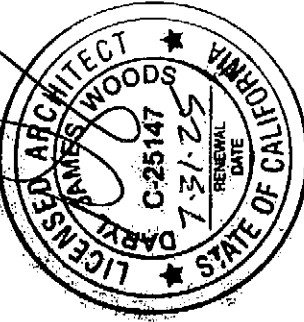
DRAWN BY:

DATE 9/26/23

PAGE #

T1

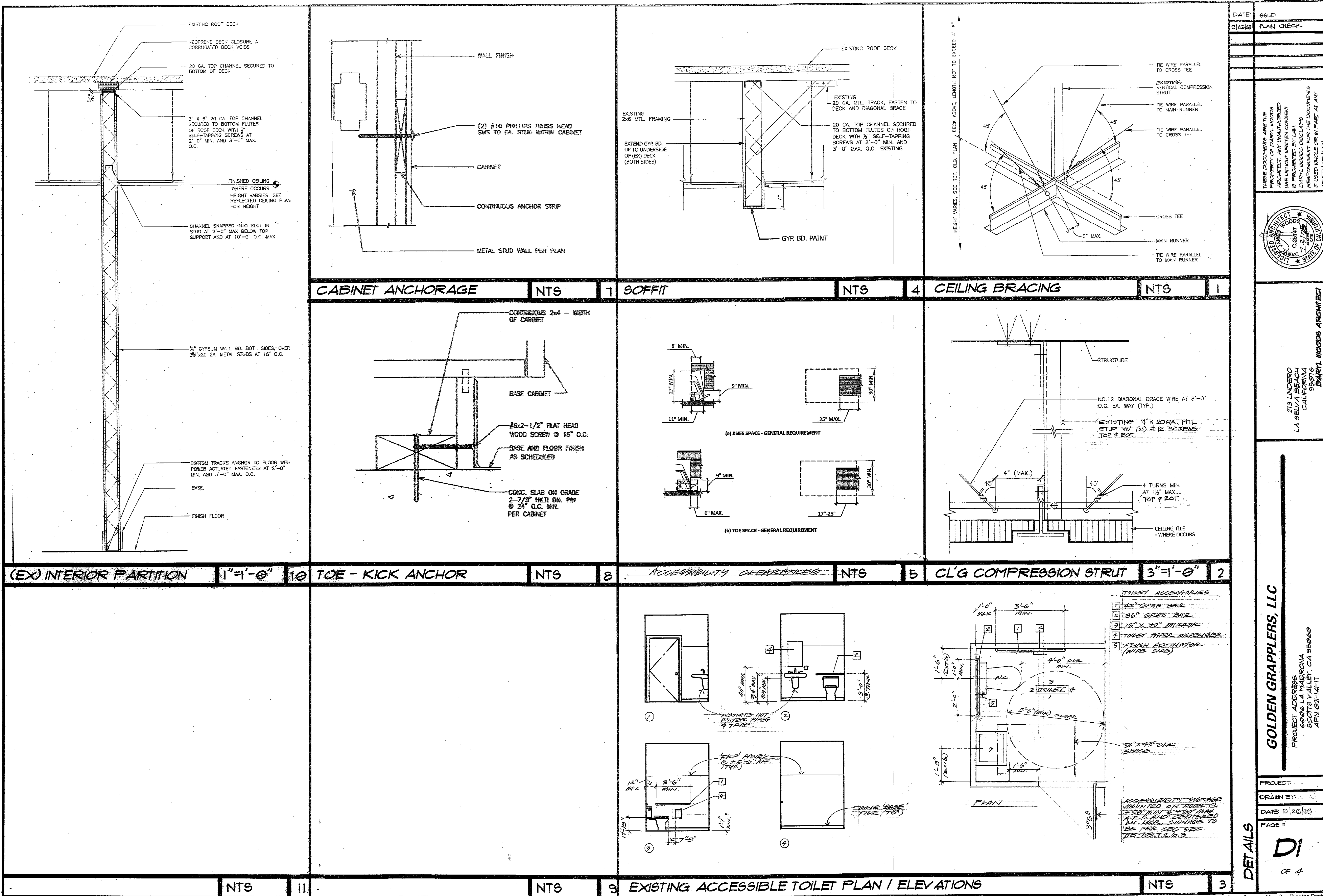
OF 4



213 LINDERO
LA SELVA BEACH
CALIFORNIA
95016
DARYL WOODS ARCHITECT
831-234-9853

DATE	ISSUE
9/26/23	PLAN CHECK

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DATE	9/26/23
ISSUE	PLAN CHECK

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713 LINDERO
LA SELVA BEACH
CALIFORNIA
95016
95016-9853 T

GOLDEN GRAPPLERS, LLC

PROJECT ADDRESS:
6006 LA MADRONA
SCOTT VALLEY, CA 95060
APN 021-141-11

PROJECT: **EXISTING ACCESSIBLE TOILET PLAN / ELEVATIONS**

DRAWN BY: **DI**

DATE: 9/26/23

PAGE # **3**



Golden Grapplers Brazilian Jiu Jitsu Scotts Valley

BUSINESS PLAN PRESENTATION

Business Concepts

- ▶ Create a family focused environment where parents and kids can train Brazilian Jiu-Jitsu, Grappling, Yoga, Striking, and Cardio-Kickboxing
- ▶ Provide a safe environment for kids of all ages to learn self defense, gain confidence, and maintain a healthy lifestyle
- ▶ Host seminars, private lessons, and focused instruction for competitors, first responders, and law enforcement
- ▶ Host instructional courses specifically designed for students to learn how to compete at beginner, intermediate, and advanced levels (understanding rules and point systems)



“ Our mission is to create a community of healthy, strong, confident, and respectful individuals that train hard and have fun. ”

Market Summary

- ▶ Summarize your market in the past, present, and future.
 - ▶ Review those changes in market share, leadership, players, market shifts, costs, pricing, or competition that provide the opportunity for your company's
 - ▶ Since 2012, the number of martial arts businesses in the United States has grown at an average rate of 18.7% (Statista, 2021).
 - ▶ The martial arts studio market in the United States was worth \$8.16 billion in 2020, a number projected to grow to \$9.05 billion in 2022 (Statista, 2020).
 - ▶ Martial arts schools in the U.S. average \$114,657 in annual revenue (Gymdesk, 2022).
 - ▶ Brazilian jiu-jitsu is the third highest earning discipline in the U.S., averaging \$139,193 in annual revenue (Gymdesk, 2022).
 - ▶ <https://gymdesk.com/blog/martial-arts-industry-statistics/>

Opportunities

We would like to create a martial arts studio that focuses on physical family wellness in the Scotts Valley community. The first iteration of our studio will create an environment that encourages athletes of all shapes, sizes, ages, genders, etc. to join us in enriching their lives with an increase in physical activity in the form of grappling and stretching.

Classes

- ▶ Morning
 - ▶ Adult BJJ (6am – 7am)
 - ▶ Adult Fitness / Yoga (9am – 10am)
- ▶ Lunch Time
 - ▶ Adult BJJ (12pm – 1pm)
- ▶ Afternoon
 - ▶ Kids BJJ (3pm – 5pm)
- ▶ Evening
 - ▶ Adult BJJ (5pm – 8pm)

Potential Classes - Judo, Wrestling, Yoga, Gi, NoGi, Strength Training

Competition

- ▶ Innovative Martial Arts – they have a large facility and a great location and provide a wide range of martial arts with a family friendly environment (1 school in SV and 1 school in Roseville)
- ▶ Kaijin Martial Arts – they have a small facility that is well laid out, seem to be focused on BJJ and MMA (1 school in SV)
- ▶ Santa Cruz Boxing – Boxing and Fitness
- ▶ LightSpeed Martial Arts – Tae Kwon Do
- ▶ Choi's Tae Kwon Do

Goals and Objectives

▶ First Year

- ▶ Open the school
- ▶ Recruit NEW members
- ▶ Create relationship with SV Wrestling
- ▶ Create relationship with SV Middle School
- ▶ Create relationship with SV police department
- ▶ Refine the budget
- ▶ Run classes ourselves
- ▶ 25 new members
- ▶ 1 part time instructor (yoga or fitness)

▶ Second Year

- ▶ Gracie Survival Tactics Program for Law Enforcement Professionals
- ▶ 1 part time instructor (GST)
- ▶ Recruit NEW Members
- ▶ Community Outreach
- ▶ 25 New Members
- ▶ Add additional classes
- ▶ 1 part time instructor (striking or yoga or fitness)

The Team

Head Instructors

- ▶ Tom Tupper – Jiu Jitsu
- ▶ Mike Rodriguez – Jiu Jitsu / Wrestling

Other Instructors

- ▶ Fitness - Jana or Cindy
- ▶ Chanda – Yoga
- ▶ Matt G - Yoga
- ▶ Dom – Gracie Survival Tactics
- ▶ Matt R – Judo / Wrestling
- ▶ Shane – MMA / Striking

Resource Requirements

- ▶ List requirements for the following resources:
 - ▶ Technology - Kicksite
 - ▶ Finances – Tom/Mike
 - ▶ Promotion/Marketing – Tom/Mike – (Jacob)
 - ▶ Products – Claudio and/or Company21
 - ▶ Services – Tom/Mike
 - ▶ Mats - Tom
 - ▶ Scale - Tom
 - ▶ Clock – Tom
 - ▶ Computers - Tom
 - ▶ TV - Tom
 - ▶ Internet – Tom/Mike
 - ▶ Furniture – Tom/Mike
 - ▶ Partitions – Tom/Mike

Financial Plan

- ▶ We are going to finance the gym ourselves from savings we have accumulated over the years.
- ▶ We anticipate the following startup costs:
 - ▶ First/Last/Deposit 10,000
 - ▶ Disposal of existing furniture 1000
 - ▶ Paint 500
 - ▶ Cleaning Supplies 200
 - ▶ Rent – Ready 1000
 - ▶ Fees 500
- ▶ We anticipate the following monthly expenses:
 - ▶ Rent + NNN 4000
 - ▶ Insurance 300
 - ▶ Electricity 100
 - ▶ Internet 100
 - ▶ Software 150
 - ▶ Marketing 250
 - ▶ Miscellaneous 500

Financial Plan

- ▶ We anticipate the following future costs:
 - ▶ Washer/Dryer 750
 - ▶ Water Fountain 250
- ▶ We anticipate the following future monthly expenses:
 - ▶ Judo Instructor 250
 - ▶ Striking Instructor 250
 - ▶ Yoga Instructor 250

Financial Plan

- ▶ We anticipate the following income:
 - ▶ Memberships 180 per member
 - ▶ Drop In Fees 20
 - ▶ Special Events 50
 - ▶ Private Lessons 75
- ▶ We think we are going to be able to add 5 new members per month for the first 6 months
 - ▶ Month 1 $180 * 5 = 900$
 - ▶ Month 2 $180 * 10 = 1800$
 - ▶ Month 3 $180 * 15 = 2700$
 - ▶ Month 4 $180 * 20 = 3600$
 - ▶ Month 5 $180 * 25 = 4500$
 - ▶ Month 6 $180 * 30 = 5400$

Financial Plan

The chart to the right shows income if the rate continued at 5 new members per month.

We also need to account for people canceling their membership and / or putting their membership on hold.

We speculate that the rate would slow to a net new membership at 2.5 per new month after the first 6 months.

▶ Month 7	$180 * 35 = 6300$
▶ Month 8	$180 * 40 = 7200$
▶ Month 9	$180 * 45 = 8100$
▶ Month 10	$180 * 50 = 9000$
▶ Month 11	$180 * 55 = 9900$
▶ Month 12	$180 * 60 = 10,800$
▶ Month 13	$180 * 65 = 11,700$
▶ Month 14	$180 * 70 = 12,600$
▶ Month 15	$180 * 75 = 13,500$
▶ Month 16	$180 * 80 = 14,400$
▶ Month 17	$180 * 85 = 15,300$
▶ Month 18	$180 * 90 = 16,200$
▶ Month 19	$180 * 95 = 17,100$
▶ Month 20	$180 * 100 = 18,000$
▶ Month 21	$180 * 105 = 18,900$
▶ Month 22	$180 * 110 = 19,800$
▶ Month 23	$180 * 115 = 20,700$
▶ Month 24	$180 * 120 = 21,600$

Financial Plan

We speculate that the rate would slow to a net new membership at 2.5 per new month after the first 6 months.

▶ Month 8	$180 * 35 = 6300$
▶ Month 10	$180 * 40 = 7200$
▶ Month 12	$180 * 45 = 8100$
▶ Month 14	$180 * 50 = 9000$
▶ Month 16	$180 * 55 = 9900$
▶ Month 18	$180 * 60 = 10,800$
▶ Month 20	$180 * 65 = 11,700$
▶ Month 22	$180 * 70 = 12,600$
▶ Month 24	$180 * 75 = 13,500$

Risks and Rewards

- ▶ We are funding this project ourselves and will require a significant time commitment by both of us.
- ▶ The main risk of this endeavor is that we are unable to attract new members.
- ▶ If all goes well, we should be able to cover our expenses and begin to start saving for a move to a larger facility.
- ▶ We do not anticipate drawing funds from the school until we have reached 75 new members. (by this time, we will have to move)

Ideas

- ▶ Law Enforcement discount
- ▶ Student referral discount
- ▶ College student discount
- ▶ Self Defense Program
- ▶ Beginner, Intermediate, Advanced Classes
- ▶ Date Nights for Parents
- ▶ Law Enforcement Training
- ▶ Charts of techniques for kids
- ▶ Competition training
- ▶ Loaner Gis
- ▶ Executive Program
- ▶ Crash pad for Judo
- ▶ Pictures of Members
- ▶ Home School Gym Program
- ▶ Video Match Review Sessions
- ▶ More NoGi (kids especially)
- ▶ Standardize Gis

City of Scotts Valley
PLANNING COMMISSION STAFF REPORT

Applicant: Faultline Brewery

Property Owner: Corbett Hangar at Skypark LLC

Application: Planned Development PD22-001.1
Design Review DR22-006.1

Location: 260 and 262 Mount Hermon Road
APN 022-231-27 and 022-231-28

General Plan/Zoning: Scotts Valley Town Center Specific Plan /
C-SC (Shopping Center)

Environmental Status: CEQA Categorical Exemption, Class I
Section 15301, Existing Facilities

Request: Consideration of an amendment to previously approved
Planned Development Permit and Design Review Permit to
modify the Planned Sign Program for the Hangar at Skypark.

Staff Planner: Gabriela Cortez, Associate Planner

BACKGROUND

On December 14, 2024, the Planning Commission reviewed an application to amend the Planned Sign Program (PSP) for the Hangar Development (Attachment 4 – Planning Commission Staff Report). At that meeting, the Planning Commission approved the amendments for signage located on the North elevation and did not approve the East elevation.

Since the Planning Commission meeting, the applicant has provided new photographs showing the size of both the existing and proposed letters (Attachment 2 – Sign Photos). In the "Discussion" section below, additional information and analysis for Planning Commission consideration is provided.

PROJECT DESCRIPTION

The proposed project is to amend the PSP to accommodate new signage to replace the existing Faultline Brewing signs. The request involves replacing the East elevation "Faultline" sign to a "Laughing Monk" sign. The applicant is requesting an increase in

the allowable sign area and letter height to allow for greater visibility of the sign from Mount Hermon Road. No other changes to the PSP are proposed.

DISCUSSION

The Table below (Table 1: Existing and Proposed Signage Area) is an updated figure from the December 14, 2023, staff report. The table was revised to include the Scotts Valley Municipal Code (SVMC) allowable signage standards.

Table 1: Existing and Proposed Signage Area

Sign Type	SVMC 17.56 Allowable Signage Square Feet (Baseline)	PSP Allowable Signage Square Feet	Existing Signage Square Feet	Proposed Signage Square Feet
Wall Sign (North Elevation) Patio Approved	45sqft	27sqft	22sqft	34sqft Approved 12/14/23
Wall Sign (East Elevation) Entrance Proposed	77sqft	51sqft	22sqft	82sqft Proposed 3ft Letter Height

The Table below (Table 2: Existing and Proposed Letter Height) includes information on letter height allowed in the existing PSP, existing letter height for East elevation “Faultline” sign and proposed letter height for the “Laughing Monk” sign.

Table 2: Existing and Proposed Letter Height

PSP Allowable Signage Letter Height	Existing East Elevation	Proposed East Elevation Height
2 Foot Letter Height Maximum	2 Foot Letter Height	3 Foot Letter Height

Per the City’s sign regulations (SVMC 17.56.180) a business in this location is allowed up to 77 square feet of signage on the east elevation of the building. As shown in Table 1, the current PSP allows for 51 square feet of signage. The original project included a PSP to facilitate the creation of a thorough and integrated signing system that

encourages high-quality sign designs that enhance the character and value of the community. According to SVMC Section 17.56.180 the intent of a PSP is as follows:

1. The intent of this section is to facilitate creation of thorough and integrated signing systems for three or more tenant developments, or for commercial property over one acre in size or with two hundred fifty linear feet or more of frontage. Additional, larger or different types of signs may be allowed where conditions warrant, and to encourage high quality sign designs which will enhance the character or value of the community.
2. Planned sign programs may be approved by the design review board. The design review board may increase the allowed maximum aggregate sign area up to fifty percent and include additional numbers and types of signs as it deems appropriate.
3. The planned sign program shall include a format for all signs to be used in the development, including their maximum size, colors, location, illumination details, mounting details and landscaping details (if any).
4. Unless otherwise provided in the approved planned sign program for a specific development, the planning director shall have the authority to approve permits for signs in conformance with the adopted planned sign program for that development.

The approved PSP was designed by the project architect to complement the building and provide tenant identification. The PSP was prepared prior to construction of the development. Often, PSPs are amended once the development is complete and a better understanding of the relationship of the building to the surrounding area is visualized.

In the event the PSP is not amended the appearance of the east elevation sign will likely be reduced. This is due to fact that “Laughing Monk” sign has more letters and includes the addition of a logo. The applicant is requesting an amendment to the PSP to increase the allow able sign area and the maximum letter height so that the east elevation sign is visible from Mount Hermon Road. As proposed the amendment would be five square feet larger than what would typically be allowed by City sign regulations for a business in this location. Given the design of the building, signage in this location may warrant less than 77 square feet.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission review the additional information and provide direction on the proposed amendment.

ATTACHMENTS

1. Location Map
2. Sign Photos (received January 12, 2024)
3. Dimensioned Sign Rendering (received January 12, 2024)
4. Planning Commission Staff Report (December 14, 2023)

262 Mount Hermon Road / APN 022-231-28





FAULTLINE

MONK

103

Happy Hour
Welcome
to
Faultline Monk
Bar
Please Don't
Drink and
Drive



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FAULTLINE

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maria

103



H A N G A R

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HANG

MONK
FAULTLINE

CHEERS!
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103

103





STAFF REPORT

Applicant: Faultline Brewery

Property Owner: Corbett Hangar at Skypark LLC

Application: Planned Development PD22-001.1
Design Review DR22-006.1

Location: 260 and 262 Mount Hermon Road
APN 022-231-27 and 022-231-28

General Plan/Zoning: Scotts Valley Town Center Specific Plan /
C-SC (Shopping Center)

Environmental Status: CEQA Categorical Exemption, Class I
Section 15301, Existing Facilities

Request: Consideration of a Planned Development application and
Design Review to amend the approved Planned Sign
Program for the Hangar at Skypark. No changes are
proposed to Starbucks at 260 Mount Hermon Road.

Staff Planner: Gabriela Cortez, Associate Planner

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Approve Planned Development application PD22-001.1 and Design Review application DR22-006.1 by adoption of the attached resolution and Conditions of Approval in Exhibit A.

BACKGROUND

The proposed project is located in the Scotts Valley Town Center Specific Plan (TCSP) area. In December of 2008 the City Council adopted the TCSP with the goal of providing a vision for the future Scotts Valley Town Center (SVTC). The TCSP guidelines encourage the preparation of a Planned Sign Program (PSP) for new development and specifically allows façade signs, blade signs and awning signs. Other types of signs can be approved through the Planned Development permit process.

The purpose of a PSP is to facilitate the creation of a thorough and integrated signing system that encourages high-quality sign designs which will enhance the character or value of the community. Signs in the SVTC are required to be consistent with the character of the TCSP and compatible with existing signage in the TCSP area.

In February 2019, a Planned Sign Program (PD17-001.2, DR19-001) was approved for 260 and 262 Mount Hermon Road, creating site specific sign standards for the two properties. The approval consisted of developing standards for the free-standing identification sign, wall mounted tenant identification signs for the Hangar building, and signage for the Starbucks building.

In March 2022, a Planned Sign Program Amendment (PD22-001, DR22-006) was approved by the Planning Commission to allow for an increase in allowable sign area for tenant identification signs for the Hangar building located at 262 Mount Hermon Road. The request involved an increase in letter height from 1.5 feet to 2 feet and allowed additional signage on the north elevation of the building. Conditions of Approval require the property owner to work with the City and future Town Center developers to integrate signage and structures as development occurs in the Town Center Core Area. See Attachment 3 for the approved sign program with amendments.

PROJECT DESCRIPTION

The proposed project is to amend the Planned Sign Program to accommodate new signage for Faultline Brewing. The request involves replacing both East and North elevation “Faultline” signs to “Laughing Monk” signs. The applicant is requesting an increase in the allowable sign area to allow for greater visibility of signage from Mount Hermon Road. No proposed changes to the monument sign fronting Mount Hermon Road. All other sign designs and sizes, including the signage at 260 Mount Hermon Road and the freestanding sign at the Hangar would not be affected by this amendment.

DISCUSSION

Staff has reviewed the project for compliance with the City’s regulations and requirements. An analysis of the issues for the Planning Commission’s consideration are provided in the following sections.

Tenant Identification Signs at the Hangar

The existing 22 square foot sign located on the North elevation proposes an increase in permitted signage length. As such, the proposed 34 square foot sign would exceed the 27 square feet of allowable signage.

The existing 22 square foot East elevation proposes an increase in permitted signage length and letter height (height of letters would increase from 2 feet to 3 feet). In total, the proposed signage would increase by 60 square feet, resulting in an 82 square foot “Laughing Monk” sign with logo. The design matches the and look of the “Laughing Monk” sign proposed on the North elevation.

The proposed size changes are only for the existing “Faultline” signs on the East and North elevations. Changes in signage size for the North and East elevation are being brought forward for consideration due to the unique location of Faultline Brewing’s tenant space and its visibility along Mount Hermon Road. All other signs on the Hangar building are not part of this request and may not be suitable for future requests for increases to signage area based on their location on the building and visibility along Mount Hermon Road. Table 1 provides a breakdown of existing and proposed signage areas for the North and East elevation signage at Faultline Brewing.

Sign Type	Allowable Signage Square Feet	Existing Signage Square Feet	Proposed Signage Square Feet	Conforms with Sign Program?
Wall Sign (North Elevation) Patio	27sqft	22sqft	34sqft	No
Wall Sign (East Elevation) Entrance	51sqft	22sqft	82sqft	No
Monument Sign	8sqft	8sqft	8sqft	Yes

Table 1: Existing and Proposed Signage Area

Consistency with the TCSP

Prior Conditions of Approval for the Planned Sign Program require the property owner to coordinate with the City and future town center developers to integrate signage and structures as development occurs in the town center core area and require coordination on replacement signage on the North elevation to ensure that potential impacts to surrounding uses are minimized.

The maximum height increase in the East elevation is a 12-inch increase from the previously approved Planned Sign Program and is requested to allow for increased visibility for “Laughing Monk” along Mount Hermon Road. Required findings for the Planned Development Permit amendment require review of the goals and policies of the TCSP in addition to ensuring that signage massing and scale are appropriate, compatible, and harmonious with surrounding uses in the SVTC.

The area to the north of the property is the site for the future town center and could be developed with residential or other uses that could be impacted by the signage on the North and East elevations of the building.

A condition of approval requires the business owner, property owner, and the City to review compatibility of the signage with any proposed town center core area development through the development review process. If any compatibility concerns are identified, the Community Development Director may recommend changes to the Planned Sign Program for Planning Commission consideration. The Planning Commission may also consider requiring any future signage for the North and East elevations to conform to the smaller letter height and lengths as noted in the previously approved by Resolution No. 1770.

Freestanding Sign at the Hangar and Signs at Starbucks

As shown in Table 1, the proposed signage on the freestanding sign at the Hangar for “Laughing Monk” complies with the Planned Sign Program and is not included as part of the amendment request.

As such, the proposed project would not modify the approved sign regulations for the freestanding sign at the Hangar or the signs at Starbucks. No change is proposed to the other approved sign regulations.

ATTACHMENTS

1. Resolution No. ____
2. Location Map
3. “Laughing Monk” Plans (received November 29, 2023)
4. Previously approved Planned Sign Program (approved March 10, 2022)
5. PC Staff Report for PD17-001.2, DR19-001 (dated February 6, 2019)
6. PC Staff Report for PD22-001, DR22-006 (dated March 10, 2022)
7. Resolution No. 1958 (adopted February 6, 2019)
8. Resolution No. 1770 (adopted March 10, 2022)

RESOLUTION NO. _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SCOTTS VALLEY APPROVING PLANNED DEVELOPMENT PERMIT PD 22-001.1 AND DESIGN REVIEW DR22-006.1 TO AMEND THE PLANNED SIGN PROGRAM FOR THE HANGAR DEVELOPMENT AT 260-262 MOUNT HERMON ROAD // APN 022-231-27 and 022-231-28

WHEREAS, the application was reviewed for completeness and is determined to be a “project” as defined by the California Environmental Quality Act (CEQA); and,

WHEREAS, the project is categorically exempt from CEQA [Class15301]; and,

WHEREAS, the project was reviewed by the Planning Commission in a duly noticed public hearing on Thursday, December 14, 2023 .

NOW THEREFORE, the Planning Commission of the City of Scotts Valley hereby resolves as follows:

SECTION 1: The environmental determination represents the independent judgment of the City.

SECTION 2: The categorical exemption [Class15301] is hereby approved.

SECTION 3: The Planning Commission of the City of Scotts Valley does hereby specifically make the following findings, as further clarified in the staff report dated Thursday, December 14, 2023:

Planned Development Permit

1. ***The planned development permit as issued furthers the policies of the General Plan and the Town Center Specific Plan (TCSP).*** The project meets the requirements of this finding in that the project replaces a retail use in the Scotts Valley Square Shopping Center which accommodates a mix of retail and service commercial consistent with the environmental, service, and economic goals of the City, as called for in General Plan Land Use Element Policy LA-28. The proposed amendments to the Planned Sign Program for the Hangar development would benefit existing and future businesses within the TCSP. A condition of approval requires coordination between the City, business owner, and property to review compatibility of the North and East elevation signs as part of the development review process. If adverse impacts related to lighting, scale, or massing are identified, the Community Development Director is authorized to recommend changes to the Planned Sign Program for Planning Commission consideration.

2. ***The planned development permit, as issued, conforms in all respects to the planned development zoning of the property.*** The proposed project amends an existing planned sign program and meets the requirements of this finding in that approval of the PD Permit will allow the development consistent with the TCSP.
3. ***The interrelationship between orientation, location, mass and scale of building volumes, and elevations or proposed buildings, structures and other uses on-site are appropriate, compatible, and aesthetically harmonious.*** The proposed project updates an existing planned sign program to increase the size of two roof-edge signs located in the east elevation and north elevation. Increasing the maximum letter height from 2 feet to 3 feet. The increase in size and additional signage is appropriate for the size of the commercial building. A condition of approval requires coordination between the City, business owner, and property to review compatibility of the North and East elevation signs as part of the development review process. If adverse impacts related to lighting, scale, or massing are identified, the Community Development Director is authorized to recommend changes to the Planned Sign Program for Planning Commission consideration.

Design Review

4. ***The siting of any structure on the property as compared to the siting of other structures in the immediate neighborhood is appropriate.*** The proposed project is to amend a planned sign program to allow additional signage on an elevation facing a parking lot and increase the maximum letter height from 2 feet to 3 feet. A condition of approval requires coordination between the City, business owner, and property to review compatibility of the North and East elevation signs as part of the development review process. If adverse impacts related to lighting, scale, or massing are identified, the Community Development Director is authorized to recommend changes to the Planned Sign Program for Planning Commission consideration The proposed project does not include new structures.
5. ***The materials, colors, proportion, mass and detail of all structures shall be in good proportion, have simplicity of mass and detail and be compatible in appearance with surrounding structures. There shall be an appropriate use of materials. Colors shall be appropriate within the context of use and should blend with surrounding structures.*** The project is to amend an existing planned sign program to allow signage height increase on the east elevation and a slight length increase on the north elevation. A condition of approval requires coordination between the City, business owner, and property to review compatibility of the North and East elevation signs as part of the development review process. If adverse impacts related to lighting, scale, or massing are identified, the Community Development Director is authorized to recommend changes to the Planned Sign Program for Planning Commission consideration.

6. ***Landscaping and irrigation plans shall be required on the site. Landscaping shall be in keeping with the character or design of the building. Existing trees shall be preserved wherever possible.*** The amended project does not impact landscaping.
7. ***The size, location and arrangement of on-site parking and paved areas shall be appropriate.*** The amended project would not change or impact parking or paved areas.
8. ***For ingress, egress and internal traffic circulation, all the above factors shall be related to the setting or established character of the neighborhood or surrounding area.*** The amended project does not impact the ingress, egress and internal traffic circulation of the existing shopping enter.

SECTION 4: After careful consideration of the application and related materials, plans, maps, facts, exhibits, staff reports, minutes, testimony and other evidence submitted in this matter, and incorporated herein by this reference, the Planning Commission of the City of Scotts Valley does hereby approve Planned Development Permit PD22-001.1 and Design Review DR22-006.1 to amend the planned sign program for the Hangar development at 260-262 Mount Hermon Road// APN 022-231-27 and 022-231-28, subject to the conditions set forth in the attached Exhibit A, which are incorporated herein by this reference.

THE ABOVE AND FOREGOING RESOLUTION was duly adopted and passed by the Planning Commission of the City of Scotts Valley at a regularly scheduled meeting held on the 14th day of December 2023 , by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Laurie Gentile, Chair

Taylor Bateman, Community Development Director

EXHIBIT A
CONDITIONS OF APPROVAL

STANDARD

1. Developer has agreed to and shall defend, indemnify and hold harmless the City of Scotts Valley, its officers, agents and employees from any claim, action or proceeding against the City or its officers, agents or employees to attach, set aside, void or annul any action of the City in connection with approvals under the California Environmental Quality Act or with respect to approval of the project, which action is brought within the time period(s) prescribed by law. The City shall promptly notify the developer of any such claim, action or proceeding and shall fully cooperate in defense.
2. Property owner shall sign below (at the end of these conditions) agreeing to the Conditions of Approval noted above prior to issuance of the building permit.
3. Applicant shall obtain a building permit(s) and pay appropriate fees prior to commencement of work on the subject property. All trades of electrical, plumbing and mechanical will be issued under one building permit for said project (General Contractor permittee).

PLANNING DEPARTMENT

4. The materials, size, location, and design of the improvements shall match the approved plans. Modifications to the approved project may require approval by the Planning Commission at the discretion of the Community Development Director.
5. This approval is for modifications to the North and East elevation signs for the Hangar Development to accommodate new signage for "Laughing Monk" as proposed in PD22-001.1 and DR22-006.1 (received November 29, 2023). The plans shall be incorporated into the Planned Sign Program for the Hangar Development as a part of the approved plans.
6. Property owners shall work with the City and future town center developers to integrate signage and structures as development occurs in the town center core area.
7. All applicable conditions of approval from Resolution No. 1958 and Resolution No. 1770 shall be incorporated into this Resolution.
8. All tenant identification signs shall be approved by the property owner in writing prior to issuance of a Building Permit.

9. At the time a development application is received for the town center core area, the City, business owner, and property owner shall review compatibility of the North and East elevation signs as part of the development review process. If adverse impacts related to lighting, scale, or massing are identified during review, the Community Development Director is authorized to recommend changes to the Planned Sign Program for Planning Commission consideration.

Signature of Property Owner

262 Mount Hermon Road / APN 022-231-28



SIGN PERMIT DESIGN REVIEW APPLICATION

FAULTLINE BREWING CO.
262 MT. HERMON RD. #103
APN 022-231-28
ZONING C-S

Sign Type	Existing Signage Sq. Ft.	Proposed Signage Sq. Ft.	Total Square Feet
Wall Sign North Patio	22	34	116
Wall Sign East Elevation Entrance	22	82	
Monument Sign	8	8	8

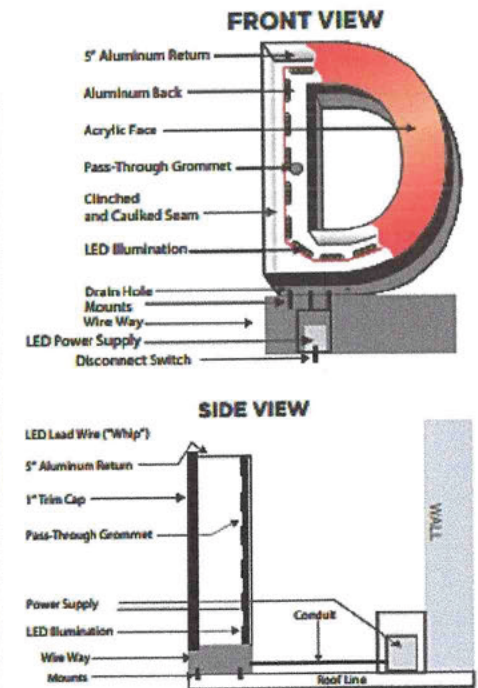
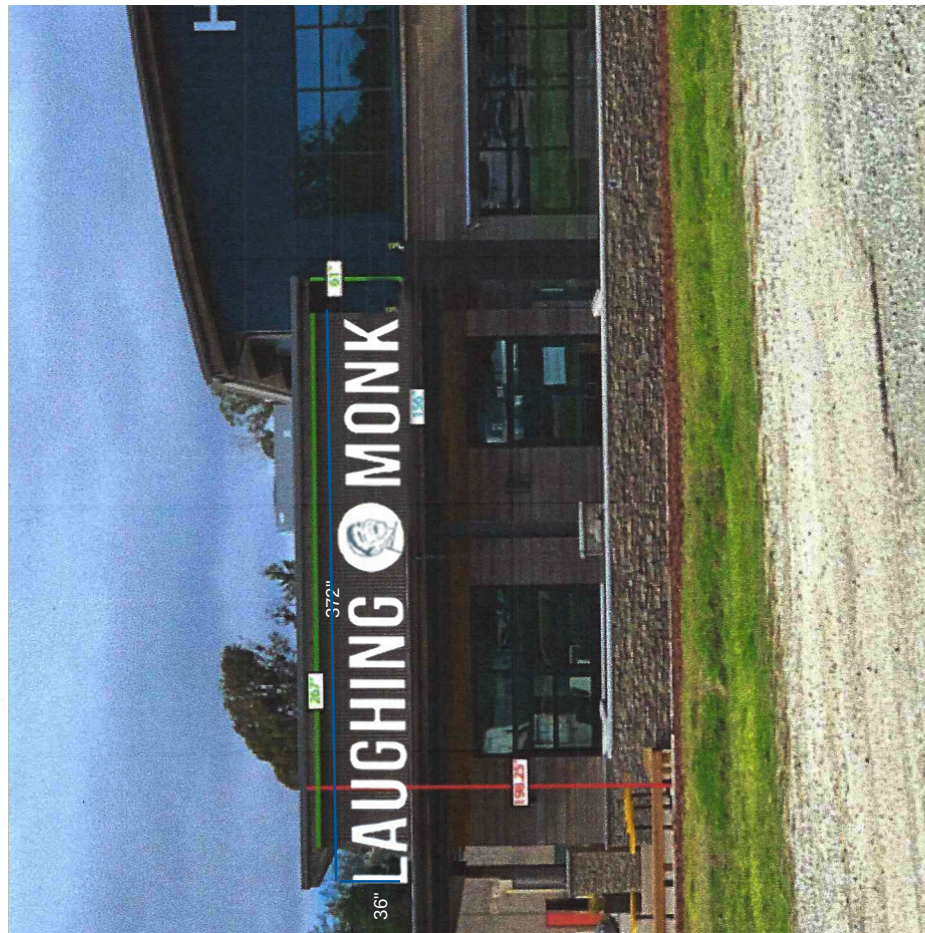
PROPOSED SIGNAGE

PERMITTING

36" 372" LAUGHING MONK
Logo 36" Diameter

LED channel letter sign mounted on roof, low profile raceway on bottom, letters mounted from bottom. White face to illuminated, black "crack" to remain opaque when sign is illuminated.

372 x 36
82 sft



Client:

FAULTLINE Brewing Company

Date:

Location

262, Mt Hermon Rd, CA #103

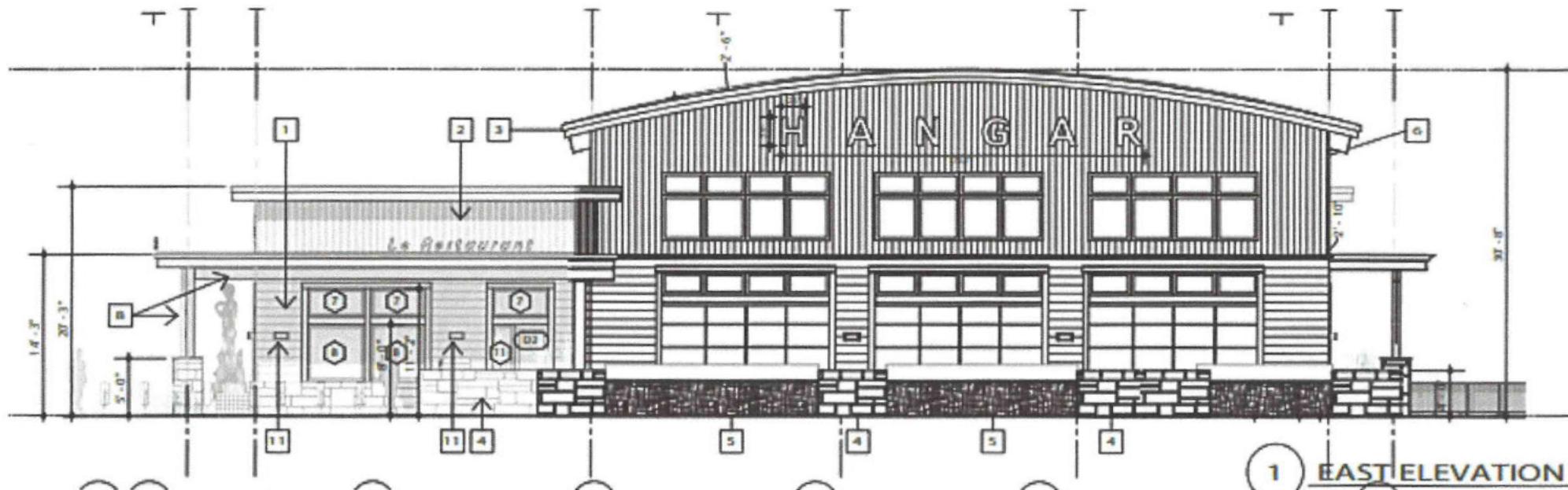
Version:

1

All work shall conform to the 2019 California Building Code. CBC 107.2.1

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Designer:



Client:

FAULTLINE Brewing Company

Date:

Location

262, Mt Hermon Rd, CA #103

Version:

1

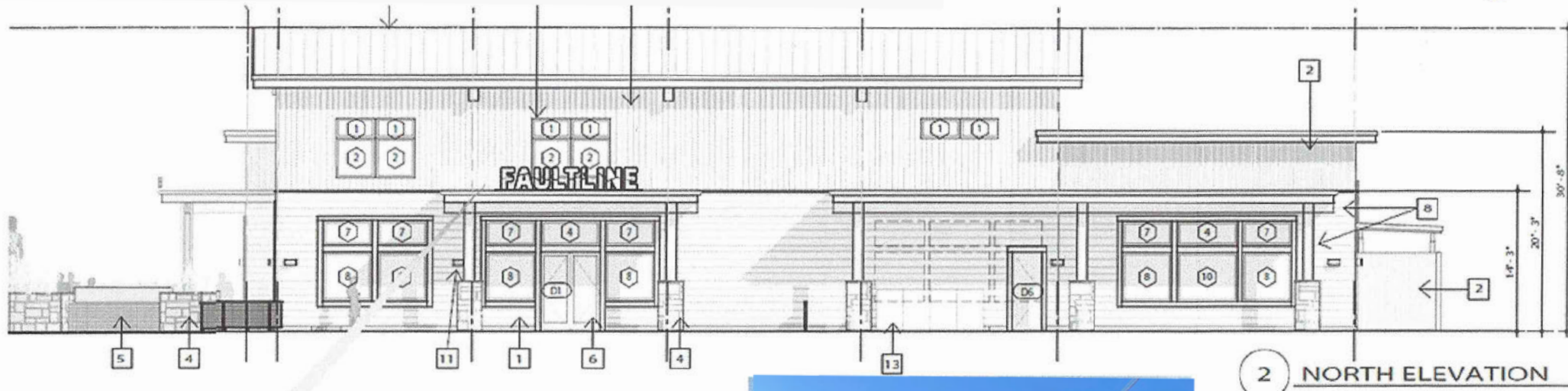
All work shall conform to the 2019 California Building Code. CBC 107.2.1

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Designer:

PROPOSED SIGNAGE

PERMITTING



LED channel letters mounted on raceway mounted on roof edge. Raceway to be painted color of roof. Letters mounted from bottom. White face to illuminate, black "crack" to remain opaque when sign is illuminated.

Sign Size
206" x 24"
34.34 sq. ft.



Client: FAULTLINE Brewing Company

Date:

Location: 262, Mt Hermon Rd, CA #103

Version: 1 All work shall conform to the 2019 California Building Code. CBC 107.2.1

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Designer:

PROPOSED SIGNAGE

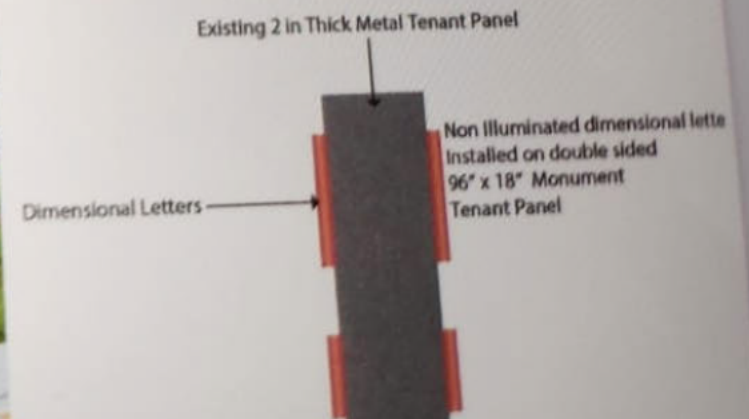
Logo 14.7" Diameter / Letters 12" Height

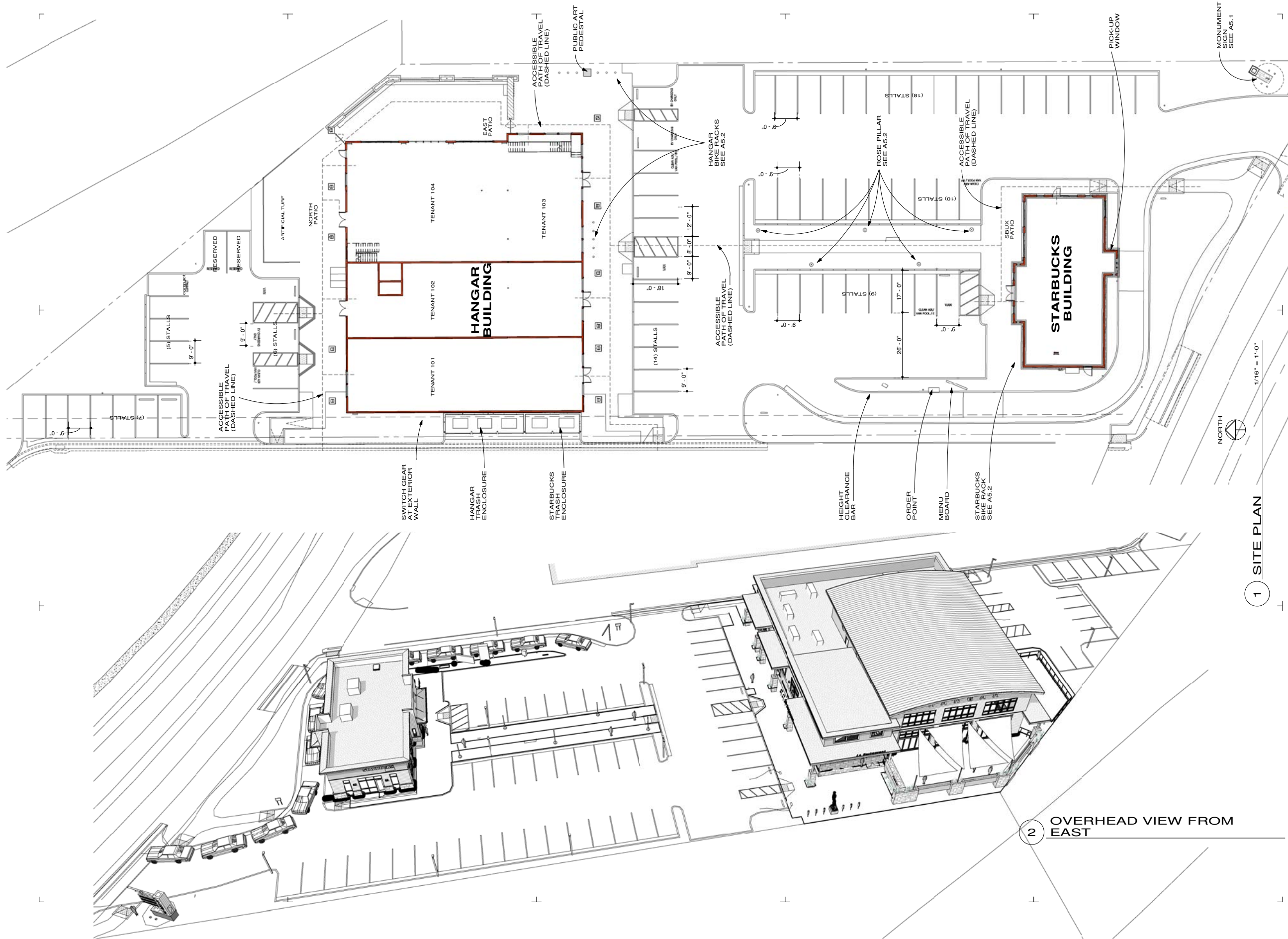
Tenant Panel is 96"x18"

Total Signage Proposed is 78.8" x 14.7" and 8.02 sq. ft.



Total Sign
78.8" x 14.7"
8.02 sq. ft.





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p.o. box 8145
Truckee, CA 96162
www.lotarchitecture.com



PROJECT:
**THE HANGAR
AT SKY PARK**

Schematic Design

260 Mt. Hermon Rd.
Scotts Valley, CA
95066
APN: 022-231-03

REVISIONS:		
NO.	DATE	REMARKS
1	1/15/18	corrections

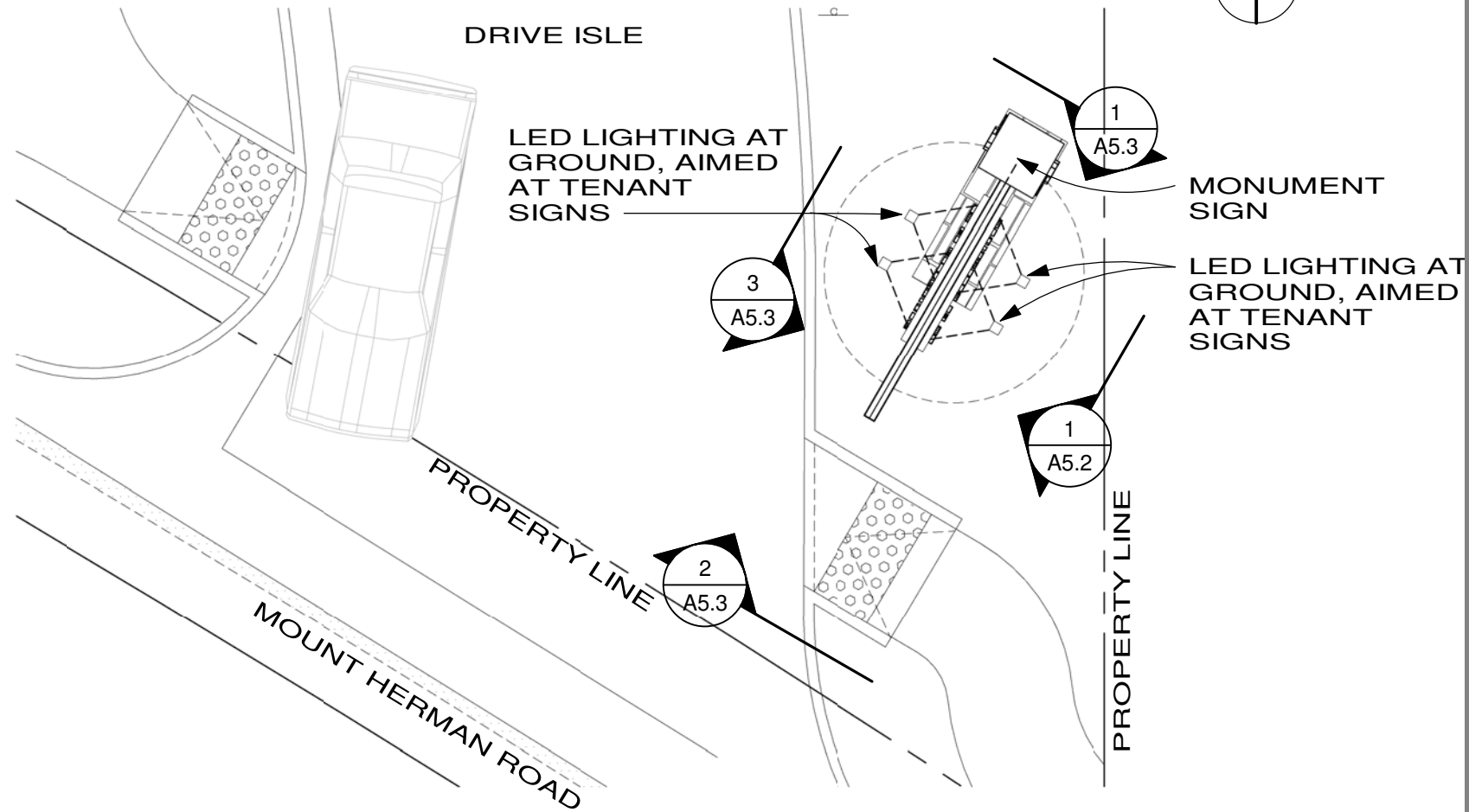
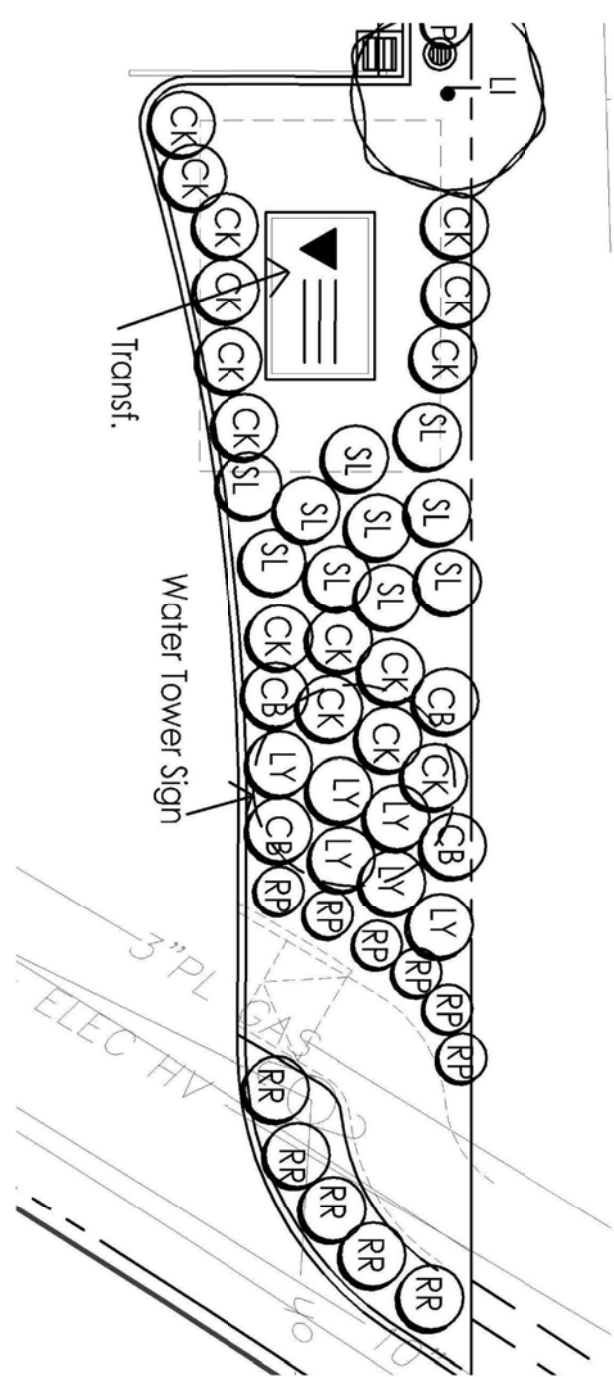
PROJECT NO:
1615
ISSUE DATE:
October 15, 2018

DRAWING
TITLE:

ARCHITECTURAL
SITE PLAN
1/16" = 1'-0"

DRAWING NO.:

A1.1



1

SIGN PLAN

1/8" = 1'-0"

Plant Legend

KEY	QTY	SIZE	BOTANICAL NAME	COMMON NAME
TREES	-	15	Lagerstroemia hybrid	Crape Myrtle
			(use the variety used in the medians on Scotts Valley Dr.)	
MEDIUM and LOW SHRUBS				
DB	-	5	Dietes bicolor	Butterfly Lily
PC	-	5	Pennisetum Cupreum	Bronze Fountain Grass
CB	-	15	Climbing rose - Don Juan red rose (Jackson Perkins)	
			train on supports of water tower sign	
PR	-	15	Prunus caroliniana or	Carolina Cherry
CR	-	5	Climbing rose trained on pillar - Don Juan red rose (Jackson Perkins)	
			Plant these at the top of the slope and not at the bottom of bio retention area.	
TJ	-	15	Trachelospermum jasminoides	Star Jasmine
			staked vine trained on pillar	

KEY	QTY	SIZE	BOTANICAL NAME	COMMON NAME
GROUND COVERS				
RP	-	1	Rosmarinus Irene	Prostrate Rosemary
SL	-	1	Salvia leucantha-variety with purple and white in flowers	Mexican Sage
CK	-	1	Calamagrostis Karl Foerster	Pacific Reed Grass
L	-	1	Lomandra Breeze	
AE	-	1	Arctostaphylos Emerald Carpet	Low Manzanita
CY	-	1	Carex yellow variety selected by Corbett Wright	
RR	-	5	Simplicity Red Rose by Jackson Perkins	
LY	-	1	Lantana Spreading Yellow	



BIO RETENTION AREAS				
BR	-	1	Biofiltration Sod from Delta Bluegrass Company (800) 637-8873	
			includes Molate Fescue, CA Barley, Purple Needle Grass and CA Brome	
			or a combination of the following plants listed below	
X	18" O.C.	1	Chondropetalum tectorum	Cape Rush
J	18" O.C.	1	Juncus patens Elk Blue	Gray Rush
C	18" O.C.	1	Carex divulsa	Berkeley Sedge

There are ____ total plants including trees. ____ plants (____%) (including trees) are rated low water use



ARCHITECTURE

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PROJECT :
*THE HANGAR
AT SKY PARK*

ISSUE DATE :
October 15, 2018

DRAWING
TITLE :

*MONUMENT
SIGN PLANS*
1/8" = 1'-0"

DRAWING NO :

MATERIALS

1. EXPOSED STEEL BEAM/COLUMN. (PAINTED BLACK)
2. 2 INCH THICK METAL PANELS (MEDIUM GRAY COLOR TO MATCH CORRUGATED METAL ON BUILDINGS)(BREAK METAL CONSTRUCTION)
3. VERTICAL METAL SIDING (SAME AS HANGAR BLDG)
4. STONE VENEER (ELDORADO STONE, EUROPEAN LEDGE, ZINC COLOR) (SAME AS BUILDINGS)
5. BLACK METAL LETTERS
6. INTERNALLY LIT METAL BOX LETTERS
7. ACCESS PANEL (BLIND DOOR)
8. LED LIGHTING



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PROJECT :

*THE HANGAR
AT SKY PARK*

ISSUE DATE :
October 15, 2018

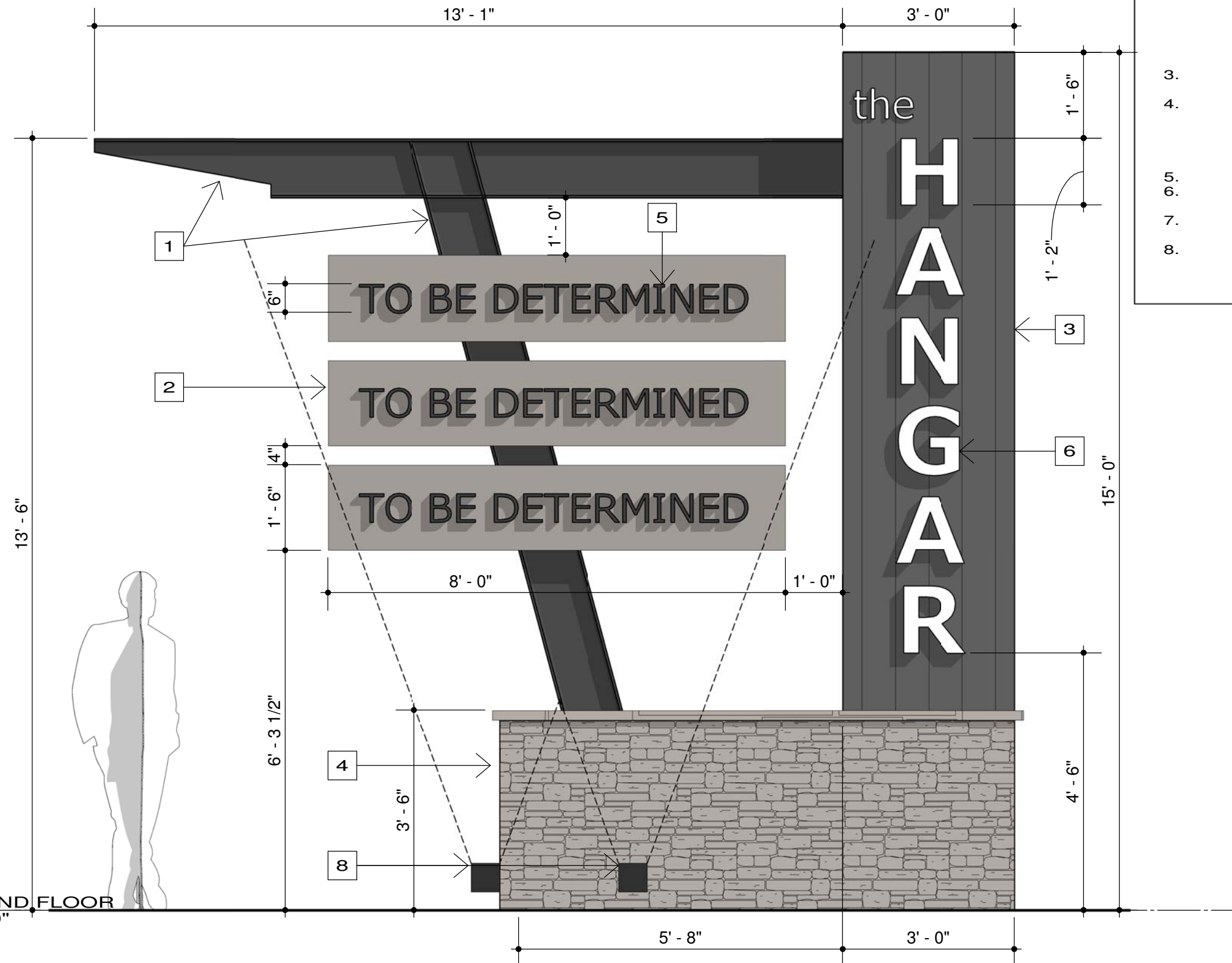
DRAWING
TITLE :

*MONUMENT
SIGN
ELEVATIONS
As indicated*

DRAWING NO :

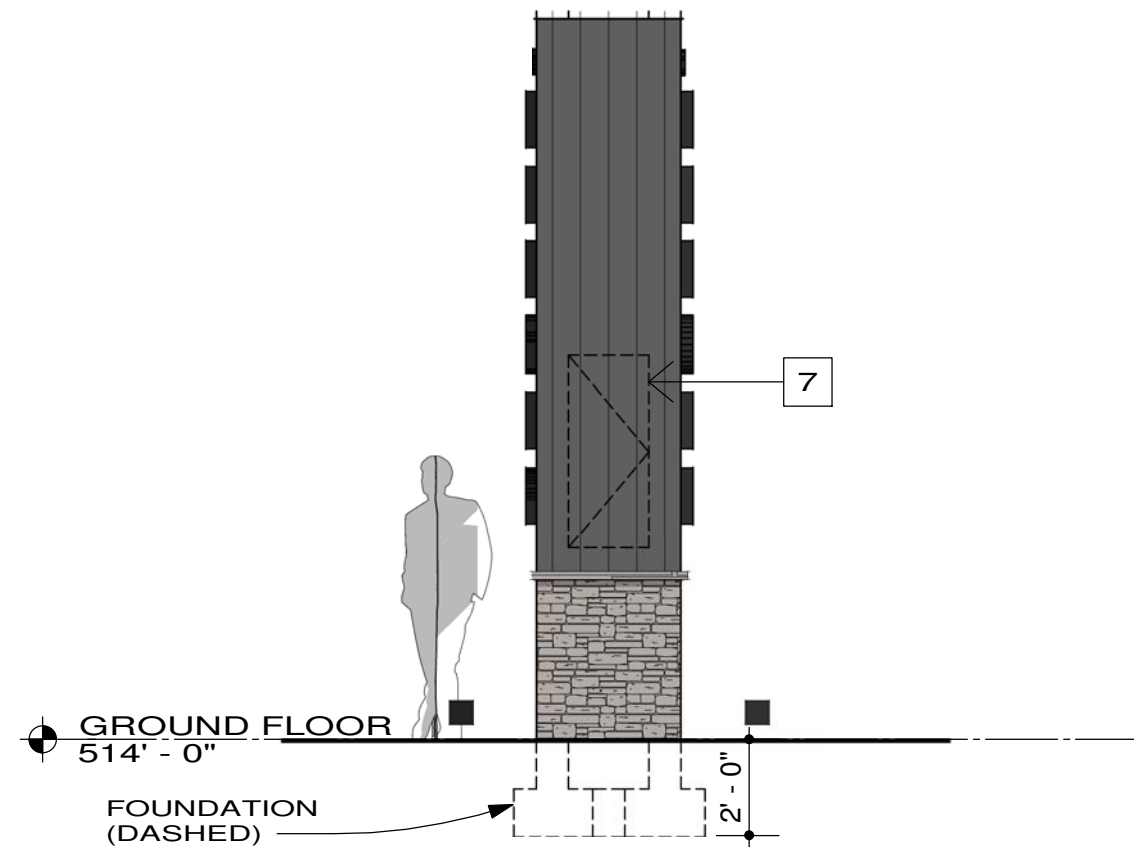
A5.2

Page 454 of 541

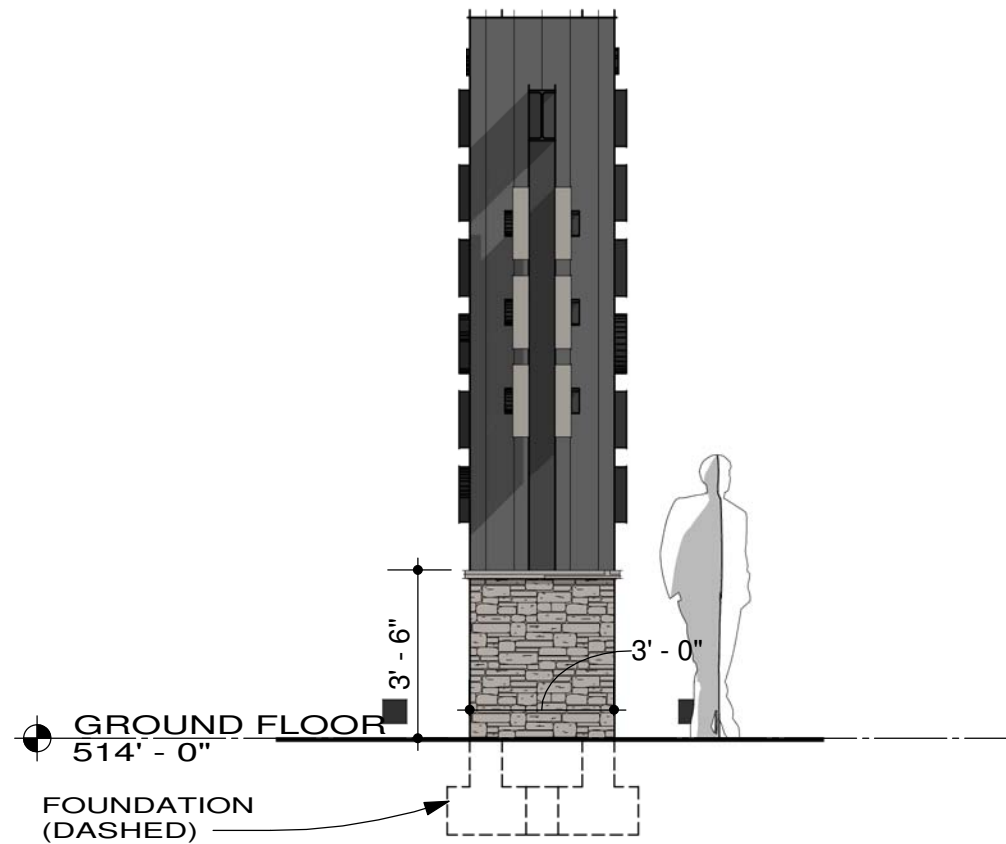


1 SIGN EAST ELEVATION

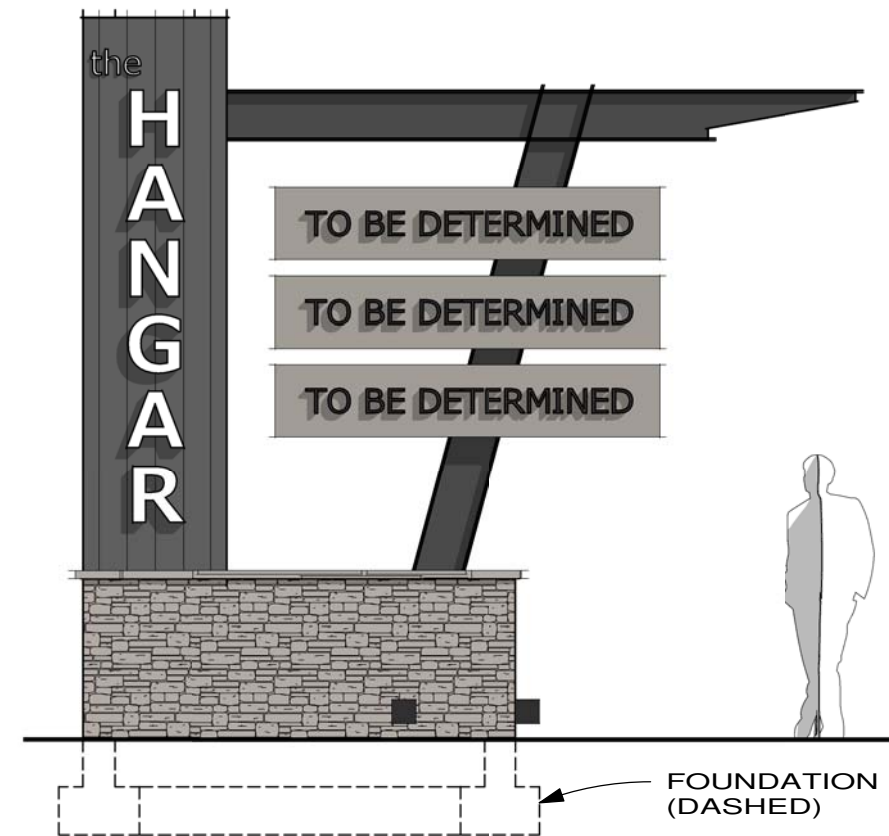
1/2" = 1'-0"



1 SIGN NORTH ELEVATION 1/4" = 1'-0"



2 SIGN SOUTH ELEVATION 1/4" = 1'-0"



3 SIGN WEST ELEVATION 1/4" = 1'-0"

MATERIALS

1. EXPOSED STEEL BEAM/COLUMN. (PAINTED BLACK)
2. 2 INCH THICK METAL PANELS (MEDIUM GRAY COLOR TO MATCH CORRUGATED METAL ON BUILDINGS)(BREAK METAL CONSTRUCTION)
3. VERTICAL METAL SIDING (SAME AS HANGAR BLDG)
4. STONE VENEER (ELDORADO STONE, EUROPEAN LEDGE, ZINC COLOR) (SAME AS BUILDINGS)
5. BLACK METAL LETTERS
6. INTERNALLY LIT METAL BOX LETTERS
7. ACCESS PANEL (BLIND DOOR)
8. LED LIGHTING



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PROJECT :

*THE HANGAR
AT SKY PARK*

ISSUE DATE :
October 15, 2018

DRAWING
TITLE :

*MONUMENT
SIGN
ELEVATIONS
1/4" = 1'-0"*

DRAWING NO :

A5.3



MATERIALS

- 1. EXPOSED STEEL BEAM/COLUMN. (PAINTED BLACK)
- 2. 2 INCH THICK METAL PANELS (MEDIUM GRAY COLOR TO MATCH CORRUGATED METAL ON BUILDINGS)(BREAK METAL CONSTRUCTION)
- 3. VERTICAL METAL SIDING (SAME AS HANGAR BLDG)
- 4. STONE VENEER (ELDORADO STONE, EUROPEAN LEDGE, ZINC COLOR) (SAME AS BUILDINGS)
- 5. BLACK METAL LETTERS
- 6. INTERNALLY LIT METAL BOX LETTERS
- 7. ACCESS PANEL (BLIND DOOR)
- 8. LED LIGHTING



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PROJECT :

THE HANGAR
AT SKY PARK

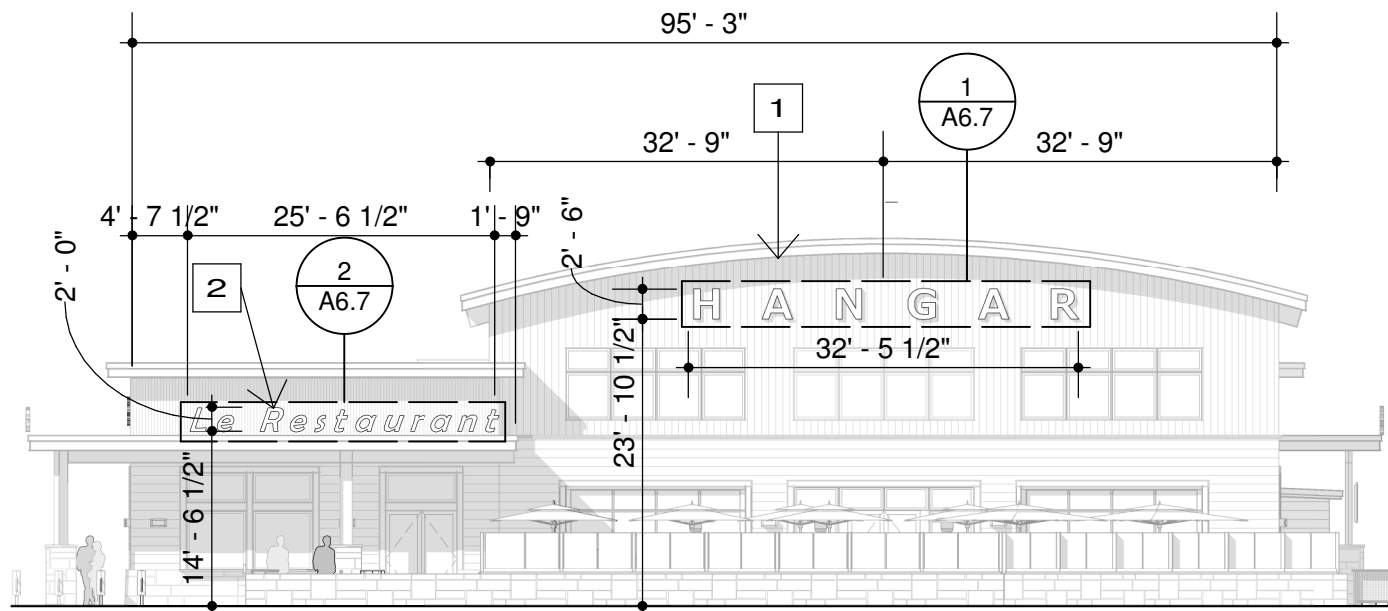
ISSUE DATE :
October 15, 2018

DRAWING
TITLE :

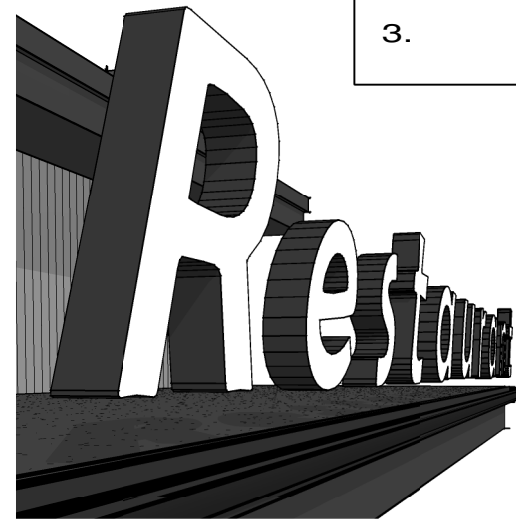
MONUMENT
SIGN 3D
1/4" = 1'-0"

DRAWING NO :

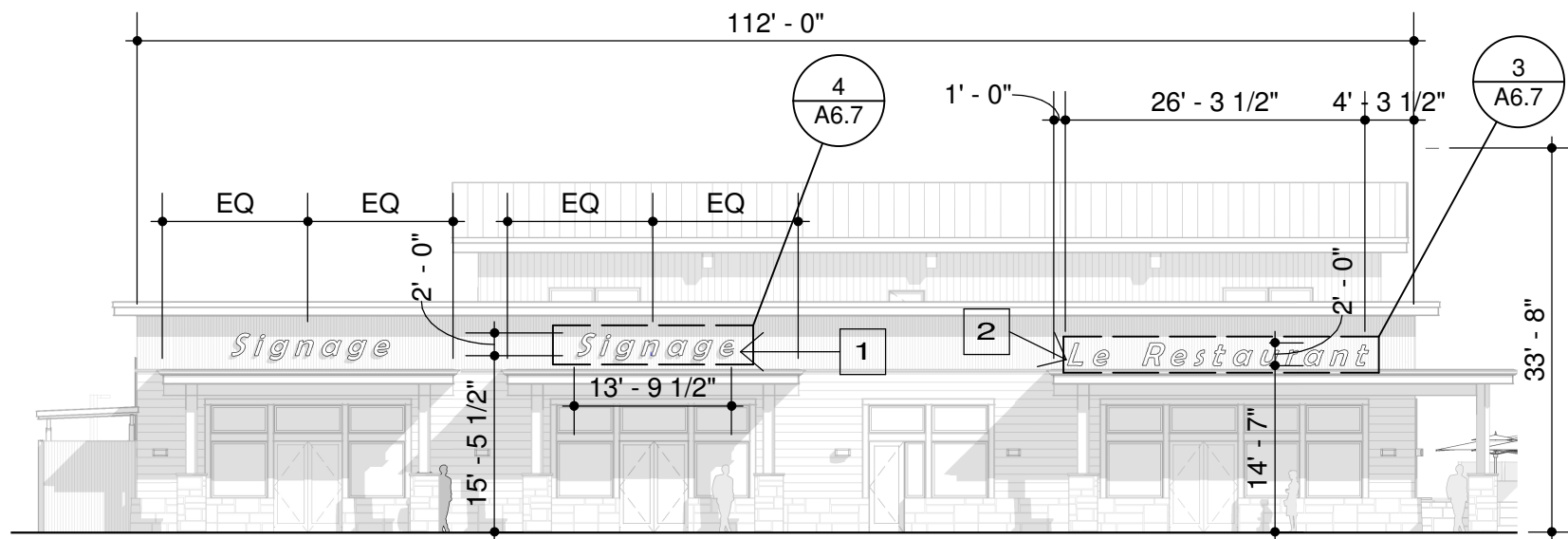
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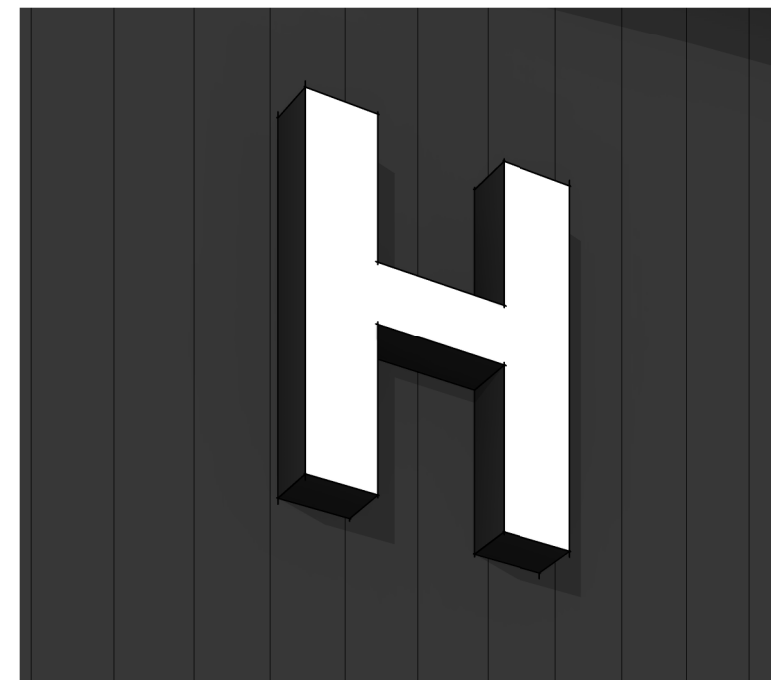
1 SIGNAGE EAST ELEVATION
1/16" = 1'-0"



3 EDGE OF ROOF BOX LETTERS (see sheet notes)



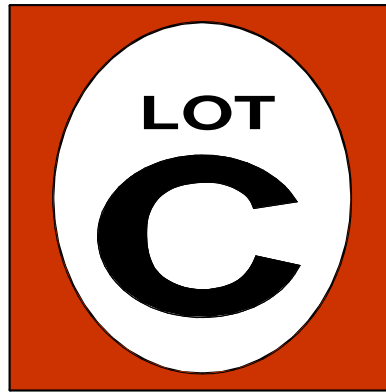
2 SIGNAGE SOUTH ELEVATION
1/16" = 1'-0"



4 TYPICAL BOX LETTER SIGNAGE (see sheet notes)

SHEET NOTES

1. BOX LETTER SIGNAGE (4 INCH THICK). BLACK BREAK METAL BOX WITH TRANSLUCENT FACE. INTERNAL LIGHTING W/ LUMIFICIENT WHITE LED'S.
2. BOX LETTER SIGNAGE ABOVE ROOF EDGE (SAME CONSTRUCTION)
3. TENANT LOGO



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PROJECT :

*THE HANGAR
AT SKY PARK*

ISSUE DATE :

January 31, 2022

DRAWING
TITLE :

*SIGNAGE
As indicated*

DRAWING NO :

A6.6

SHEET NOTES

- 1. BOX LETTER SIGNAGE (4 INCH THICK). BLACK BREAK METAL BOX WITH TRANSLUCENT FACE. INTERNAL LIGHTING W/ LUMIFICIENT WHITE LED'S.
- 2. BOX LETTER SIGNAGE ABOVE ROOF EDGE (SAME CONSTRUCTION)
- 3. TENANT LOGO



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PROJECT :

*THE HANGAR
AT SKY PARK*

ISSUE DATE :

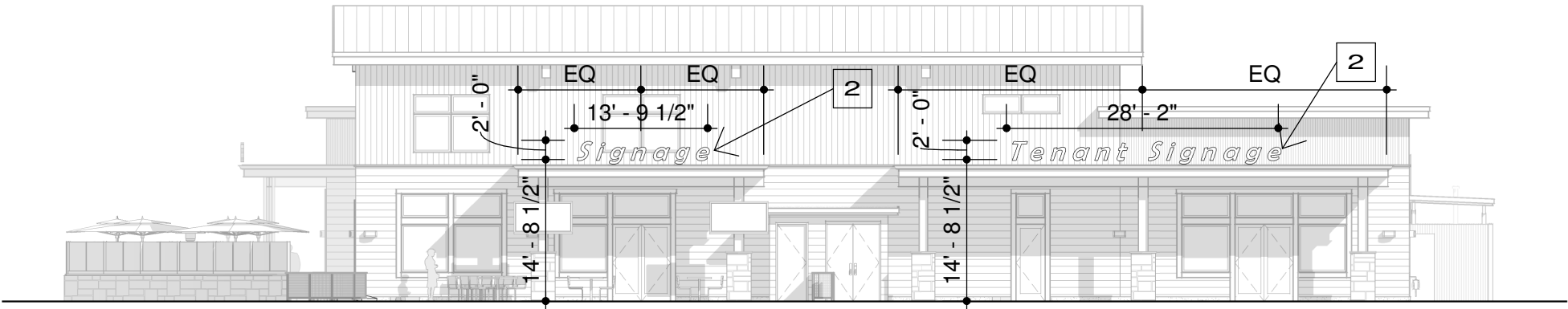
January 31, 2022

DRAWING
TITLE :

*SIGNAGE
As indicated*

DRAWING NO :

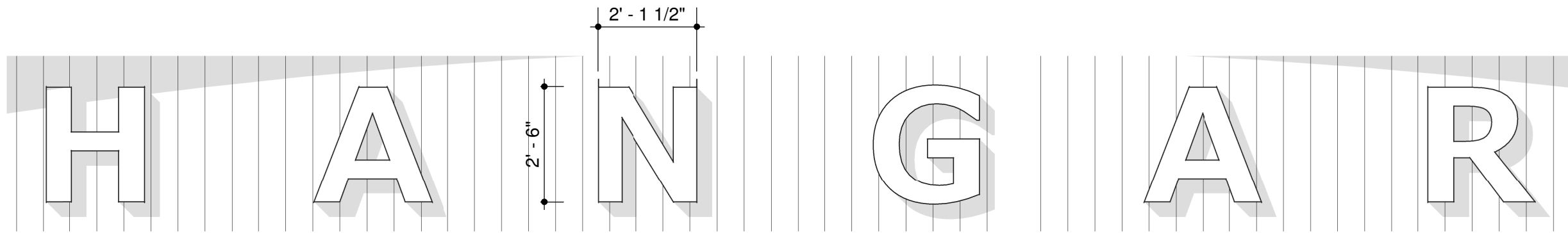
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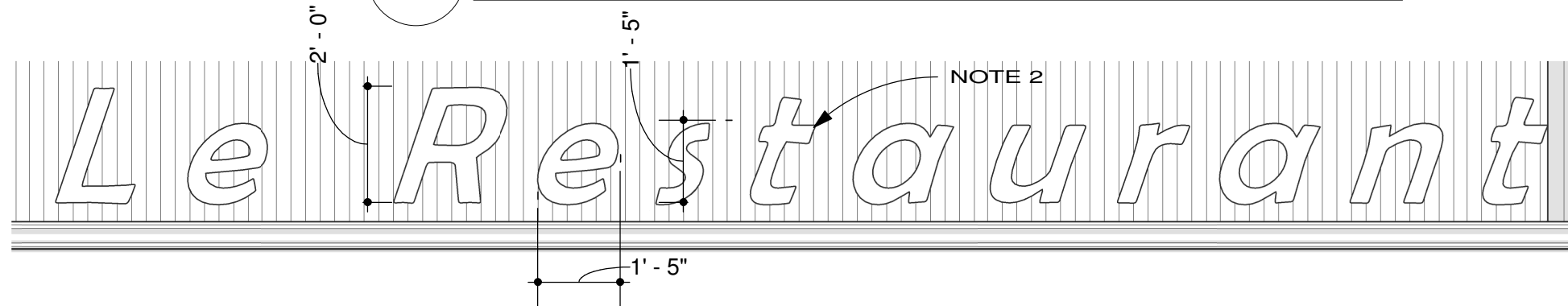
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**SIGNAGE NORTH
ELEVATION**

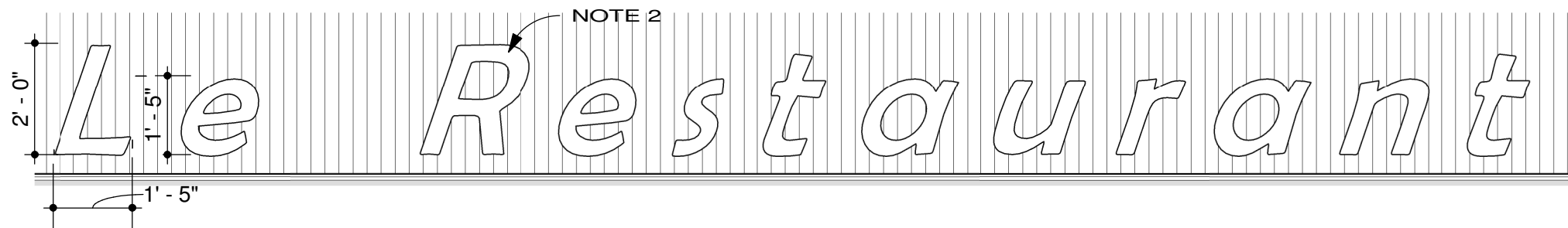
1/16" = 1'-0"



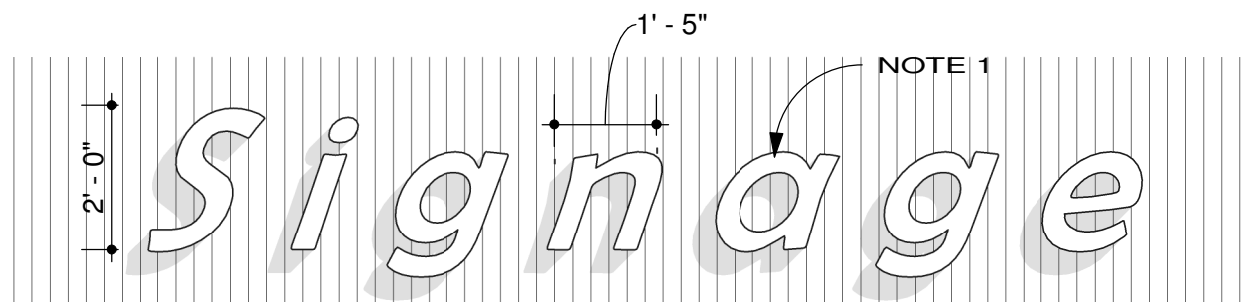
1 SIGNAGE EAST
ELEVATION - Callout 1 3/8" = 1'-0"



2 SIGNAGE EAST
ELEVATION - Callout 2 3/8" = 1'-0"

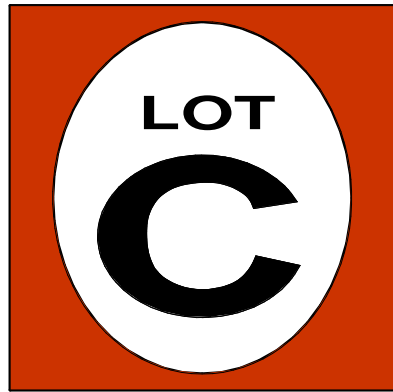


3 SIGNAGE SOUTH
ELEVATION - Callout 1 3/8" = 1'-0"



4 SIGNAGE SOUTH
ELEVATION - Callout 2 3/8" = 1'-0"

SHEET NOTES	
1.	BOX LETTER SIGNAGE (4 INCH THICK). BLACK BREAK METAL BOX WITH TRANSLUCENT FACE. INTERNAL LIGHTING W/ LUMIFICIENT WHITE LED'S.
2.	BOX LETTER SIGNAGE ABOVE ROOF EDGE (SAME CONSTRUCTION)
3.	TENANT LOGO



ARCHITECTURE

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truckee, ca 96162
www.lotcarchitecture.com

PROJECT :

*THE HANGAR
AT SKY PARK*

ISSUE DATE :

January 31, 2022

DRAWING
TITLE :

*ENLARGED
SIGNAGE
As indicated*

DRAWING NO :

A6.7



STARBUCKS COFFEE

MT. HERMON & KINGS VILLAGE - SCOTTS VALLEY, CA. 95066



1 VICINITY MAP
SCALE: NTS



superior
electrical advertising

1700 West Anaheim Street
Long Beach, California
90813-1195
Phone: 562.495.3808
Facsimile: 562.435.1867

www.superiorsigns.com

Project:

**Starbucks Coffee
Mt. Hermon & Kings Village**

Address:

**260 Mount Hermon Road
Scotts Valley, CA 95066**

Account Manager:

JIM STERK

Scale:

AS NOTED

T.A.:

3.00

Design No.:

18-10-5131-02

Reg. No.:

Revision History:

R0 10/22/18 BK New Drawing

R1 11/1/18 BK revise per redlines

R2 11/12/18 MH (.5) arrow info to back



ELECTRIC SIGN

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

• CONSTRUCTION APPROVALS •

Acct. Mgr:

Date:

Design:

Date:

Mfg/QC:

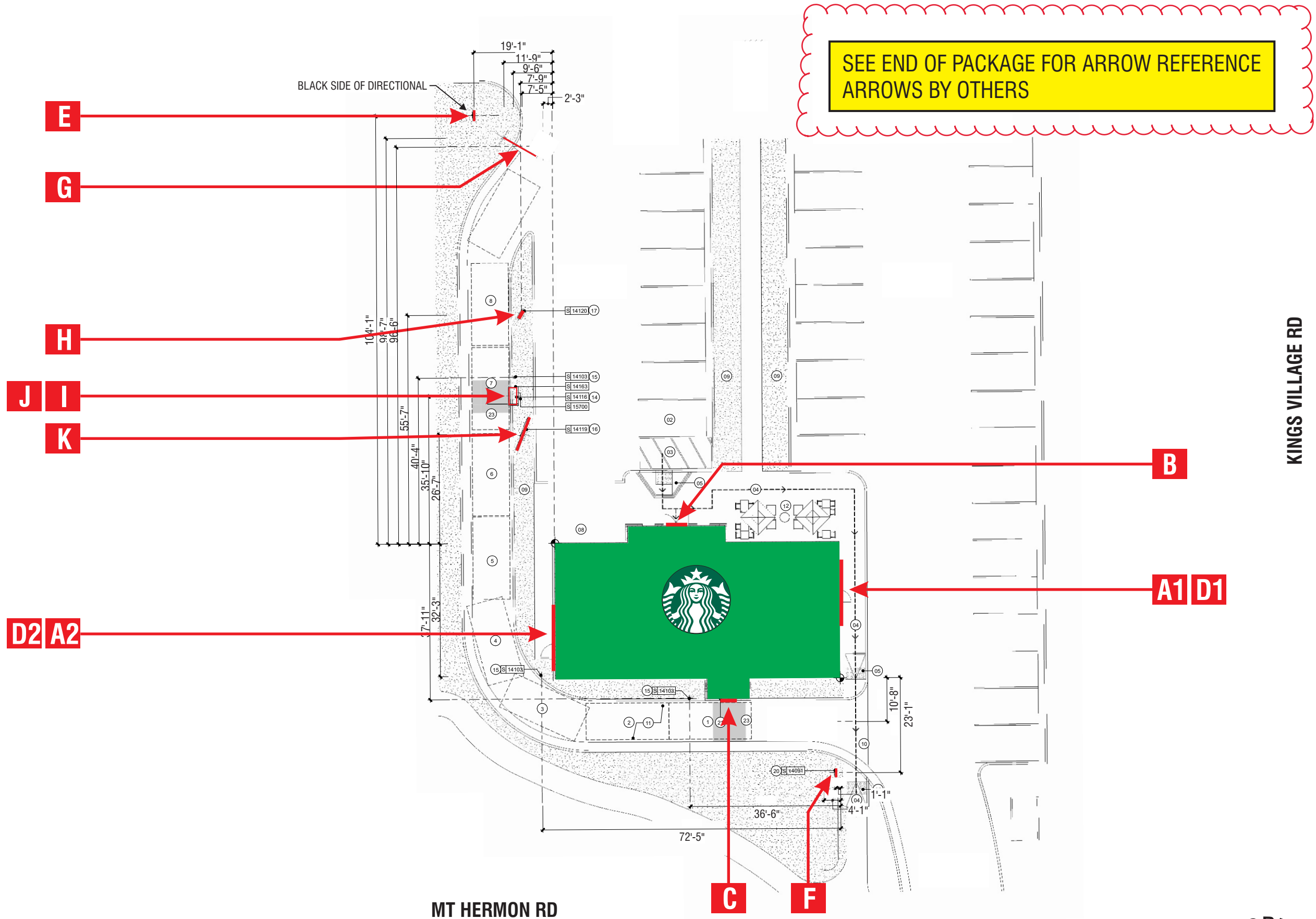
Date:

Page: 1 of 13

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Note: The colors depicted here are a graphic representation. Actual colors may vary. See color specifications.



1 SITE PLAN
SCALE: NTS



superior
electrical advertising

1700 West Anaheim Street
Long Beach, California
90813-1195
Phone: 562.495.3808
Facsimile: 562.435.1867
www.superiorsigns.com

Project:
**Starbucks Coffee
Mt. Hermon & Kings Village**

Address:
**260 Mount Hermon Road
Scotts Valley, CA 95066**

Account Manager:
JIM STERK

Scale: T.A.:
AS NOTED 3.00

Design No.:
18-10-5131-02

Reg. No.:

Revision History:
R0 10/22/18 BK New Drawing
R1 11/1/18 BK revise per redlines
R2 11/12/18 MH (.5) arrow info to back



ELECTRIC SIGN

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

• CONSTRUCTION APPROVALS •
Acct. Mgr: Date:

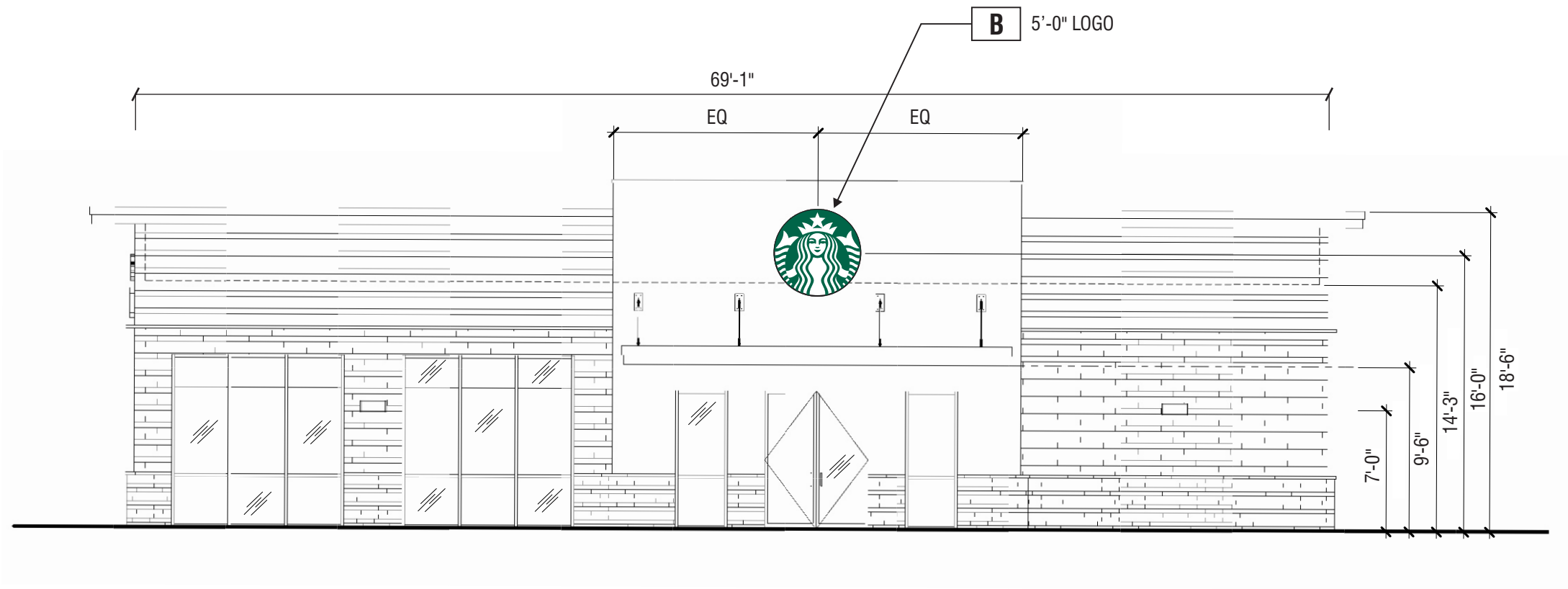
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Mfg/QC: Date:

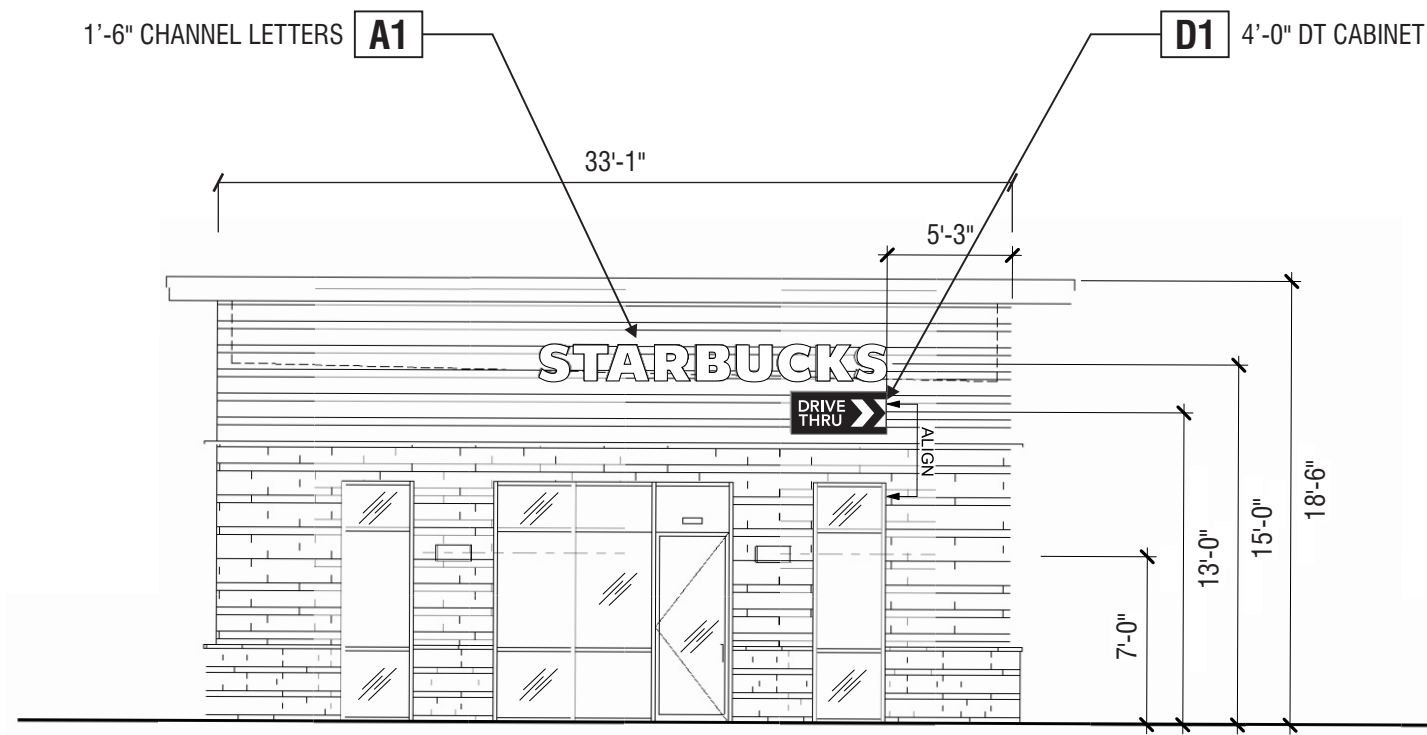
Page: 2 of 13

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1 NORTH ELEVATION
APPROXIMATE SCALE: 1/8" = 1'-0"



2 EAST ELEVATION
APPROXIMATE SCALE: 1/8" = 1'-0"



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Mt. Hermon & Kings Village

Address:
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Scotts Valley, CA 95066

Account Manager:
JIM STERK

Scale: T.A.:
AS NOTED 3.00

Design No.:
18-10-5131-02

Reg. No.:

Revision History:
R0 10/22/18 BK New Drawing
R1 11/1/18 BK revise per redlines
R2 11/12/18 MH (.5) arrow info to back



ELECTRIC SIGN

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

• CONSTRUCTION APPROVALS •
Acct. Mgr: Date:

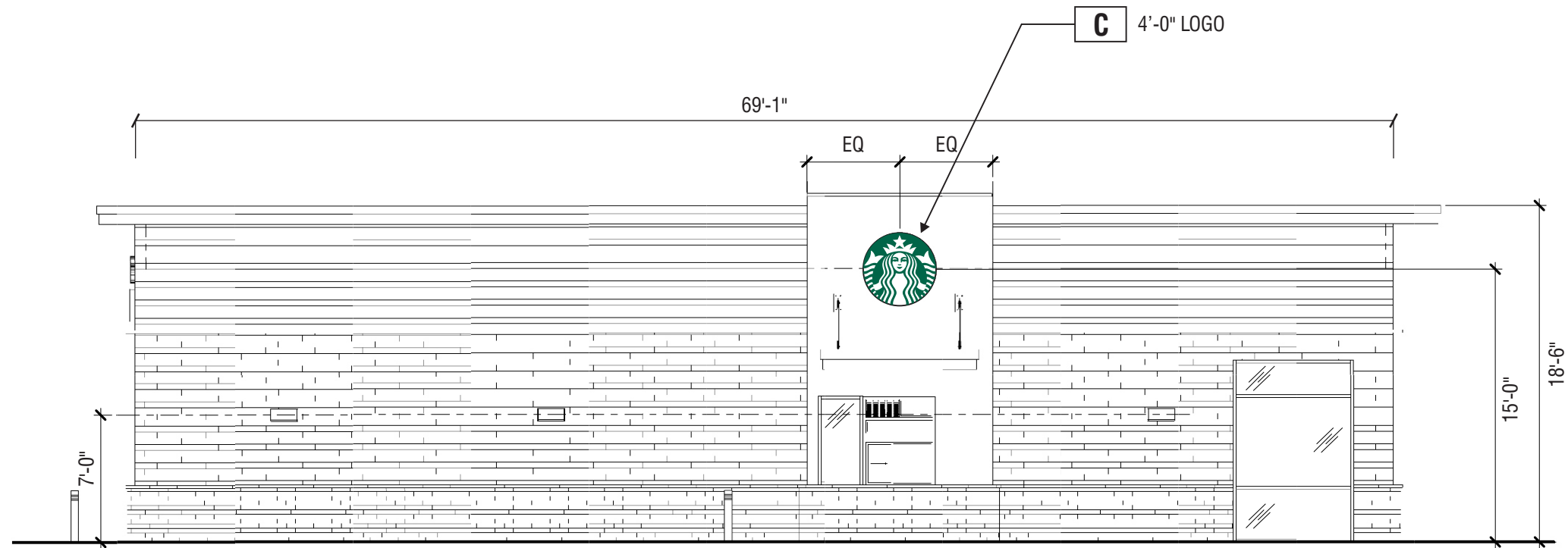
Design: Date:

Mfg/QC: Date:

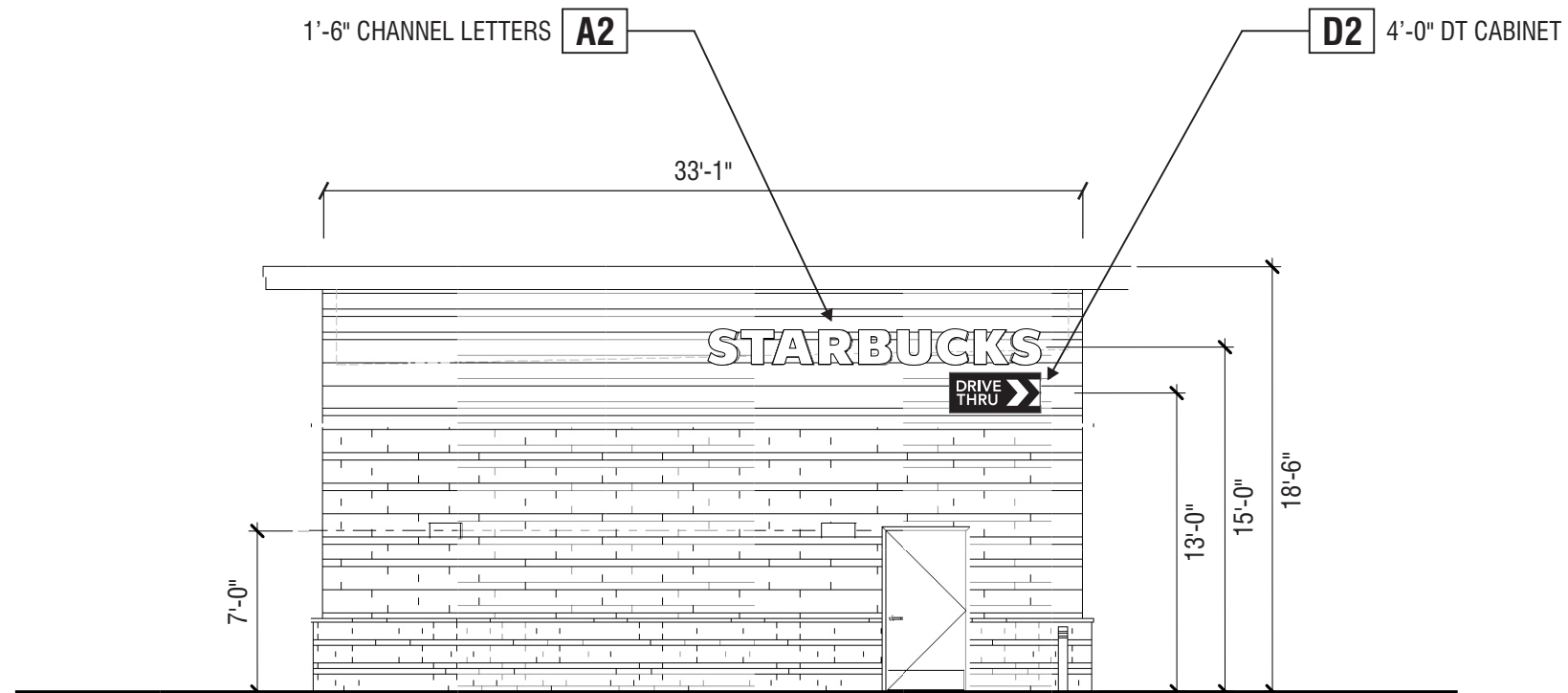
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3 SOUTH ELEVATION
APPROXIMATE SCALE: 1/8" = 1'-0"



4 WEST ELEVATION
APPROXIMATE SCALE: 1/8" = 1'-0"



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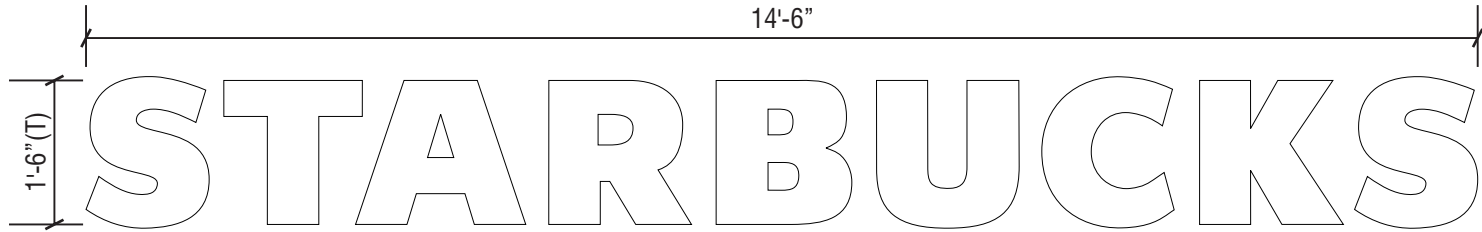
Design: Date:

Mfg/QC: Date:

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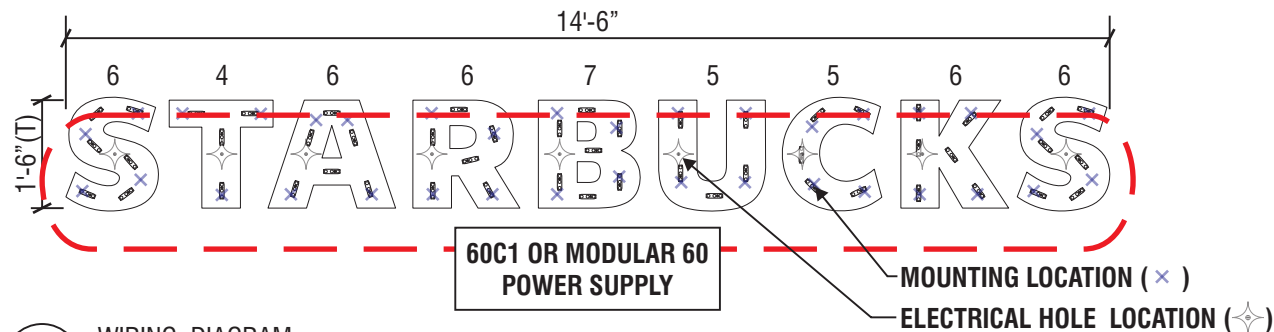


A1	SIGN ELEVATION / INTERNALLY ILLUMINATED WHITE FACE LIT SINGLE LINE CHANNEL LETTERS	36.2 SQ. FT.
A2	QUANTITY: TWO (2) REQUIRED	SCALE: 1/2" = 1'-0"

SPECIFICATIONS:

LETTERS: INTERNALLY ILLUMINATED CHANNEL LETTERS
FACE: #7328 WHITE ACRYLIC PLASTIC
OUTLINE REVERSED OUT TO SHOW THRU WHITE PLEX
TRIMCAP: 1" BLACK TRIMCAPS
RETURNS: 3" DEEP GLOSS BLACK RETURNS
ILLUMINATION: PRISM ENLIGHTEN WHITE 6500K LEDS WITH 60WATT POWER SUPPLIES

NOTES: FIELD VERIFY ALL MEASUREMENTS
AND CONDITIONS PRIOR TO ANY FABRICATION



1 WIRING DIAGRAM
SCALE: 3/8" = 1'-0"

120 V SIGN VOLTAGE
ELECTRICAL SPECIFICATIONS:

EIGHTY FOUR (51 MODULES - 34'-0") PRISM ENLIGHTEN WHITE 6500K MODULES
LAID OUT AT 1.5 MODULES PER FOOT, 6" ON CENTER (UL#215393)
TWO (2) 60 WATT POWER SUPPLIES (UL#215393)
ONE (1) 100'-0" ROLL OF JACKETED CABLE

60WATT POWER SUPPLY POWER SUPPLY 12VDC
WATTS PER MODULE: 0.75
LED MODULE POWER USAGE: 38.25 WATTS

TOTAL CIRCUIT LOAD: 1.2 AMPS @ 120 VOLTS
(1) CUSTOMER PROVIDED 20 AMP, 120V DEDICATED CIRCUIT

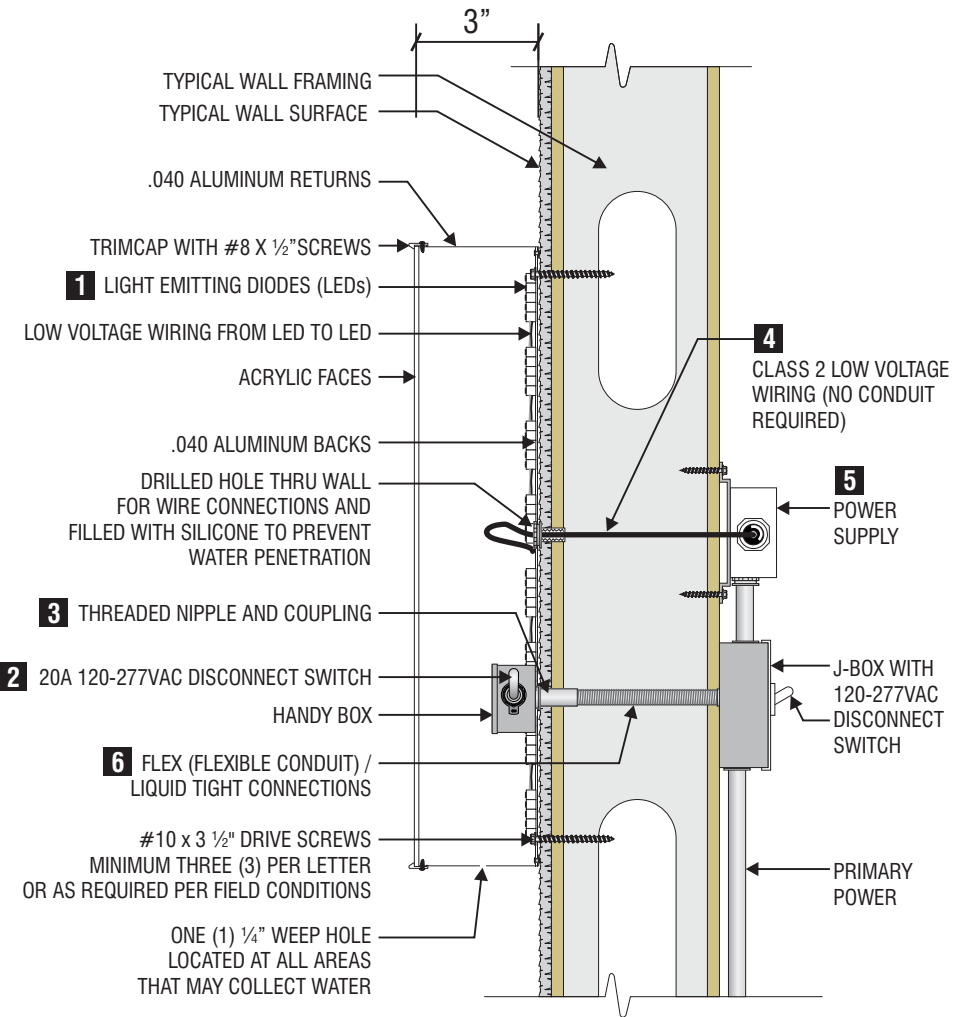
Note to All Contractors

120 Sign Voltage

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign. All wall penetrations to be sealed with UL Listed silicone sealant.

PLEASE REFER TO THE NUMBERED ITEMS BELOW
FOR INCORPORATED INSTALL INSTRUCTIONS.
LISTED INSTRUCTIONS TO BE FOUND WITH ACTUAL SIGNAGE
(NUMBERED ITEMS CORRESPOND TO SECTION DETAIL)

ITEM #	DESCRIPTION
1	LIGHT EMITTING DIODES (LEDs)
2	DISCONNECT SWITCH
3	THREADED NIPPLE AND COUPLING (FLEX CONNECTOR)
4	CLASS 2 LOW VOLTAGE WIRING (NO CONDUIT REQUIRED)
5	POWER SUPPLY
6	FLEX (FLEXIBLE CONDUIT) / LIQUID TIGHT CONNECTIONS



3 TYPICAL SECTION DETAIL
SCALE: NTS



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Reg. No.:

Revision History:
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R1 11/1/18 BK revise per redlines
R2 11/12/18 MH (.5) arrow info to back



ELECTRIC SIGN

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CONSTRUCTION APPROVALS
Acct. Mgr: Date:

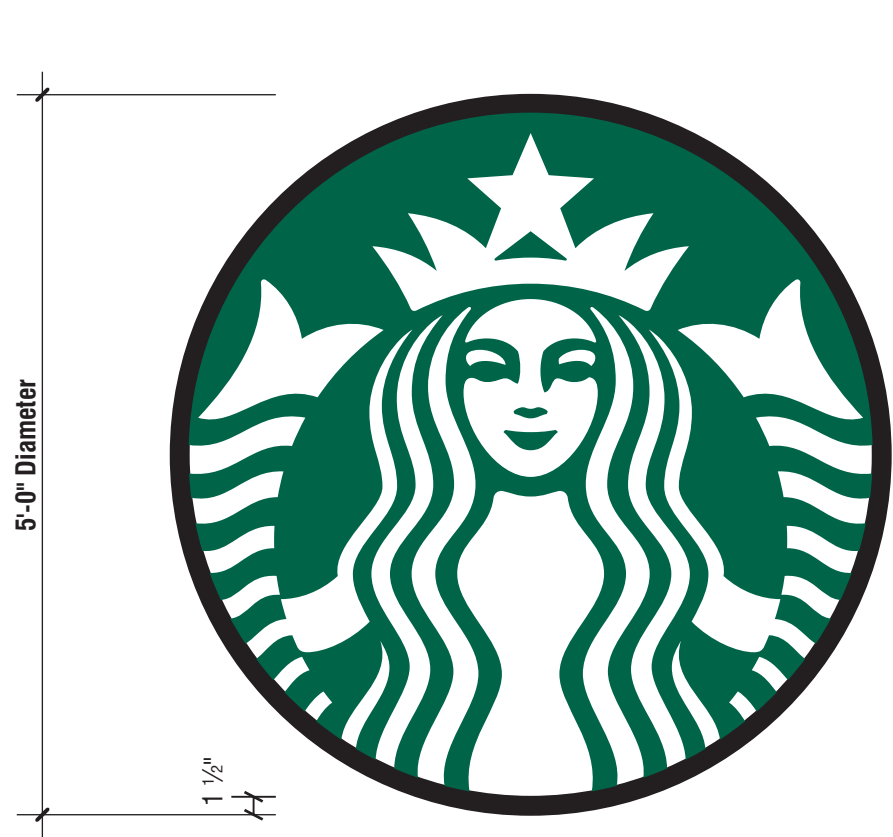
Design: Date:

Mfg/QC: Date:

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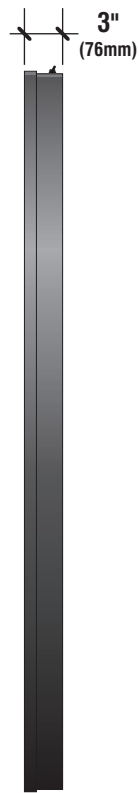


B SELF-CONTAINED SINGLE FACE ILLUMINATED WALL MOUNT LOGO DISK
QUANTITY: ONE (1) REQUIRED
SCALE: 3/4" = 1'-0"

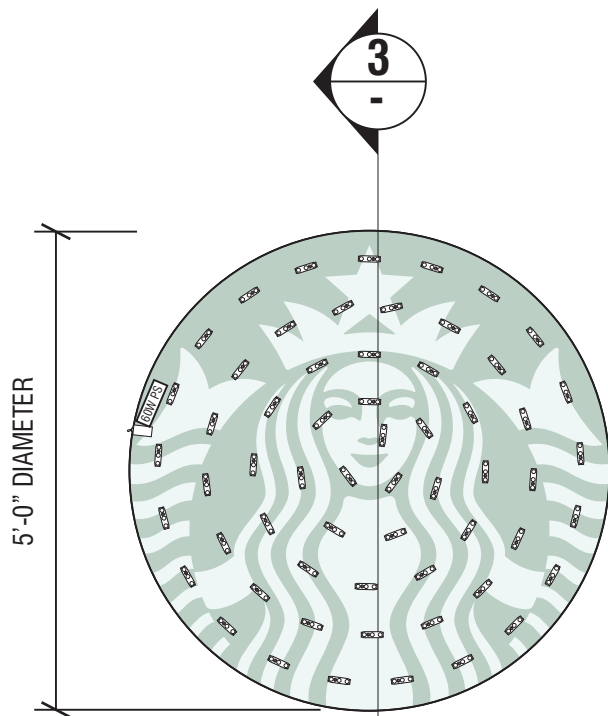
- SPECIFICATIONS:
- LOGO: INTERNALLY ILLUMINATED WALL MOUNT LOGO DISK
RETURNS: 3" (76MM) DEEP, FABRICATED ALUMINUM RETURNS AND BACK.
RETAINERS: 1-1/2" ALUMINUM PAINTED BLACK
FACES: 3/16" (5MM) #7328 WHITE WITH 3M #3630-76 HOLLY GREEN VINYL OVERLAY.
SIREN TO SHOW THRU WHITE.
ILLUMINATION: PRISM ENLIGHTEN WHITE 6500K LEDS WITH 60WATT POWER SUPPLIES
- NOTES: FIELD VERIFY ALL MEASUREMENTS AND CONDITIONS PRIOR TO ANY FABRICATION.

Note to All Contractors

120 Sign Voltage
This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign. All wall penetrations to be sealed with UL Listed silicone sealant.



1 SIDE VIEW
SCALE: 3/4" = 1'-0"



2 WIRING DIAGRAM
SCALE: 1/2" = 1'-0"

COLOR SPECIFICATIONS	
	#7328 WHITE ACRYLIC
	3M # 3630-76 HOLLY GREEN VINYL
	PRE-PAINTED BLACK RETURN (GLOSSY) BLACK TRIMCAP

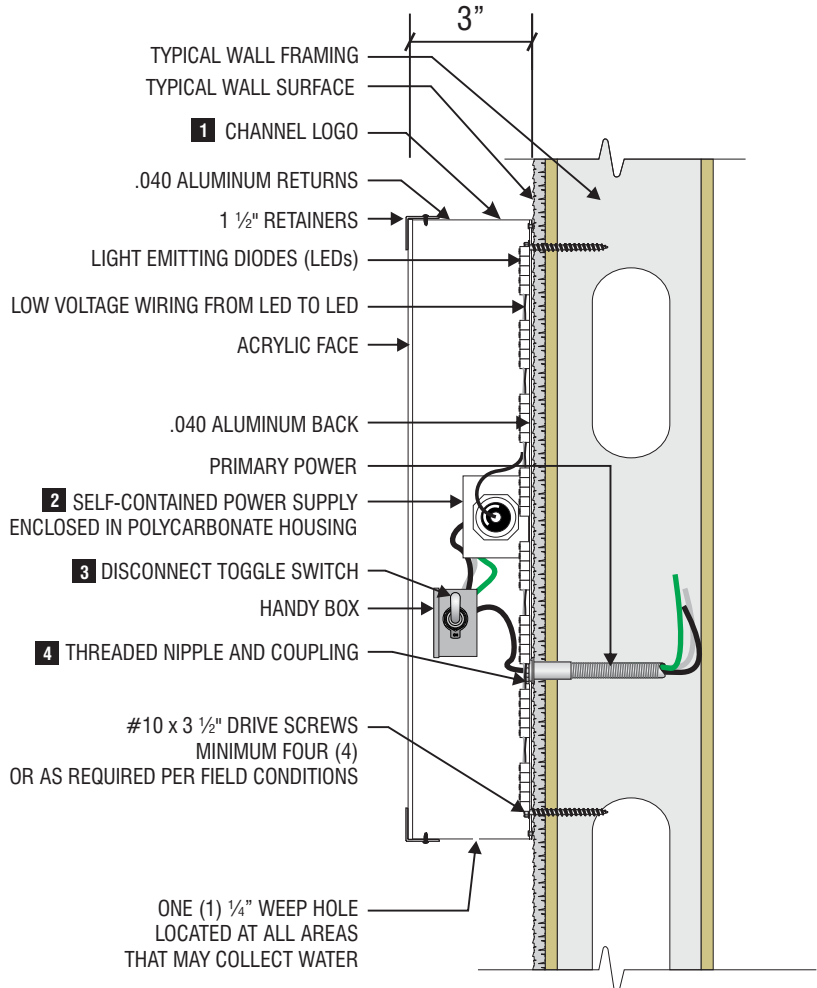
PLEASE REFER TO THE NUMBERED ITEMS BELOW FOR INCORPORATED INSTALL INSTRUCTIONS. LISTED INSTRUCTIONS TO BE FOUND WITH ACTUAL SIGNAGE (NUMBERED ITEMS CORRESPOND TO SECTION DETAIL)	
ITEM NUMBER	DESCRIPTION
1	CHANNEL LOGO
2	SELF CONTAINED POWER SUPPLY
3	DISCONNECT SWITCH
4	THREADED NIPPLE AND COUPLING (FLEX CONNECTOR)

120 V SIGN VOLTAGE
ELECTRICAL SPECIFICATIONS:

SIXTY (60 MODULES - 40'-0") PRISM ENLIGHTEN WHITE 6500K LED MODULES (UL#215393)
ONE (1) 60 WATT POWER SUPPLY (UL#215393)
ONE (1) 100'-0" ROLL OF JACKETED CABLE

60WATT POWER SUPPLY POWER SUPPLY 12VDC
WATTS PER MODULE: 0.75
PRIMARY SYSTEM POWER: 56.25 WATTS
LED MODULE POWER USAGE: 45.0 WATTS

TOTAL CIRCUIT LOAD: 0.6 AMPS @ 120 VOLTS
(1) CUSTOMER PROVIDED 20 AMP, 120V DEDICATED CIRCUIT AMP, 120VAC DEDICATED CIRCUIT



3 TYPICAL SECTION DETAIL
SCALE: NTS



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Account Manager:
JIM STERK

Scale: T.A.:
AS NOTED 3.00

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Reg. No.:

Revision History:
R0 10/22/18 BK New Drawing
R1 11/1/18 BK revise per redlines
R2 11/12/18 MH (.5) arrow info to back



ELECTRIC SIGN

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• CONSTRUCTION APPROVALS •
Acct. Mgr: Date:

Design: Date:

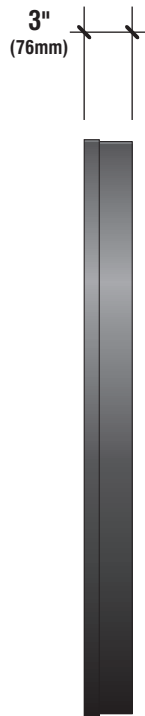
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COLOR SPECIFICATIONS	
	#7328 WHITE ACRYLIC
	3M # 3630-76 HOLLY GREEN VINYL
	PRE-PAINTED BLACK RETURN (GLOSSY) BLACK TRIMCAP

PLEASE REFER TO THE NUMBERED ITEMS BELOW FOR INCORPORATED INSTALL INSTRUCTIONS. LISTED INSTRUCTIONS TO BE FOUND WITH ACTUAL SIGNAGE (NUMBERED ITEMS CORRESPOND TO SECTION DETAIL)	
ITEM NUMBER	DESCRIPTION
1	CHANNEL LOGO
2	SELF CONTAINED POWER SUPPLY
3	DISCONNECT SWITCH
4	THREADED NIPPLE AND COUPLING (FLEX CONNECTOR)

120 V SIGN VOLTAGE
ELECTRICAL SPECIFICATIONS:

THIRTY-NINE (39 MODULES - 26'-0") PRISM ENLIGHTEN WHITE 6500K LED MODULES (UL#215393)
ONE (1) 60 WATT POWER SUPPLY (UL#215393)
ONE (1) 100'-0" ROLL OF JACKETED CABLE

60WATT POWER SUPPLY POWER SUPPLY 12VDC
WATTS PER MODULE: 0.75
PRIMARY SYSTEM POWER: 36.56 WATTS
LED MODULE POWER USAGE: 29.25 WATTS

TOTAL CIRCUIT LOAD: 0.6 AMPS @ 120 VOLTS
(1) CUSTOMER PROVIDED 20 AMP, 120V DEDICATED CIRCUITO AMP,
120VAC DEDICATED CIRCUIT

C

SIGN ELEVATION /SELF-CONTAINED SINGLE FACE ILLUMINATED WALL MOUNT LOGO DISK

sq. ft.

QUANTITY: ONE (1) SIGN REQUIRED

SCALE: 3/4"=1'-0"

1

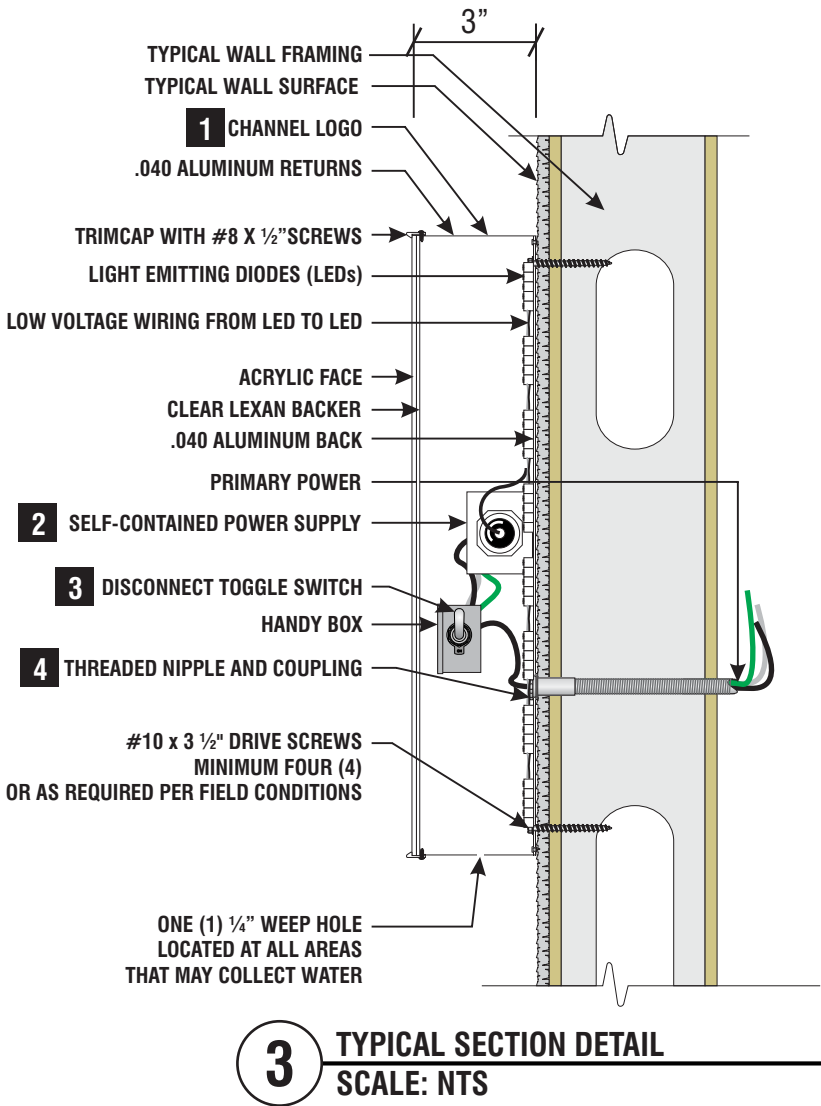
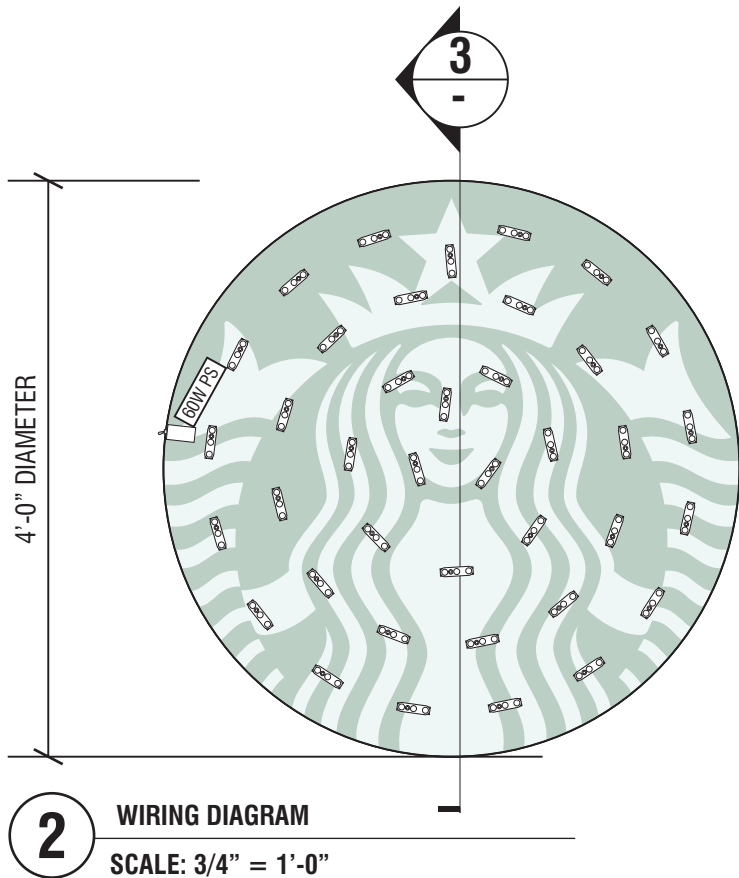
SIDE VIEW

SCALE: 3/4" = 1'-0"

SPECIFICATIONS:

- LOGO:
- FACE:
- TRIMCAP:
- RETURNS:
- ILLUMINATION:
- INTERNALLY ILLUMINATED WALL MOUNT LOGO DISK
- #7328 WHITE ACRYLIC PLASTIC WITH 3M #3630-76 HOLLY GREEN VINYL OVERLAY
ALL WHITE TO BE REVERSED OUT TO SHOW THRU WHITE ACRYLIC PLASTIC
W/1/8" CLEAR LEXAN BACKER
- 1" BLACK TRIMCAPS
- 3" DEEP BLACK RETURNS
- PRISM ENLIGHTEN WHITE 6500K LEDS WITH 60WATT POWER SUPPLIES

NOTES:



Note to All Contractors

120 Sign Voltage

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R1 11/1/18 BK revise per redlines
R2 11/12/18 MH (.5) arrow info to back

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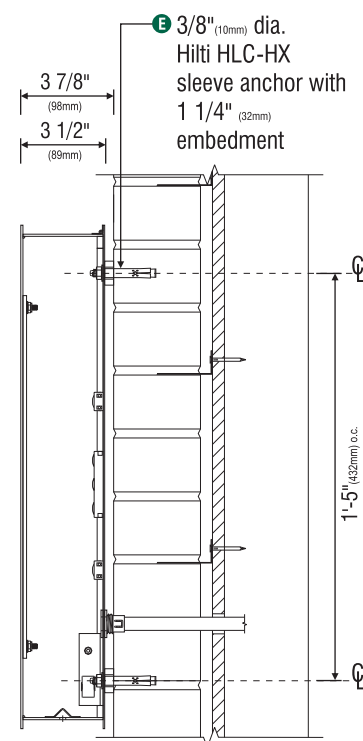
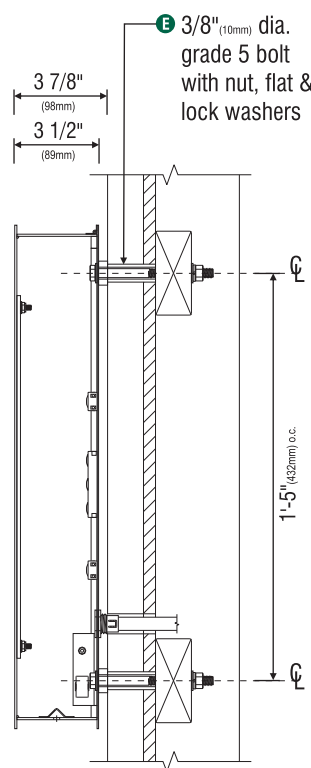
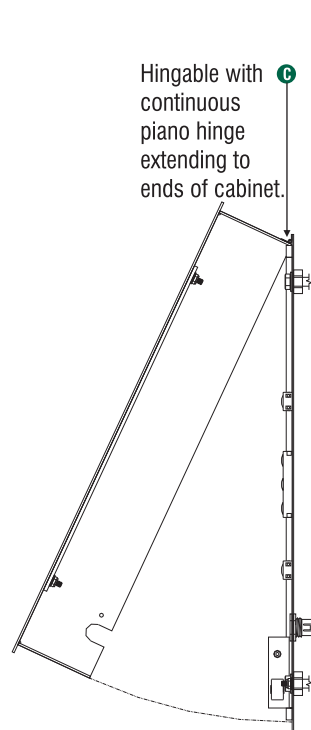
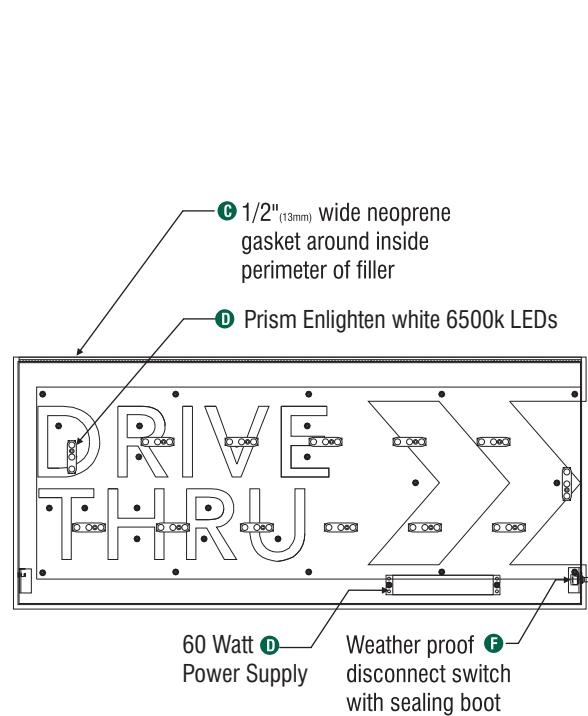
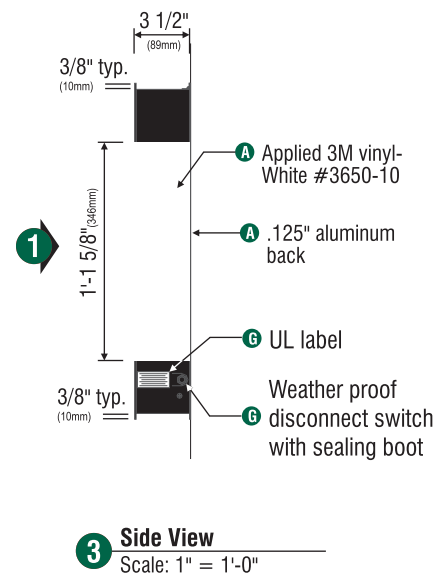
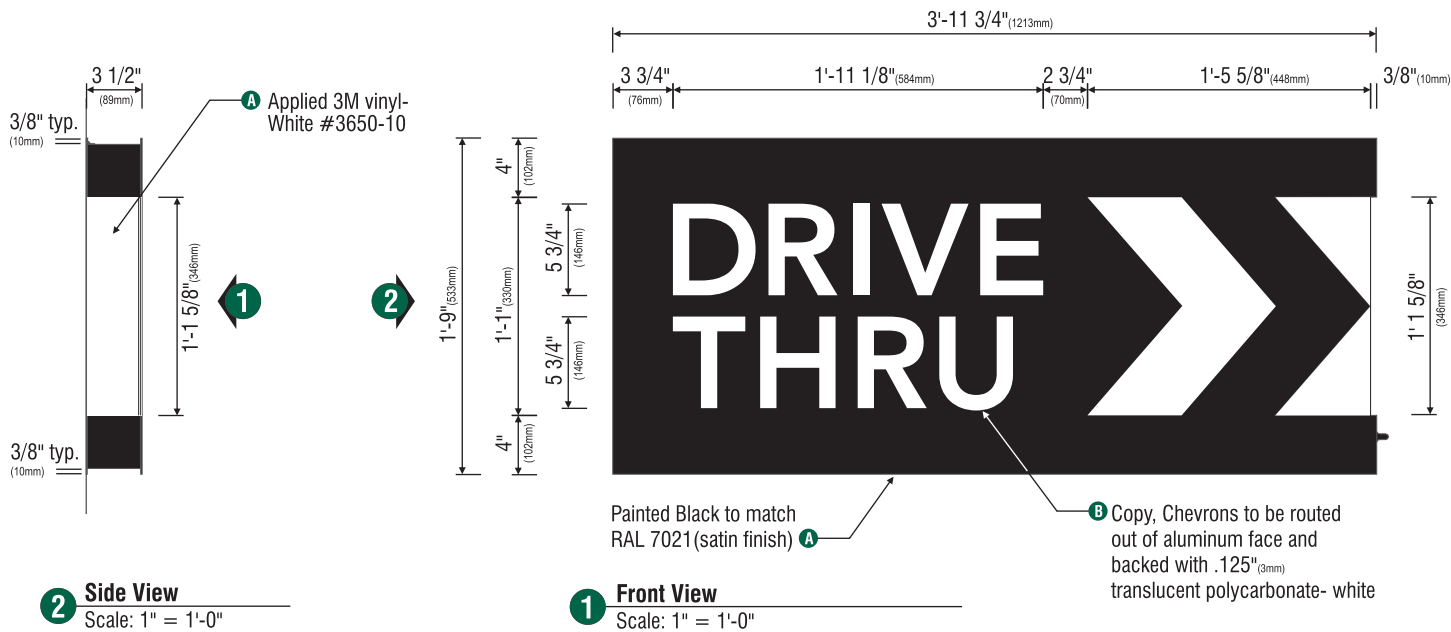
Design: Date:

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D1 D2 - Design ID #14099

(Qty: 2) Single faced illuminated drive thru wall mounted cabinet signs.

Fabricate and install:

- A** Cabinet to be fabricated from .090" (2mm) aluminum, painted Black to match RAL 7021M(satin finish), with Applied 3M vinyl- White #3650-10 end caps.
- B** Arrow Graphics and "DRIVE THRU" copy to be routed out of aluminum face and backed with 125" (3mm) translucent polycarbonate- White. Note: all polycarbonate elements to be attached to back of aluminum faces with welded studs.
- C** Cabinet to be welded aluminum construction with no visible fasteners. Fasteners retaining the hinged face will be located on the bottom such that they are not visible. All fasteners used in assembly of internal components shall be coated to prevent corrosion. Internal structure shall be constructed as per approved shop drawings.
- D** Graphic elements are internally illuminated using Sloan Prism Enlighten 6500k white LED modules or Starbucks approved equal. LEDs to be mounted to sign back with self contained power supply. All electrical components are removable for service.
- E** Attach flush to wall. Anchor fasteners as required for existing wall structure. Support structure be constructed as per approved shop drawings and shall be integral to the sign cabinet.
- F** Sign must meet all regulations in the National Electric Sign Code as well as any local or state codes. As per NEC 600.6 sign is equipit with a service disconnect switch. Sign must be listed as an Electrical Sign per Underwriters Laboratories UL48 and/or CSA and bear the appropriate UL, CUL, or CSA relevant certification marks. Primary power by electrical contractor per NEC.

120 V SIGN VOLTAGE ELECTRICAL SPECIFICATIONS:

THIRTEEN (13 MODULES - 9'-0") PRISM ENLIGHTEN WHITE
6500K LED MODULES (UL#215393)
ONE (1) 60 WATT POWER SUPPLY (UL#215393)
ONE (1) 100'-0" ROLL OF JACKETED CABLE

60WATT POWER SUPPLY POWER SUPPLY 12VDC
WATTS PER MODULE: 0.75
PRIMARY SYSTEM POWER: 12.19 WATTS
LED MODULE POWER USAGE: 9.75 WATTS

TOTAL CIRCUIT LOAD: 0.6 AMPS @ 120 VOLTS
(1) CUSTOMER PROVIDED 20 AMP, 120V DEDICATED CIRCUIT 0 AMP,
120VAC DEDICATED CIRCUIT



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CERTIFIED
ELECTRIC SIGN

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CONSTRUCTION APPROVALS

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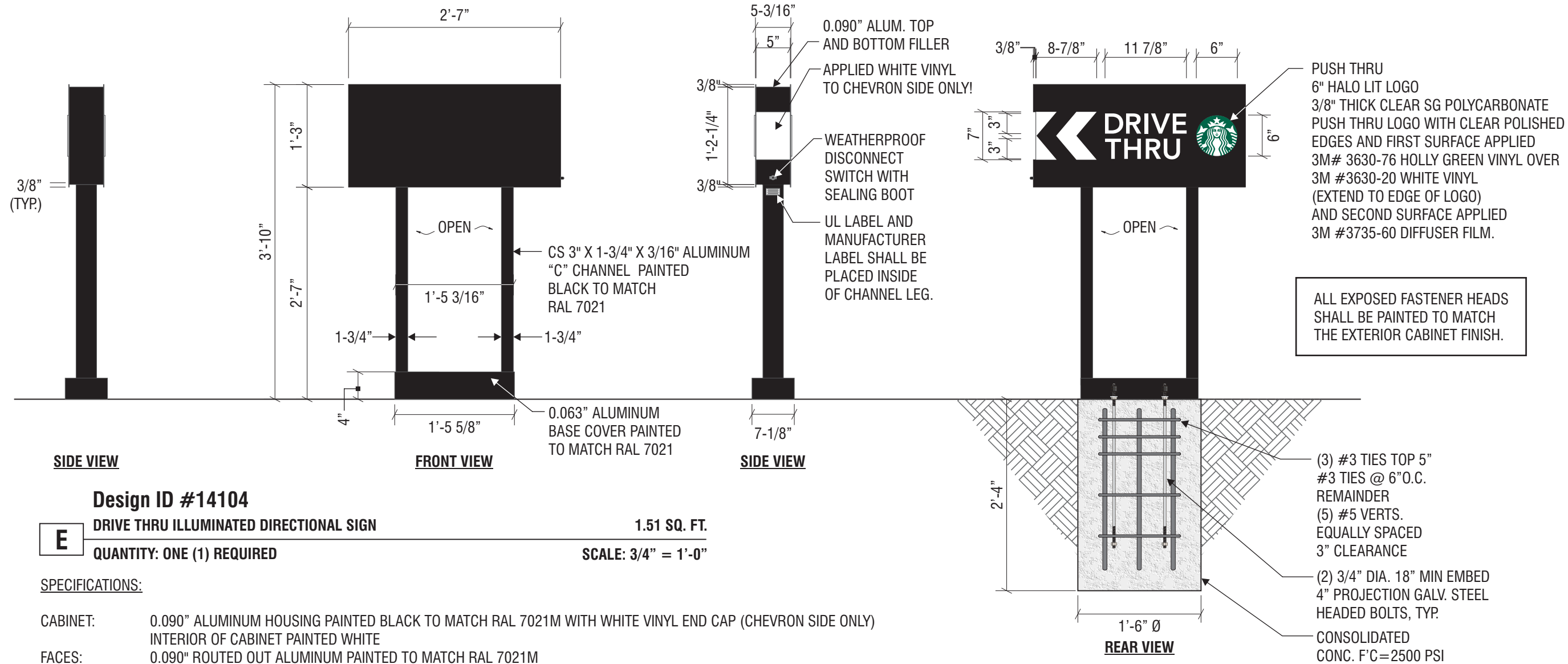
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Design ID #14104

DRIVE THRU ILLUMINATED DIRECTIONAL SIGN

1.51 SQ. FT.

QUANTITY: ONE (1) REQUIRED

SCALE: 3/4" = 1'-0"

SPECIFICATIONS:

- CABINET:** 0.090" ALUMINUM HOUSING PAINTED BLACK TO MATCH RAL 7021M WITH WHITE VINYL END CAP (CHEVRON SIDE ONLY)
INTERIOR OF CABINET PAINTED WHITE
- FACES:** 0.090" ROUTED OUT ALUMINUM PAINTED TO MATCH RAL 7021M
- LOGO:** 3/8" THICK CLEAR SG POLYCARBONATE PUSH THRU LOGO WITH CLEAR POLISHED EDGES AND FIRST SURFACE APPLIED 3M# 3630-76 HOLLY GREEN VINYL OVER 3M #3630-20 WHITE VINYL (EXTEND TO EDGE OF LOGO) AND SECOND SURFACE APPLIED 3M #3735-60 DIFFUSER FILM
- COPY/CHEVRON:** BACKED-UP TRANSLUCENT WHITE POLYCARBONATE
- RETURNS:** 5" DEEP ALUMINUM PAINTED TO MATCH RAL 7021M (ONLY RETURN WITH CHEVRONS TO HAVE WHITE VINYL)
- ILLUMINATION:** WHITE LEDS WITH POWER SUPPLIES

NOTES:

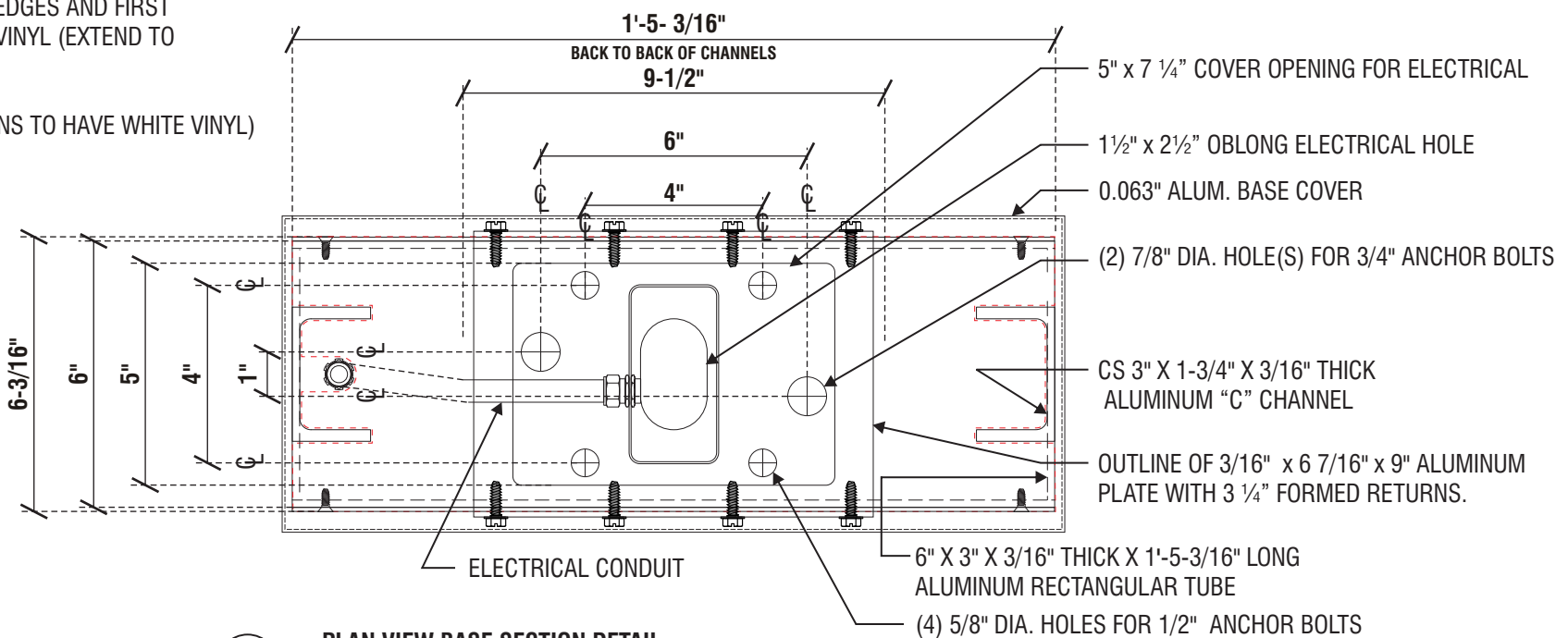
Note to All Contractors

120 Sign Voltage

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DT Directional Illuminated Arrow Series - 46in 1170mm #14104

Size	Sq. Ft. ¹	Sq. Ft. ²	Volts	Amps
46" (1170mm)	1.51	9.90	120	0.85



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CONSTRUCTION APPROVALS

Acct. Mgr:

Date:

Design:

Date:

Mfg/QC:

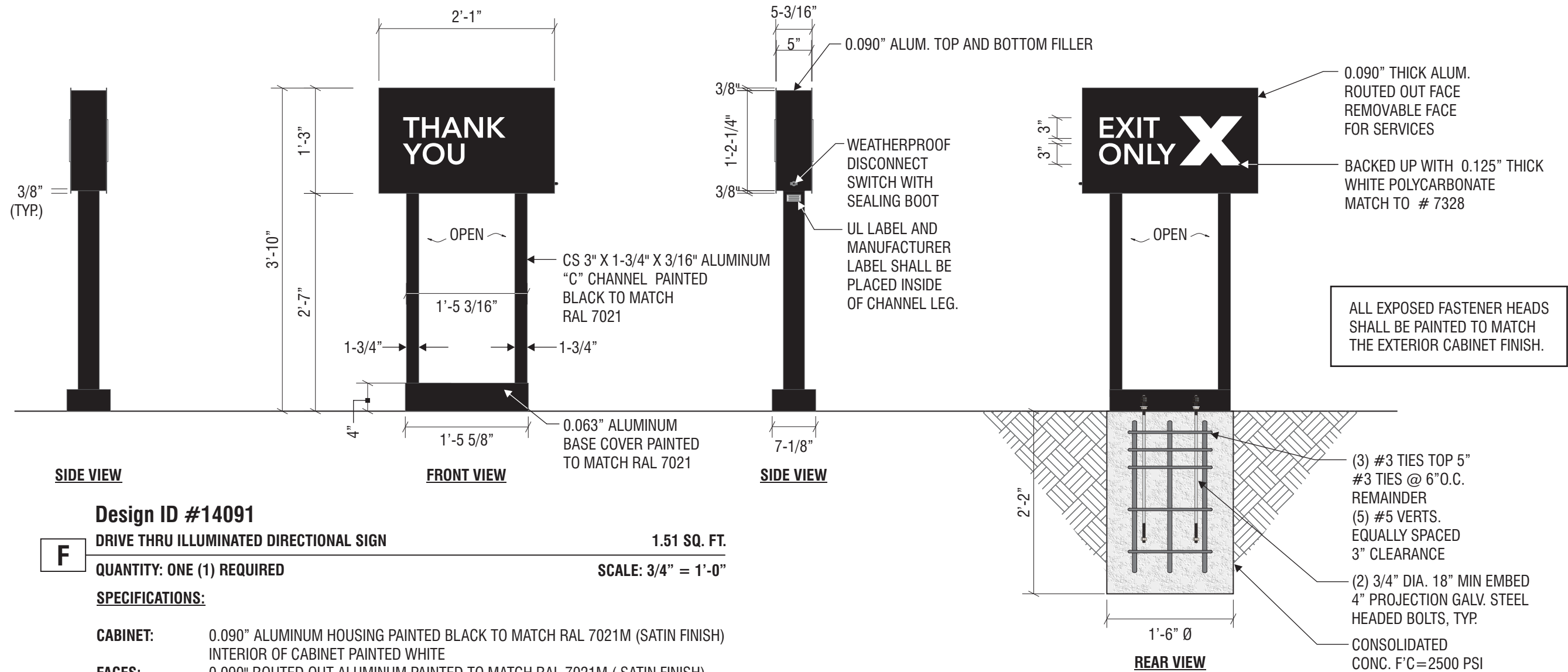
Date:

Page: 9 of 13

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Design ID #14091

DRIVE THRU ILLUMINATED DIRECTIONAL SIGN

1.51 SQ. FT.

QUANTITY: ONE (1) REQUIRED

SCALE: 3/4" = 1'-0"

SPECIFICATIONS:

- CABINET:** 0.090" ALUMINUM HOUSING PAINTED BLACK TO MATCH RAL 7021M (SATIN FINISH)
INTERIOR OF CABINET PAINTED WHITE
- FACES:** 0.090" ROUTED OUT ALUMINUM PAINTED TO MATCH RAL 7021M (SATIN FINISH)
- THANK YOU AND EXIT ONLY:** COPY TO BE ROUTED OUT OF ALUMINUM FACE AND BACKED-UP WITH 1/8" TRANSLUCENT WHITE POLYCARBONATE TO MATCH WHITE # 7328
- RETURNS:** 5" DEEP ALUMINUM PAINTED TO MATCH RAL 7021M (SATIN FINISH)
- ILLUMINATION:** WHITE LEDS WITH POWER SUPPLIES

NOTES:

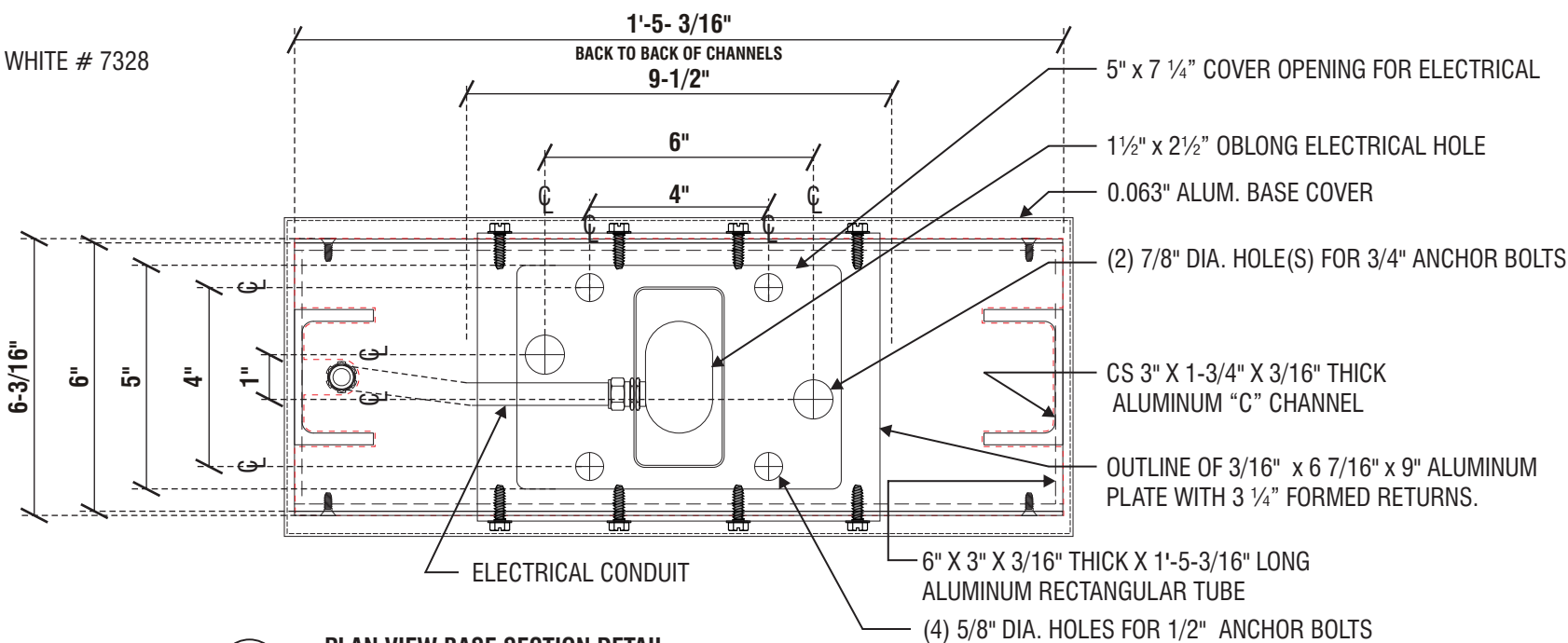
Note to All Contractors

120 Sign Voltage

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign. All wall penetrations to be sealed with UL Listed silicone sealant.

DT Directional Exit Sign Illuminated Arrow Series - 46in 1170mm #14091

Size	Sq. Ft. ¹	Sq. Ft. ²	Volts	Amps
46" (1170mm)	1.51	9.90	120	0.85



1 PLAN VIEW BASE SECTION DETAIL
SCALE: 3" = 1'-0"



superior
electrical advertising

1700 West Anaheim Street
Long Beach, California
90813-1195
Phone: 562.495.3808
Facsimile: 562.435.1867

www.superiorsigns.com

Project:

Starbucks Coffee
Mt. Hermon & Kings Village

Address:

260 Mount Hermon Road
Scotts Valley, CA 95066

Account Manager:

JIM STERK

Scale:

AS NOTED

T.A.:

3.00

Design No.:

18-10-5131-02

Reg. No.:

Revision History:

R0 10/22/18 BK New Drawing

R1 11/1/18 BK revise per redlines

R2 11/12/18 MH (.5) arrow info to back



ELECTRIC SIGN

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

CONSTRUCTION APPROVALS

Acct. Mgr:

Date:

Design:

Date:

Mfg/QC:

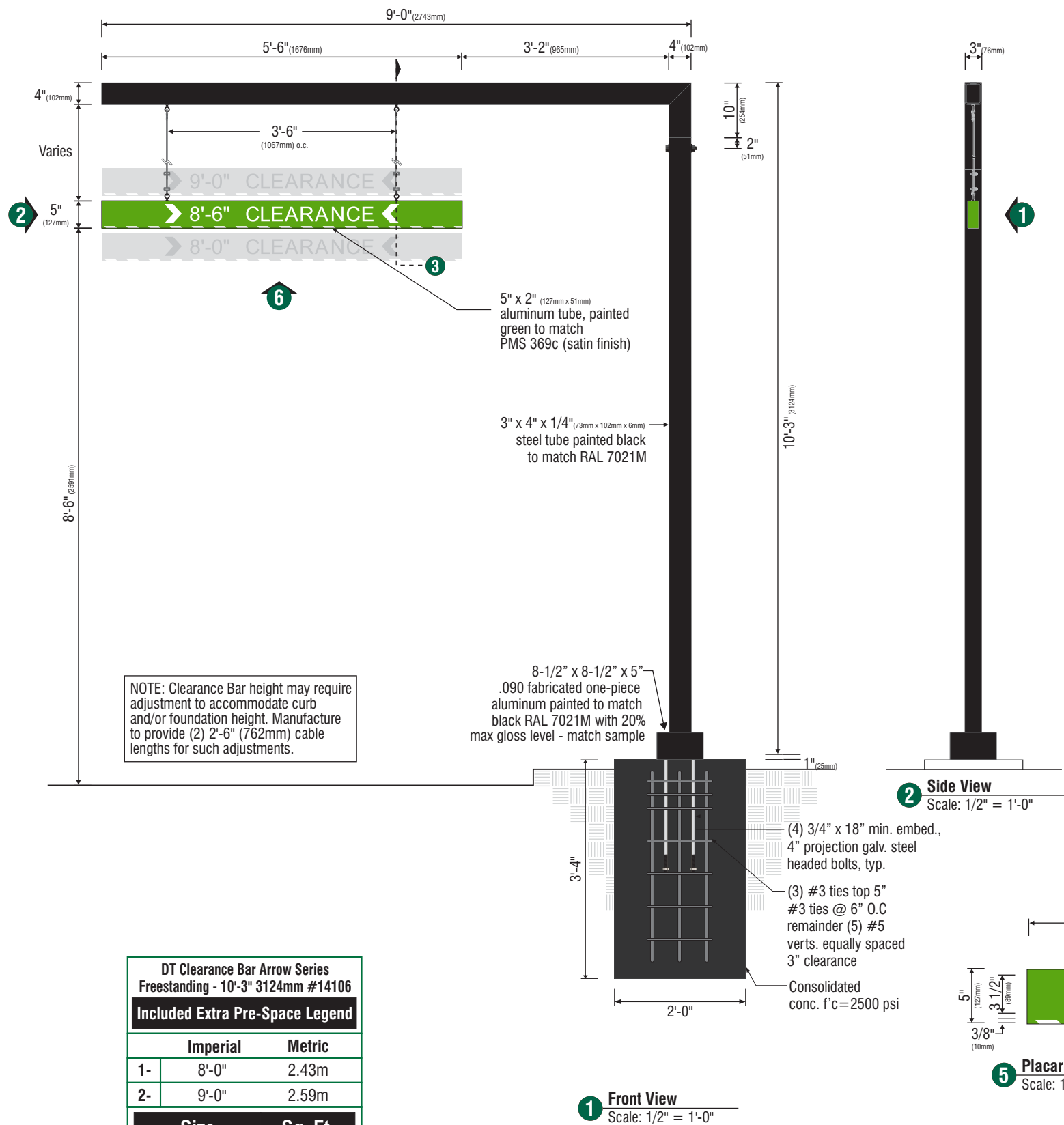
Date:

Page: 10 of 13

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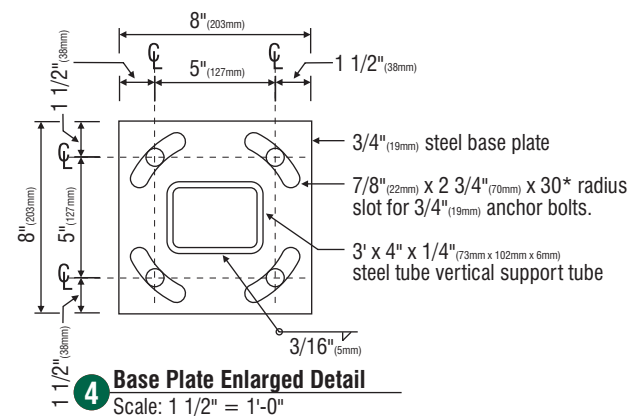
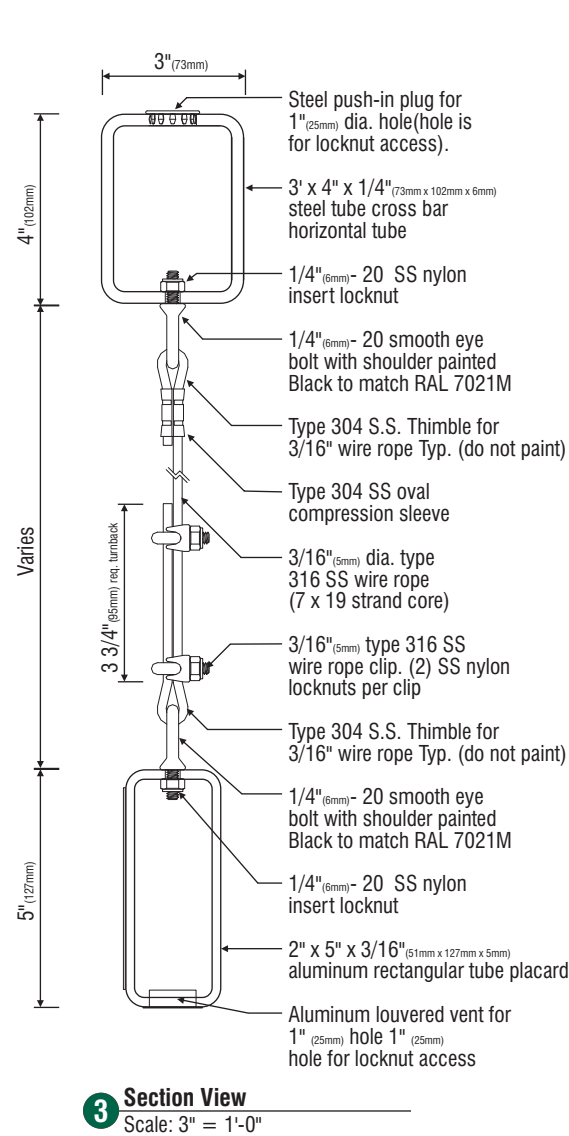
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DT Clearance Bar Arrow Series Freestanding - 10'-3" 3124mm #14106		
Included Extra Pre-Space Legnd		
	Imperial	Metric
1-	8'-0"	2.43m
2-	9'-0"	2.59m
Size		Sq. Ft.
10'-3" (3124mm)		2.29

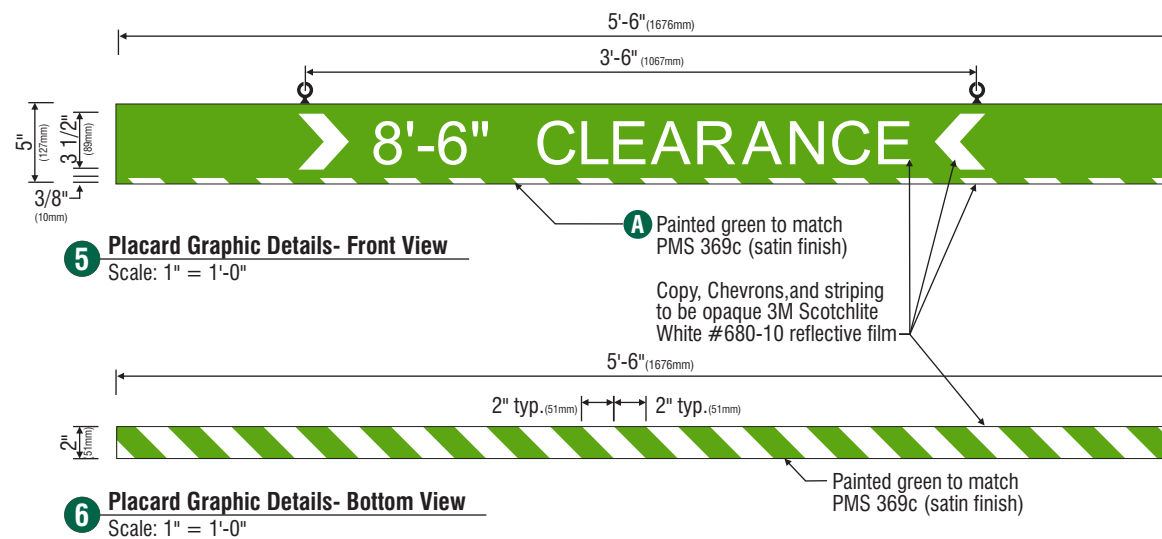
1.) Figured as visual text



G - Design ID #14106

(Qty: 1) Single faced non- illuminated drive thru clearance Bar sign.
Fabricate and install:

- A** Scraper Bar to be 2"^(51mm) x 5"^(127mm) x 1/4"^(6mm) aluminum rectangular tube, ends to be flush capped with aluminum, painted Green to match PMS 369c (satin finish).
- B** Copy to be opaque 3M Scotchlite White #680-10 reflective film (field apply).
- C** Chevrons to be opaque 3M Scotchlite White #680-10 reflective film.
- D** Striping to be opaque 3M Scotchlite White #680-10 reflective film. Striping extends 3/8"^(10mm) onto front face.
- E** Suspend sign face from support arm with 3/16" s.s. cable and attachment hardware.
- F** Support structure to be welded 3'^(73mm) x 4"^(102mm) x 1/4"^(6mm) steel rectangular tube construction, painted Black to match RAL 7021M(satin finish). Support structure be constructed as per approved shop drawings and shall be retrofittable to existing sign foundations. All foundations, existing and new must be analyzed for suitability and must meet local city and state code regulations.



Project:
Starbucks Coffee
Mt. Hermon & Kings Village

Address:
260 Mount Hermon Road
Scotts Valley, CA 95066

Account Manager:
JIM STERK

Scale:	T.A.
AS NOTED	3.00

Design No.:
18-10-5131-02

Reg. No.:

Revision History:
R0 10/22/18 BK New Drawing
R1 11/1/18 BK revise per redlines
R2 11/12/18 MH (.5) arrow info to back



This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

• CONSTRUCTION APPROVALS •
Acct. Mgr: _____ Date: _____

Design: _____ Date: _____

Mfg/QC: _____ Date: _____

Page: 11 of 13

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1700 West Anaheim Street
Long Beach, California
90813-1195
Phone: 562.495.3808
Facsimile: 562.435.1867

www.superiorsigns.com

Project:
Starbucks Coffee
Mt. Hermon & Kings Village

Address:
260 Mount Hermon Road
Scotts Valley, CA 95066

Account Manager:
JIM STERK

Scale: T.A.:
AS NOTED 3.00

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18-10-5131-02

Reg. No.:

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ELECTRIC SIGN

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• CONSTRUCTION APPROVALS •
Acct. Mgr: Date:

Design: Date:

Mfg/QC: Date:

Page: 12 of 13

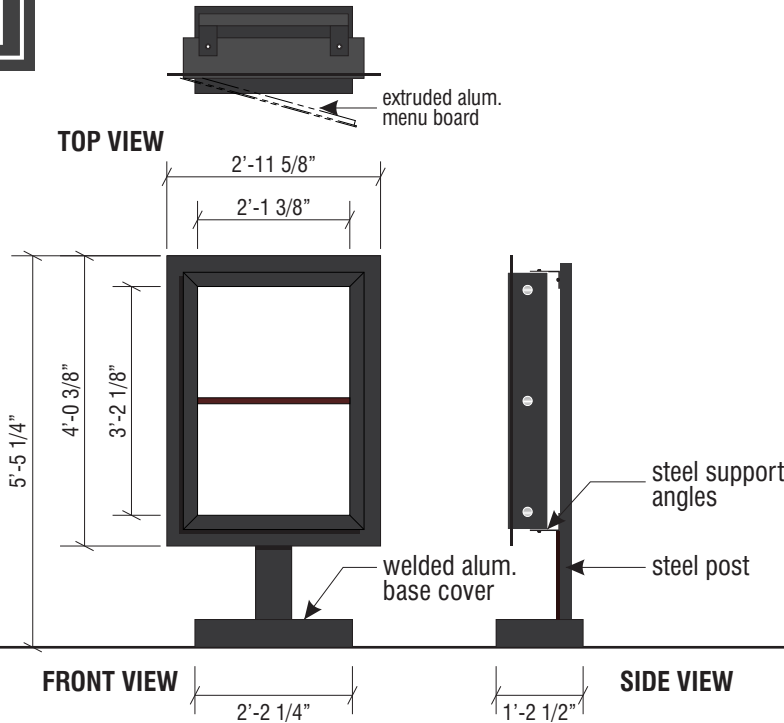
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H

SCALE: 3/8" = 1'-0"

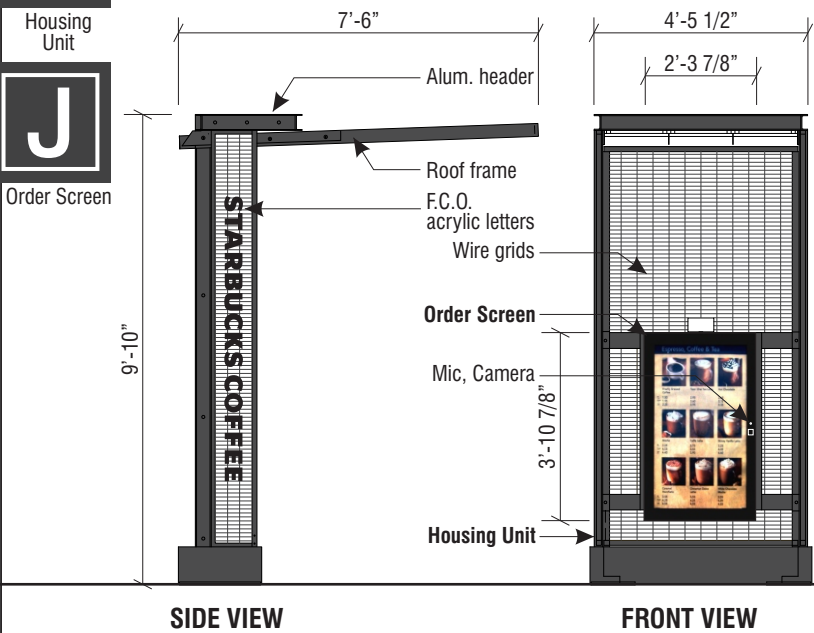


Preview Board

Sq.Ft.	Volts	Amps	Quantity
6.72	120	1.1	1

I

SCALE: 1/4" = 1'-0"

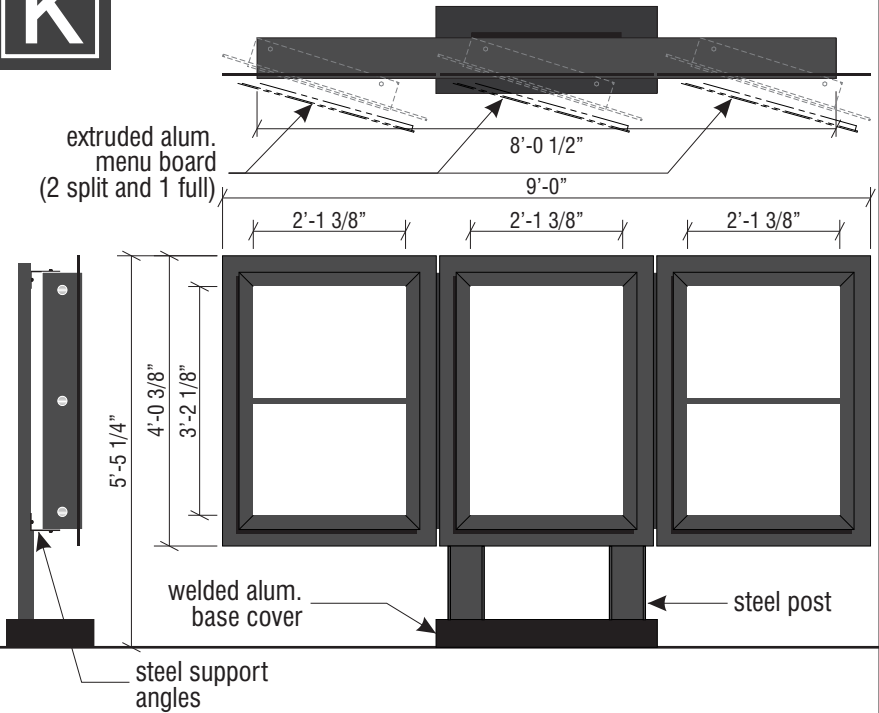


Order Screen w/ Housing Unit

Sq.Ft.	Volts	Amps	Quantity
43.75	120	1.1	1

K

SCALE: 3/8" = 1'-0"



Menu Board

Sq.Ft.	Volts	Amps	Quantity
20.16	120	3.3	1

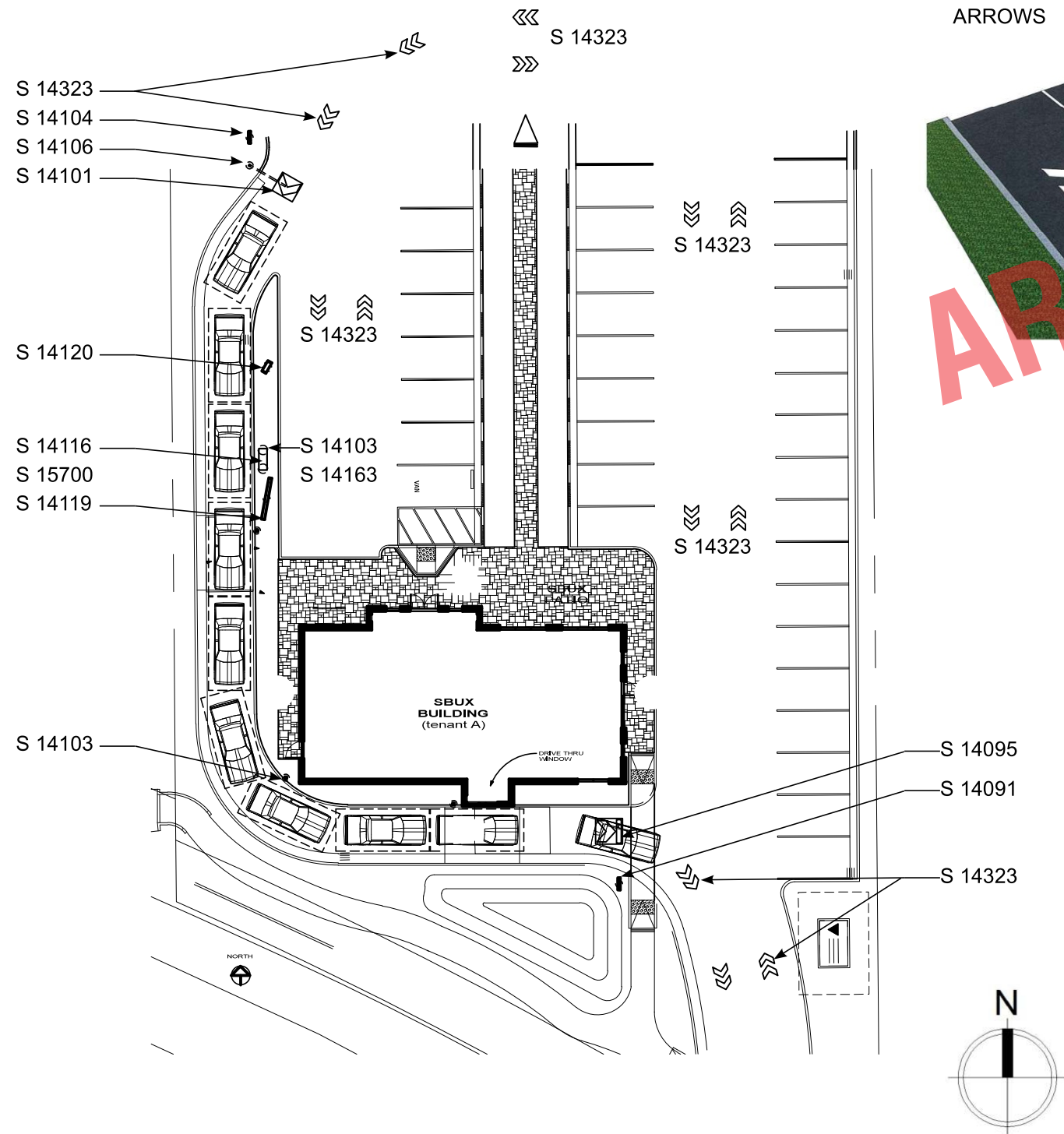
EVOLVED DT SIGNAGE

NOTE: MANUFACTURED BY OTHERS, INSTALLED BY SEA

1

OVERVIEW OF ARROWS DONE BY OTHERS

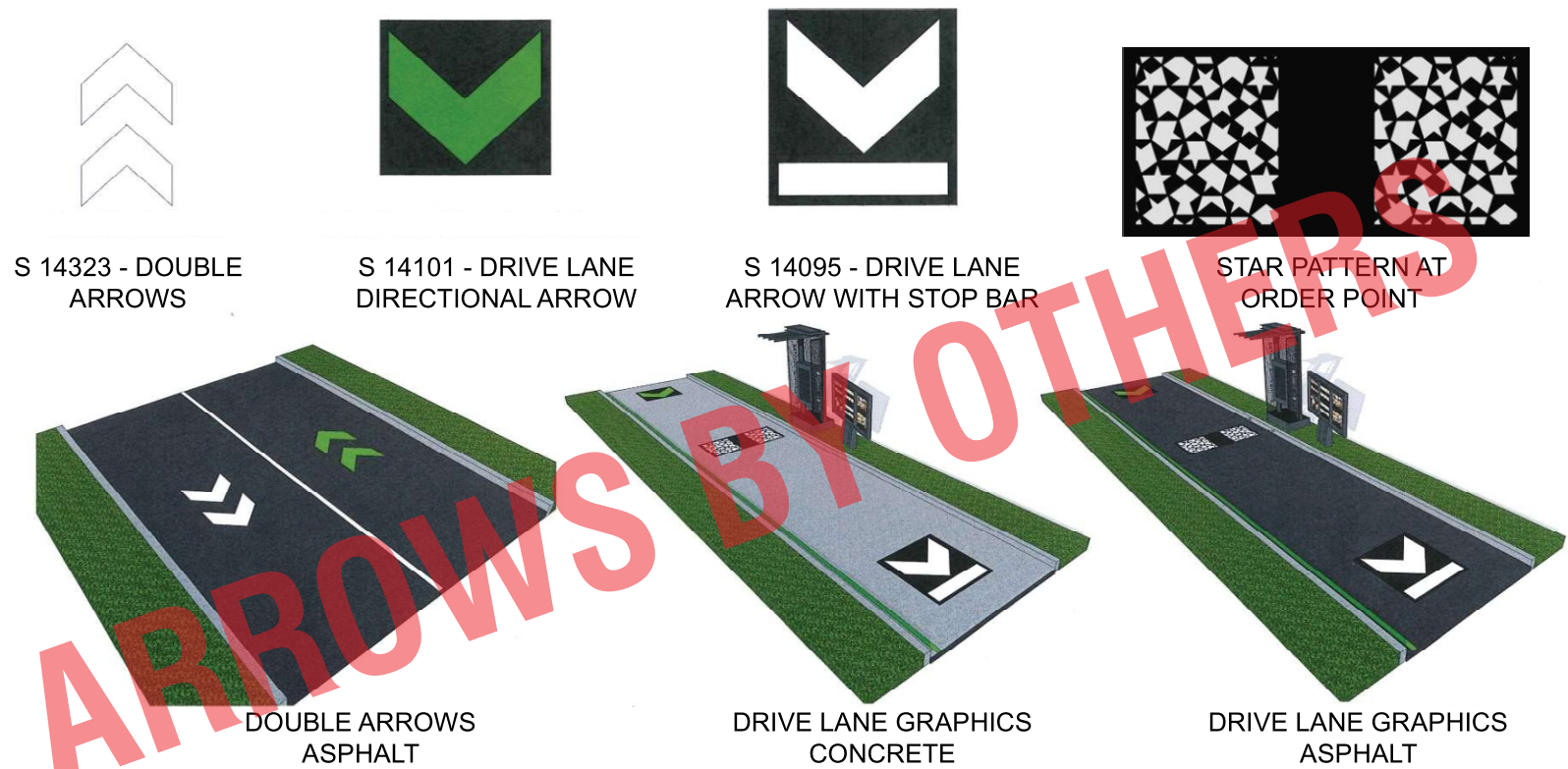
SCALE: 1/32" = 1'-0"



2

OVERVIEW OF ARROWS DONE BY OTHERS

SCALE: NTS



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1700 West Anaheim Street
Long Beach, California
90813-1195
Phone: 562.495.3808
Facsimile: 562.435.1867

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Project:

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ELECTRIC SIGN

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

CONSTRUCTION APPROVALS

Acct. Mgr:

Date:

Design:

Date:

Mfg/QC:

Date:

Page: **13** of **13**

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City of Scotts Valley CITY COUNCIL STAFF REPORT

DATE: February 6, 2019

TO: Honorable Mayor and Members of the City Council

FROM: Taylor Bateman, Community Development Director

APPROVED: Jenny Haruyama, City Manager

SUBJECT: **PUBLIC HEARING TO CONSIDER A PLANNED SIGN
PROGRAM FOR TWO NEW COMMERCIAL BUILDINGS
LOCATED AT 260 MOUNT HERMON ROAD
APNs 022-231-27 & 28**

SUMMARY OF ISSUE

On March 21, 2018, the City Council approved “The Hangar” commercial development project located at 260 Mount Hermon Road. The approved project consists of a 2,412 square foot drive-through restaurant (Starbucks) and a 13,318 square foot commercial building with retail space and a restaurant use (The Hangar). Construction is near completion on the drive-through building and is expected to be occupied by Starbucks. While reviewing the application on March 21, 2018, the City Council deferred approval of project signage to allow the developer and staff time to prepare a Planned Sign Program for the project. The Planned Sign Program can be approved as an amendment to the existing Planned Development Permit for the Hangar project.

PROJECT DESCRIPTION

The proposed Planned Sign Program consists of a free standing identification sign and wall mounted tenant identification signs for the Hangar Building. It also includes wall mounted tenant identification signs for the Starbuck building as shown in the attached plans.

DISCUSSION

The proposed project is located in the Scotts Valley Town Center Specific Plan (TCSP) area. In December of 2008 the City Council adopted the TCSP with the goal of providing a vision for the future Scotts Valley Town Center (SVTC). The TCSP guidelines encourage the preparation of a Planned Sign Program (PSP) for new development and specifically allows façade signs, blade signs and awning signs. Other types of signs can be approved through the Planned Development permit process. The purpose of a PSP is to facilitate the creation of a thorough and integrated signing system that encourages

high-quality sign designs which will enhance the character or value of the community. Signs in the SVTC are required to be consistent with the character of the TCSP and compatible with existing signage in the TCSP area.

The Scotts Valley Municipal Code (SVMC) allows for consideration of a Planned Sign Program pursuant to Section 17.56.180 of the Scotts Valley Municipal Code (SVMC). The intent of a Planned Sign Program is “to facilitate creation of thorough and integrated signing systems for three or more tenant developments, or for commercial property over one acre in size or with two hundred fifty linear feet or more of frontage.” A Planned Sign Program may provide for additional, larger or different types of signs where conditions warrant, and high quality sign designs which enhance the character or value of the community are encouraged”.

Staff has reviewed the proposed Planned Sign Program for compliance with the City’s regulations and requirements. An analysis of the project for the City Council’s consideration is provided below.

Freestanding Sign (Hangar)

The proposed freestanding identification sign is located adjacent to Mount Hermon Road. The sign will be constructed with gray/black stone and metal in a style that blends with the approved Starbuck’s and Hangar buildings. The main portion of the sign is 13.5 feet in height and the support column is 15 feet in height. The center identification portion of the sign will utilize internally lit metal box letters and the tenant identification signs will be black metal letters on metal panels. The tenant signs will be illuminated with ground lighting.

The freestanding identification sign is an important component for the commercial success of The Hangar as the building tenants will not be directly visible from Mount Hermon Road. To ensure that the project retains a center name and identity the Planned Sign Program has been conditioned to require that the column portion of the freestanding sign be reserved for center identification only and not for tenants.

Additionally, another condition has been included which specifies that the freestanding sign only be used to identify The Hangar building and the tenants of that building. This will provide greater visibility for the tenants of The Hangar building. The drive-through building signage is highly visible from Mount Hermon Road and does not need the additional signage. Limiting additional signage ensures that the freestanding sign remain properly proportioned and appropriately sized.

The TCSP establishes a framework for development with a logical system of circulation and parking and a landscape and streetscape that establishes a unique pedestrian-friendly environment, sense of place, and destination for Scotts Valley. To meet the TCSP goal of creating a sense of place and to ensure integration of this project into the SVTC, the project has been conditioned to add language referencing the SVTC on the column portion of the sign or other location as deemed appropriate by staff. Compatibility and integration of the freestanding sign with the future SVTC is an important consideration

due to the fact that the Town Center design is not yet determined. The freestanding sign will likely affect future sign and building placement in the SVTC and require the developers of the remainder of the SVTC to design their project so as not to reduce the visibility of the freestanding sign.

Wall Signs (Hangar)

Individual box letter signs and logos are proposed to identify The Hangar building and the tenant spaces in building. The signs will be constructed of black metal with translucent faces that are internally illuminated. The proposed sign locations, size, and number varies from tenant to tenant depending upon the location. In general, each tenant sign is centered over doors and/or windows. Signs are to be installed as specified on the project plans (i.e. size, location, materials, etc.)

Wall and Directional Signs (Starbucks)

Internally illuminated white face lit single line channel letters are proposed for the sides of the building and illuminated logos are proposed for the front and back of the building. The plan also proposes various directional signs and a menu board for the drive-through. As proposed the channel letters are 1.5 feet in height. The City Council may want to consider a maximum letter height of 1 foot to ensure compatibility with the size and architecture of the new building. Per the TCSP signage should be limited in scale and quantity to encourage a pedestrian orientation in the SVTC area.

PUBLIC NOTICE & COMMENT

The site was posted and a public notice was posted in three (3) public places and mailed to surrounding property owners within 300 feet. No comments have been received.

FISCAL IMPACT

There is no anticipated fiscal impact associated with the project.

RECOMMENDATION

It is recommended that the City Council amend the Planned Development Permit for the Hangar project and approve the Planned Sign Program, by adoption of Resolution No. 1958, subject to the conditions in Exhibit A of the resolution.

TABLE OF CONTENTS

PAGE

Resolution No. 1958 approving the Planned Sign Program	4
Exhibit A – Conditions of Approval	7
Location Map.....	9
Project Plans (received December 3, 2018).....	10

RESOLUTION NO. 1958

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SCOTTS VALLEY APPROVING A PLANNED SIGN PROGRAM THE HANGAR DEVELOPMENT AT 260 MOUNT HERMON ROAD / APN'S 022-231-27 AND 022-231-28

WHEREAS, on March 21, 2018, the City Council approved "The Hangar" commercial development project located at 260 Mount Hermon Road which consists of a 2,412 square foot drive-through restaurant (Starbucks) and a 13,318 square foot commercial building with retail space and a restaurant use; and

WHEREAS, the Hangar project is located within the Town Center Specific Plan; and

WHEREAS, the City of Scotts Valley has received an application filed by Corbett Wright, for an amendment to Planned Development Permit (Planned Development Permit No. PD17-002.1) and Design Review No. DR19-001 for a Planned Sign Program for The Hangar Development at 260 Mount Hermon Road // APNs 022-231-27 & 28; and

WHEREAS, the project is determined to be categorically exempt from CEQA, Class 1 (Section 15301); and

WHEREAS, the project was reviewed by the City Council at a duly noticed public hearing on February 6, 2019.

NOW THEREFORE, the City Council of the City of Scotts Valley hereby resolves as follows:

SECTION 1: The environmental determination represents the independent judgement of the City.

SECTION 2: The categorical exemption is hereby approved.

SECTION 3: The City Council of the City of Scotts Valley does hereby specifically make the following findings, as further clarified in the City Council staff report dated February 6, 2019:

Planned Development Permit

1. ***The planned development permit as issued furthers the policies of the General Plan and the Town Center Specific Plan (TCSP).*** The project meets the requirements of this finding in that the project site will provide signage that is in keeping with the character of the TCSP and compatible with existing signage in the TCSP area.
2. ***The planned development permit, as issued, conforms in all respects to the planned development zoning of the property.*** The project meets the requirements of this finding in that approval of the PD Permit will allow development that is consistent with the TCSP.

3. ***The interrelationship between orientation, location, mass and scale of building volumes, and elevations or proposed buildings, structures and other uses on-site are appropriate, compatible, and aesthetically harmonious.*** The project meets the requirements of this finding in that the siting and size of the signs will be in scale and compatible with the adjacent shopping centers and the anticipated massing of the Town Center.
4. ***The environmental impacts of the project have been reviewed and considered.*** The project meets the requirements of this finding in that the City has determined that the project is categorically exempt.

Design Review

5. ***The signs serve primarily to identify the business or the activity conducted on the premises, or identifies the product or service offered thereon.*** All proposed signs serve to identify the development and the businesses conducted on the premises.
6. ***The signs are harmonious with the materials, color, texture, size, shape, height, location and design of the building, landscaping, property and environment of which it is a part. The proposed signs are harmonious with the materials, color, texture, size, shape, height, location and design of the building, landscaping, property and environment of which it is a part.*** The proposed Planned Sign Program specifies a consistent sign design standard that compliments the architecture of the development, surrounding properties and the anticipated Town Center.
7. ***The proposed Planned Sign Program facilitates the creation of through and integrated signing systems for three or more tenant developments, or for commercial property over one acre in size, or with two hundred fifty linear feet or more frontage. Furthermore, the proposed Planned Sign Program is of a high quality design which will enhance the character or value of the community.*** The proposed Planned Sign Program will facilitate the creation of a thorough and integrated signing system for these commercial properties. The Planned Sign Program includes consistent specifications for the individual tenant signs and the new center identification sign will match the architectural style and materials of the development.

Town Center Specific Plan

8. The proposed free standing sign is in character with the Town Center Specific Plan because it is compatible with existing signage used by surrounding shopping centers, such as wood and stone finishes, and metal which blends with the two new buildings on the subject property.

SECTION 4: Planned Development Permit PD17-002.1 and Design Review DR19-002 shall lapse and shall become void on February 6, 2020, unless within one (1) year from the date of this resolution, a building permit is issued by the Building Division and construction has commenced and diligently pursued toward completion, or an extension of this approval is granted by the Planning Commission.

NOW THEREFORE, BE IT FURTHER RESOLVED that, after careful consideration of the application and related materials, plans, maps, facts, exhibits, staff report, testimony and other evidence submitted in this matter, and incorporated herein by this reference, the City Council of the City of Scotts Valley approves Planned Development Permit PD17-002.1 and Design Review DR19-002 for a Planned Sign Program for The Hangar Development at 260 Mount Hermon Road // APN's 022-231-27 and 022-231-28, subject to the Conditions of Approval in Exhibit A, which are attached hereto and incorporated herein by this reference.

THE ABOVE AND FOREGOING RESOLUTION was duly and regularly passed by the City Council of the City of Scotts Valley at a meeting held on the 6th day of February 2019, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Approved: _____
Jack Dilles, Mayor

Attest: _____
Tracy Ferrara, City Clerk

Exhibit A – Resolution No. 1958

Conditions of Approval (Numbers 1 - 12)

Legal

1. The developer has agreed to and shall defend, indemnify and hold harmless the City of Scotts Valley, its officers, agents and employees from any claim, action or proceeding against the City or its officers, agents or employees to attach, set aside, void or annul any action of the City in connection with approvals under the California Environmental Quality Act or with respect to approval of the project, which action is brought within the time period(s) prescribed by law. The City shall promptly notify the developer of any such claim, action or proceeding and shall fully cooperate in defense.
2. The developer shall sign the Conditions of Approval agreeing to the Conditions of Approval prior to issuance of any grading/building permits, transfer of title, or within 30 days of approval of these planning permits, whichever occurs first.
3. All required building permits shall be obtained and the applicant shall pay all appropriate fees prior to commencement of any construction on the property.

Planning Department

4. The materials, size, location, and design of the improvements shall match the approved plans. Modifications to the approved project may require approval by the Planning Commission at the discretion of the Community Development Director.
5. All signs on the property shall be per the project plans prepared by Lot C Architecture, dated October 15, 2018, and received by the City of Scotts Valley on December 3, 2018.
6. The column portion of the freestanding sign shall only be used for center identification and not for tenants.
7. A portion of the freestanding side shall be used to identify the Scotts Valley Town Center to meet the TCSP goal of creating a sense of place and to ensure integration of this project into the SVTC.
8. All tenant identification signs shall be approved by the property owner in writing prior to issuance of a Building Permit.
9. Property owners shall work with the City and future town center developers to integrate signage and structures as development occurs in the town center core area.

Building Department

10. Energy Compliance documents for sign lighting shall be submitted with Building Permit application.
11. Structural design/details for footings and ground mounted signs shall be included with Building Permit application.
12. All hardware and attachment specifications shall be included with Building Permit application.

City Public Works Department- Engineering Division

13. The freestanding sign shall be located outside of Public Utility Easements.

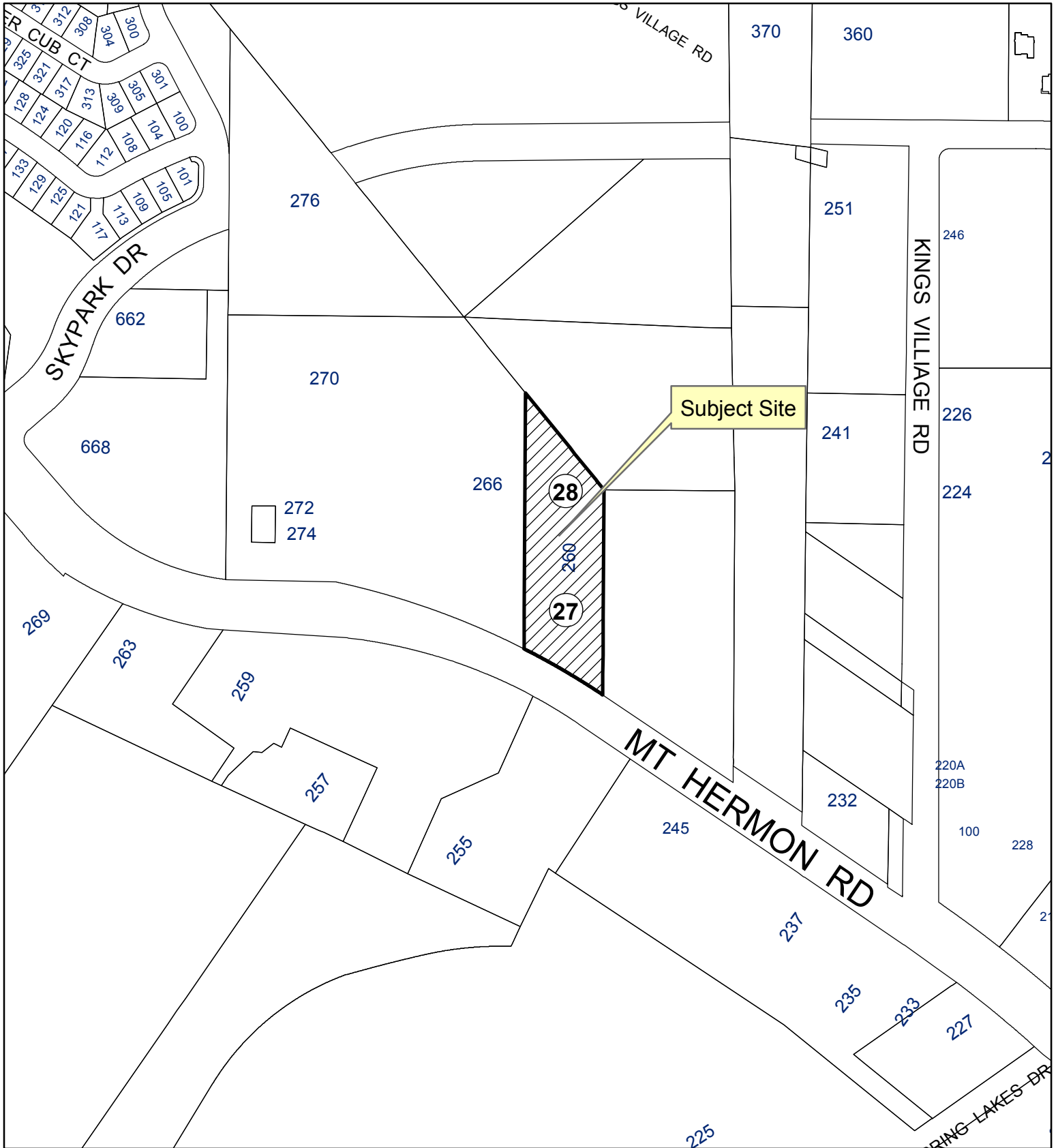
Scotts Valley Fire Protection District

14. The property owners shall provide site addressing on signs and buildings. Final design and location of the address numbers are subject to Fire District approval.

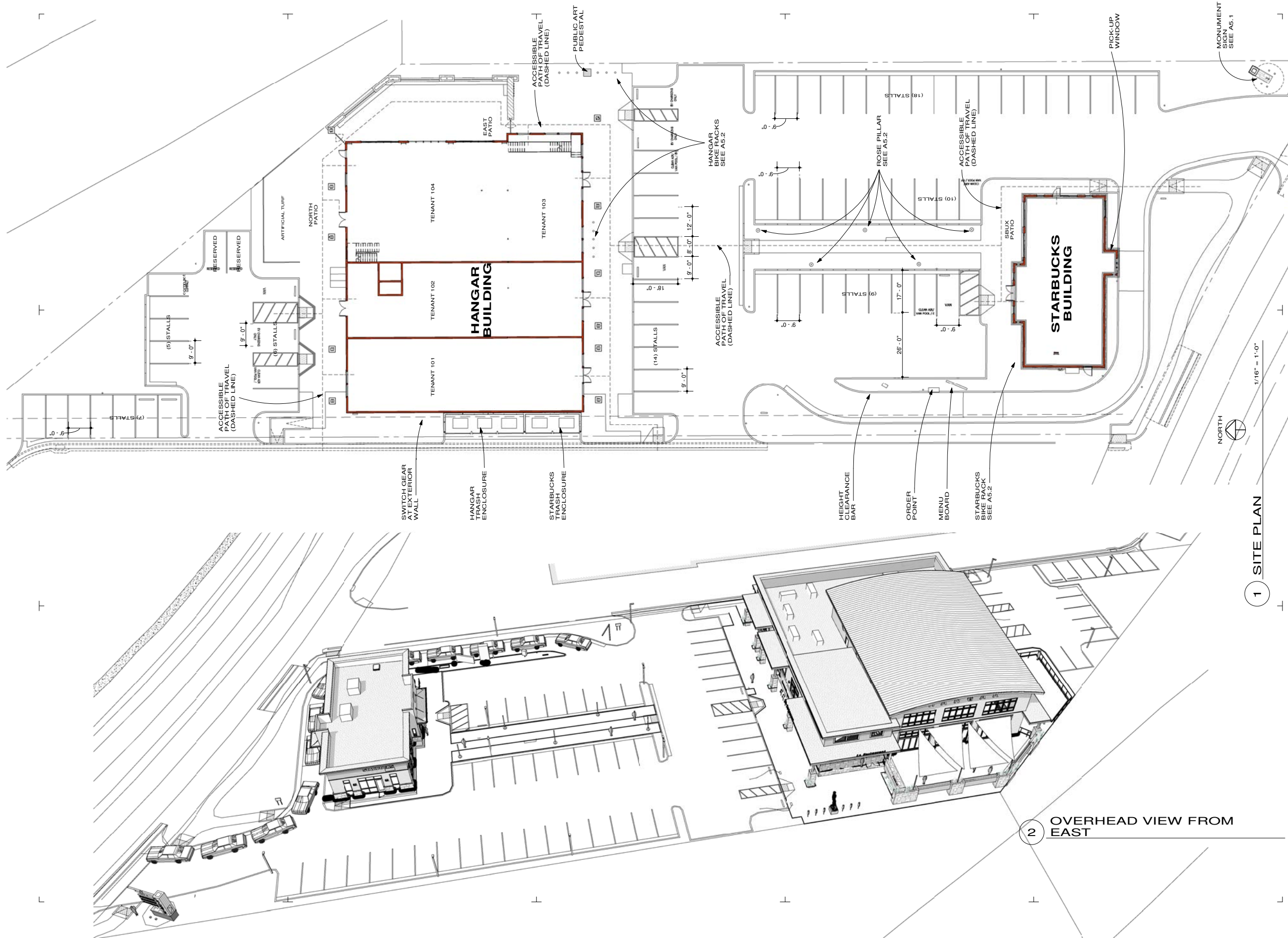
Name and Signature of Property Owner

Date

Location Map



260 Mount Hermon Rd.
APNs 022-231-27
022-231-28



p.530.550.7468
p.o. box 8145
Truckee, CA 96162
www.lotarchitecture.com



PROJECT:
**THE HANGAR
AT SKY PARK**

Schematic Design

260 Mt. Hermon Rd.
Scotts Valley, CA
95066
APN: 022-231-03

REVISIONS:		
NO.	DATE	REMARKS
1	1/15/18	corrections

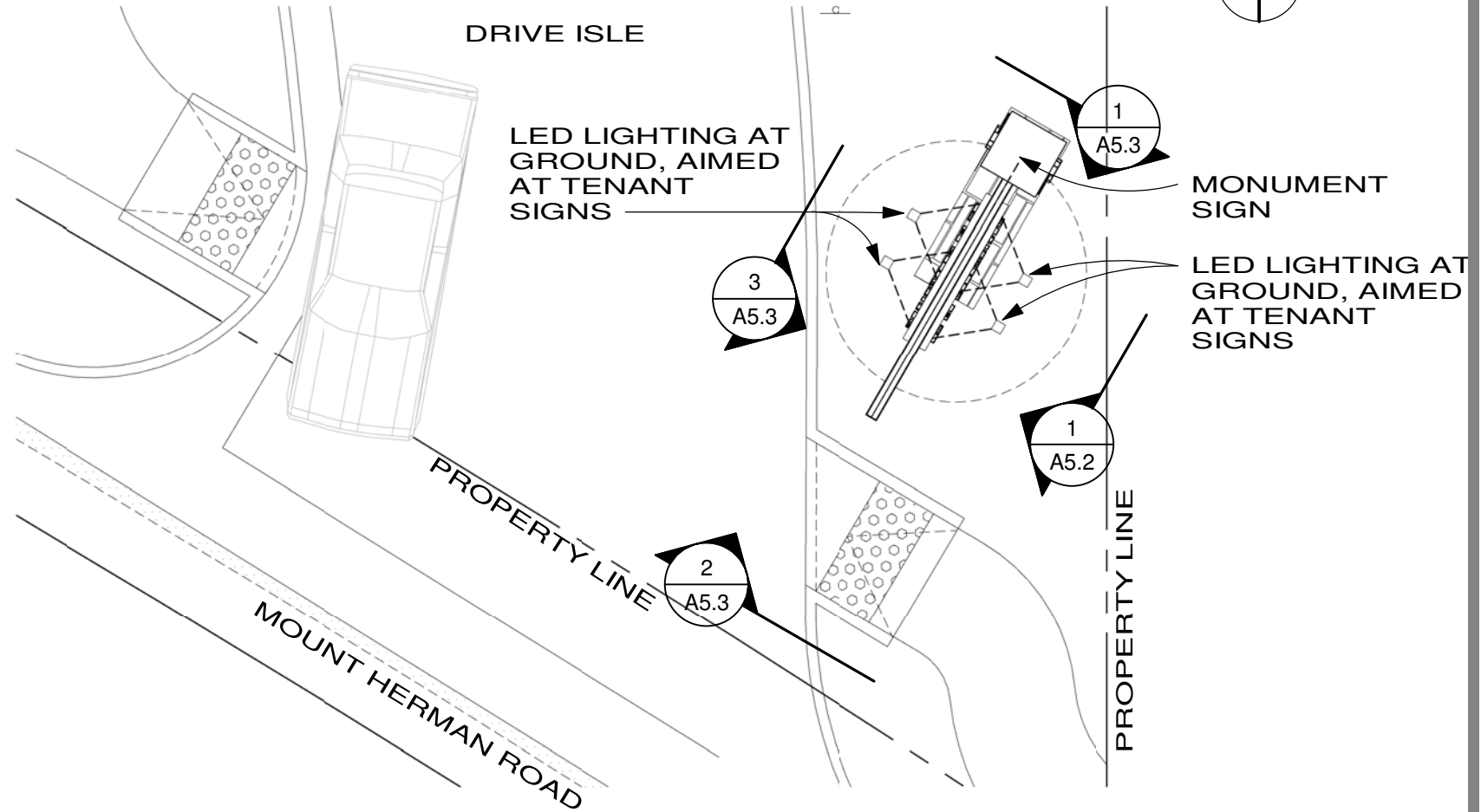
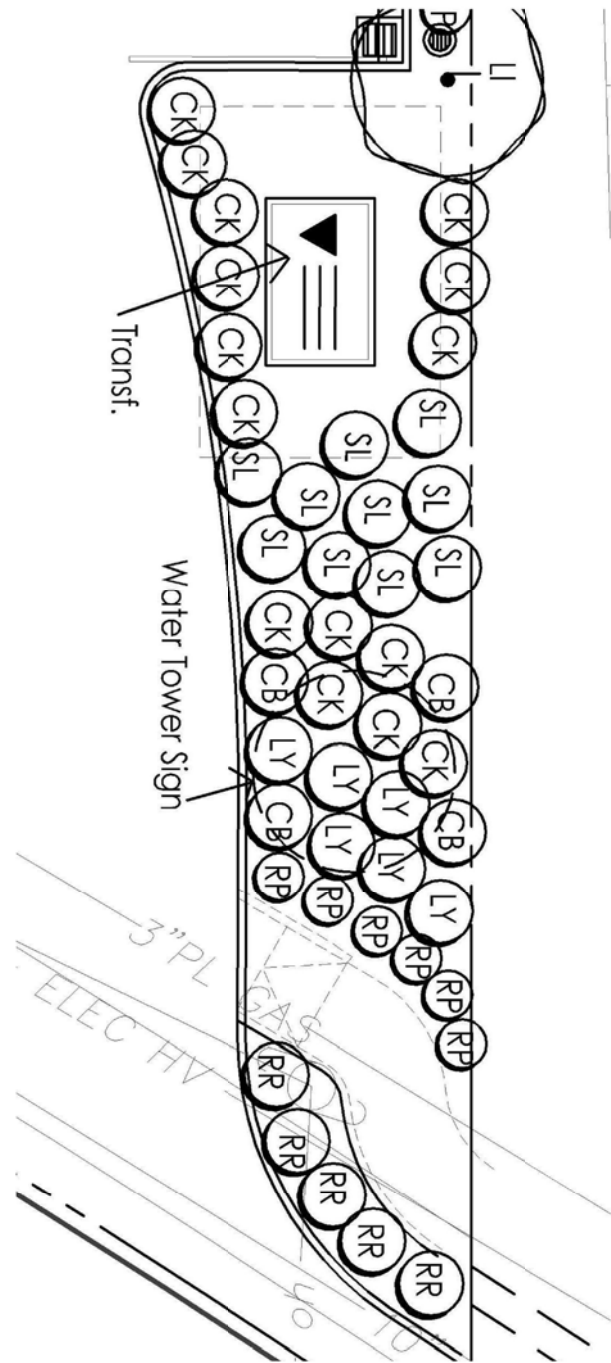
PROJECT NO:
1615
ISSUE DATE:
October 15, 2018

DRAWING
TITLE:

ARCHITECTURAL
SITE PLAN
1/16" = 1'-0"

DRAWING NO.:

A1.1



1 SIGN PLAN 1/8" = 1'-0"

Plant Legend

KEY	QTY	SIZE	BOTANICAL NAME	COMMON NAME
TREES				
LI	-	15	Lagerstroemia hybrid (use the variety used in the medians on Scotts Valley Dr.)	Crape Myrtle
MEDIUM and LOW SHRUBS				
DB	-	5	Dietes bicolor	Butterfly Lily
PC	-	5	Pennisetum Cupreum	Bronze Fountain Grass
CB	-	15	Climbing rose - Don Juan red rose (Jackson Perkins)	
			train on supports of water tower sign	
PR	-	15	Prunus caroliniana or	Carolina Cherry
CR	-	5	Climbing rose trained on pillar - Don Juan red rose (Jackson Perkins)	
			Plant these at the top of the slope and not at the bottom of bio retention area.	
TJ	-	15	Trachelospermum jasminoides staked vine trained on pillar	Star Jasmine

KEY	QTY	SIZE	BOTANICAL NAME	COMMON NAME
GROUND COVERS				
RP	-	1	Rosmarinus Irene	Prostrate Rosemary
SL	-	1	Salvia leucantha-variety with purple and white in flowers	Mexican Sage
CK	-	1	Calamagrostis Karl Foerster	Pacific Reed Grass
L	-	1	Lomandra Breeze	
AE	-	1	Arctostaphylos Emerald Carpet	Low Manzanita
CY	-	1	Carex yellow variety selected by Corbett Wright	
RR	-	5	Simplicity Red Rose by Jackson Perkins	
LY	-	1	Lantana Spreading Yellow	
BIO RETENTION AREAS				
BR	-	sod	Biofiltration Sod from Delta Bluegrass Company (800) 637-8873 includes Molate Fescue, CA Barley, Purple Needle Grass and CA Brome or a combination of the following plants listed below	
X	18" O.C.	1	Chondropetalum tectorum	Cape Rush
J	18" O.C.	1	Juncus patens Elk Blue	Gray Rush
C	18" O.C.	1	Carex divulsa	Berkeley Sedge

There are ____ total plants including trees. ____ plants (____%) (including trees) are rated low water use



ARCHITECTURE

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truckee, ca 96162
www.lotcarchitecture.com

PROJECT :
**THE HANGAR
AT SKY PARK**

ISSUE DATE :
October 15, 2018

DRAWING
TITLE :

**MONUMENT
SIGN PLANS**
1/8" = 1'-0"

DRAWING NO :

MATERIALS

1. EXPOSED STEEL BEAM/COLUMN. (PAINTED BLACK)
2. 2 INCH THICK METAL PANELS (MEDIUM GRAY COLOR TO MATCH CORRUGATED METAL ON BUILDINGS)(BREAK METAL CONSTRUCTION)
3. VERTICAL METAL SIDING (SAME AS HANGAR BLDG)
4. STONE VENEER (ELDORADO STONE, EUROPEAN LEDGE, ZINC COLOR) (SAME AS BUILDINGS)
5. BLACK METAL LETTERS
6. INTERNALLY LIT METAL BOX LETTERS
7. ACCESS PANEL (BLIND DOOR)
8. LED LIGHTING



ARCHITECTURE

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PROJECT :

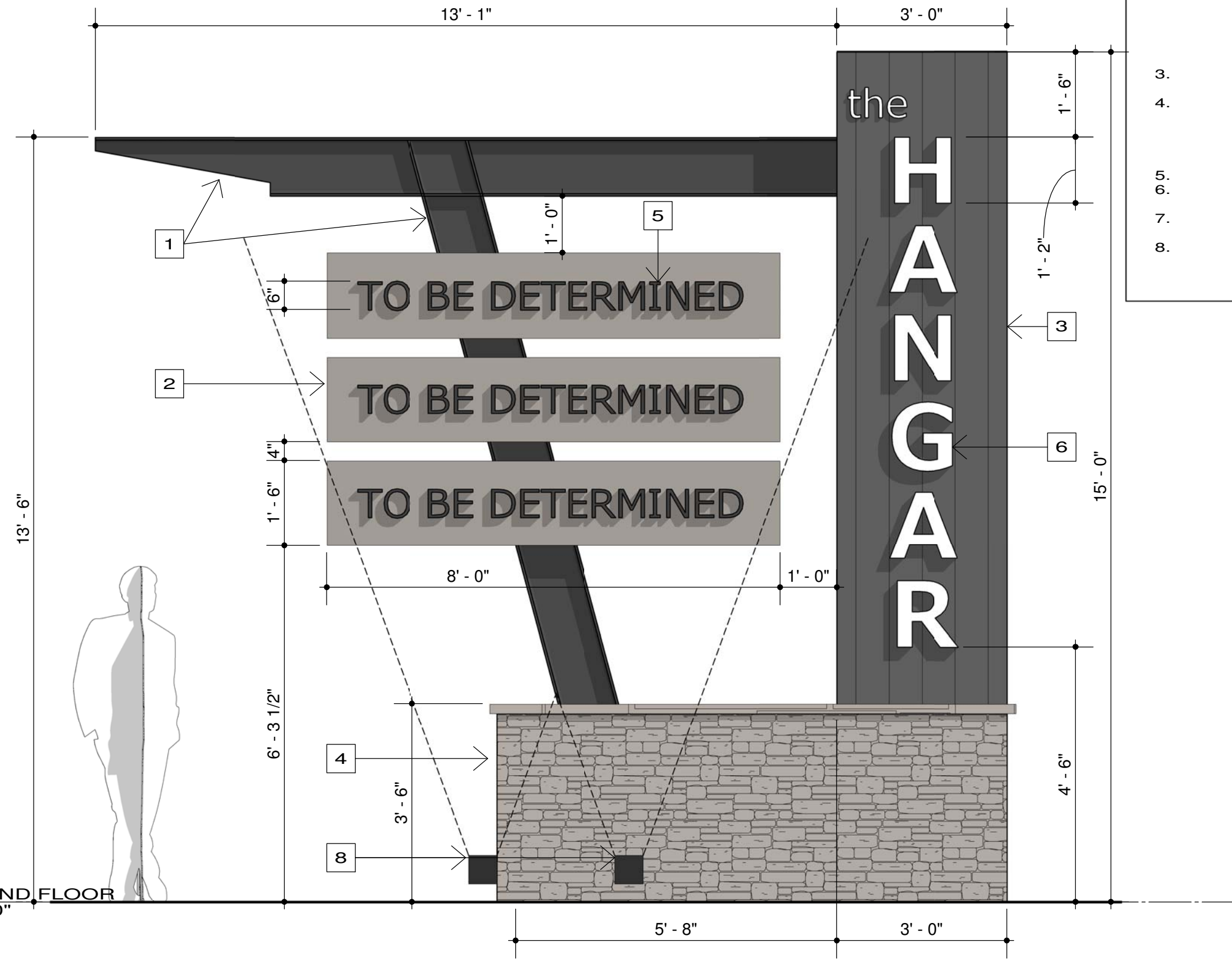
*THE HANGAR
AT SKY PARK*

ISSUE DATE :
October 15, 2018

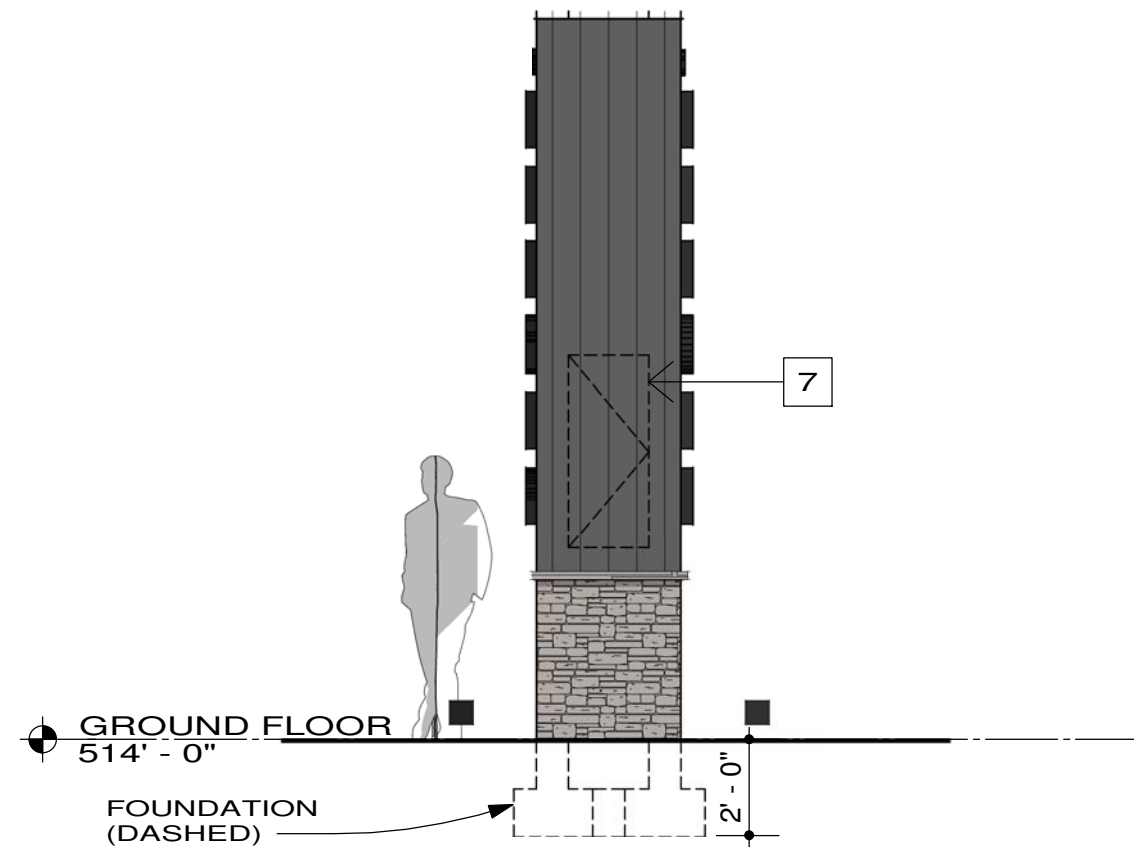
DRAWING
TITLE :

*MONUMENT
SIGN
ELEVATIONS
As indicated*

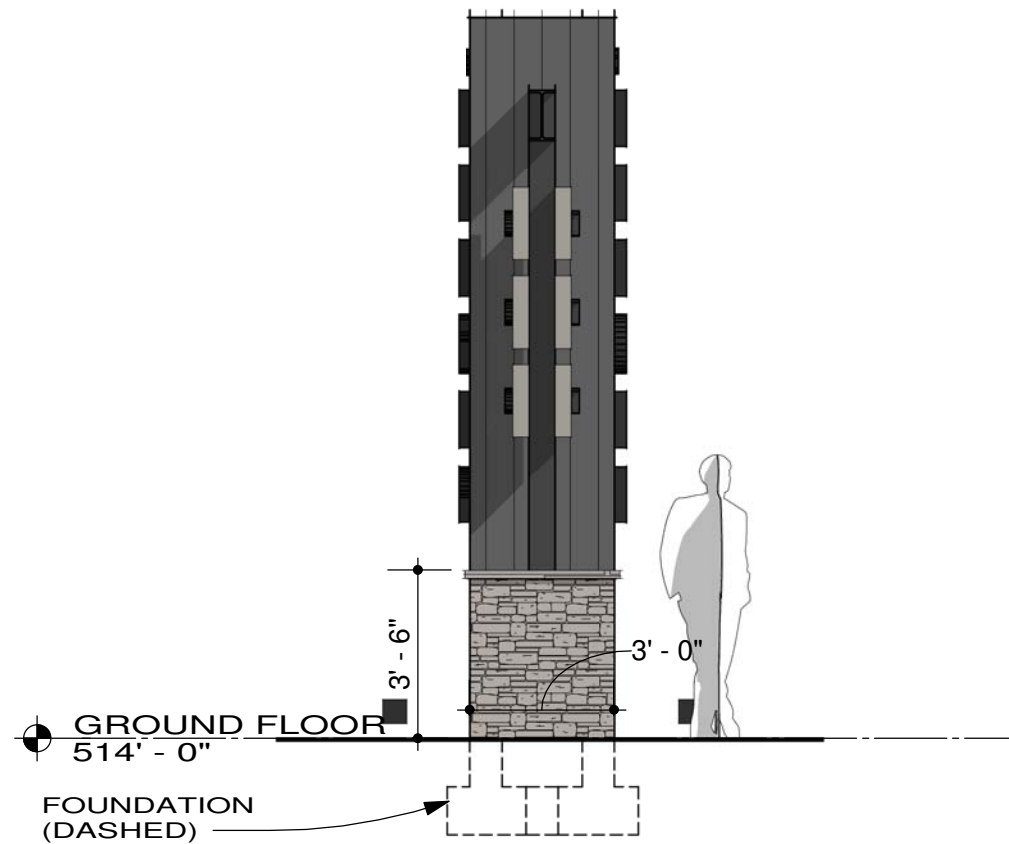
DRAWING NO :



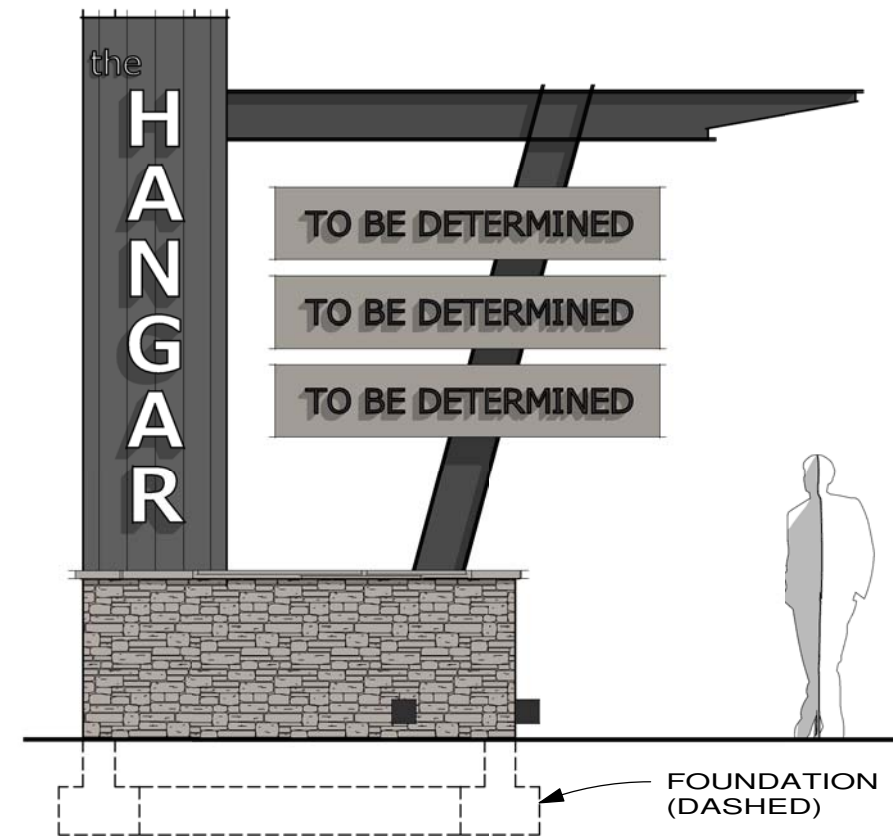
1 SIGN EAST ELEVATION 1/2" = 1'-0"



1 SIGN NORTH ELEVATION 1/4" = 1'-0"



2 SIGN SOUTH ELEVATION 1/4" = 1'-0"



3 SIGN WEST ELEVATION 1/4" = 1'-0"

MATERIALS

1. EXPOSED STEEL BEAM/COLUMN. (PAINTED BLACK)
2. 2 INCH THICK METAL PANELS (MEDIUM GRAY COLOR TO MATCH CORRUGATED METAL ON BUILDINGS)(BREAK METAL CONSTRUCTION)
3. VERTICAL METAL SIDING (SAME AS HANGAR BLDG)
4. STONE VENEER (ELDORADO STONE, EUROPEAN LEDGE, ZINC COLOR) (SAME AS BUILDINGS)
5. BLACK METAL LETTERS
6. INTERNALLY LIT METAL BOX LETTERS
7. ACCESS PANEL (BLIND DOOR)
8. LED LIGHTING



ARCHITECTURE

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PROJECT :

*THE HANGAR
AT SKY PARK*

ISSUE DATE :
October 15, 2018

DRAWING
TITLE :

*MONUMENT
SIGN
ELEVATIONS
1/4" = 1'-0"*

DRAWING NO :

A5.3



MATERIALS

- 1. EXPOSED STEEL BEAM/COLUMN. (PAINTED BLACK)
- 2. 2 INCH THICK METAL PANELS (MEDIUM GRAY COLOR TO MATCH CORRUGATED METAL ON BUILDINGS)(BREAK METAL CONSTRUCTION)
- 3. VERTICAL METAL SIDING (SAME AS HANGAR BLDG)
- 4. STONE VENEER (ELDORADO STONE, EUROPEAN LEDGE, ZINC COLOR) (SAME AS BUILDINGS)
- 5. BLACK METAL LETTERS
- 6. INTERNALLY LIT METAL BOX LETTERS
- 7. ACCESS PANEL (BLIND DOOR)
- 8. LED LIGHTING



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PROJECT :

THE HANGAR
AT SKY PARK

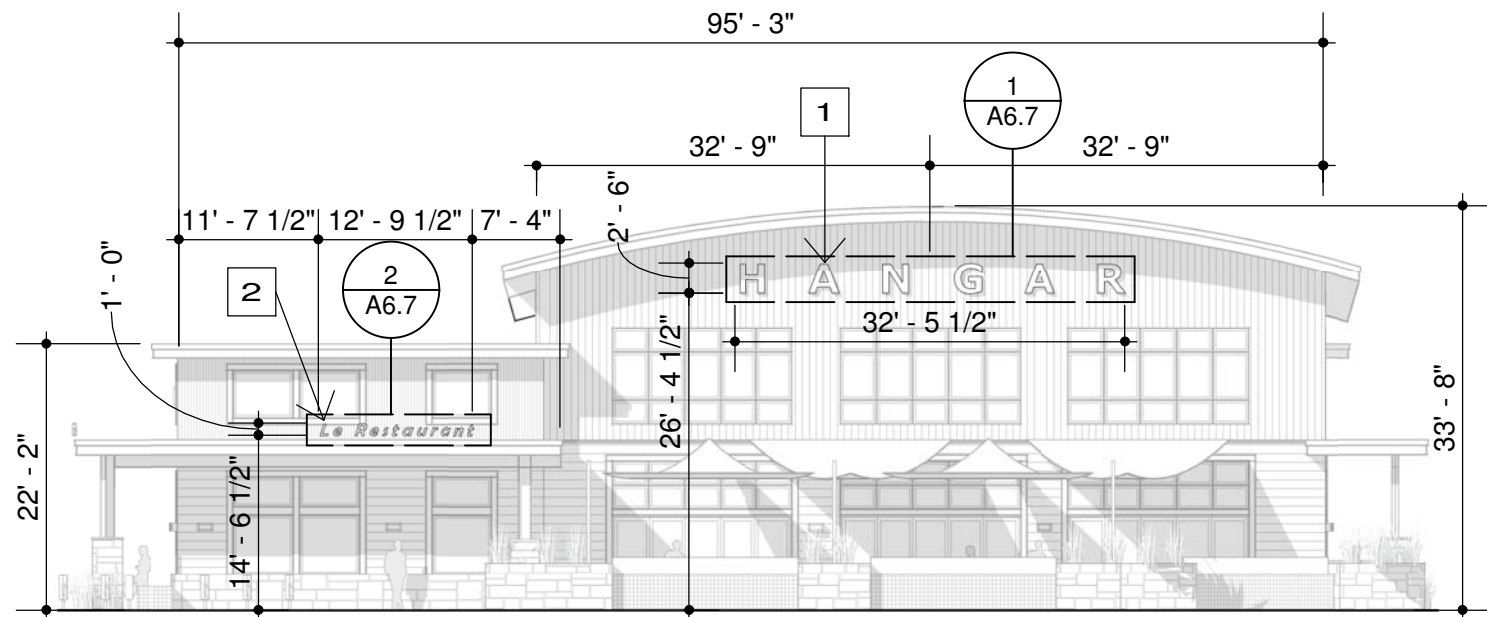
ISSUE DATE :
October 15, 2018

DRAWING
TITLE :

MONUMENT
SIGN 3D
1/4" = 1'-0"

DRAWING NO :

A5.4

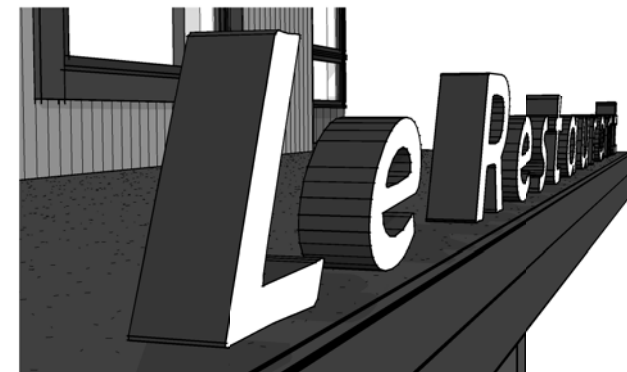


1 SIGNAGE EAST ELEVATION

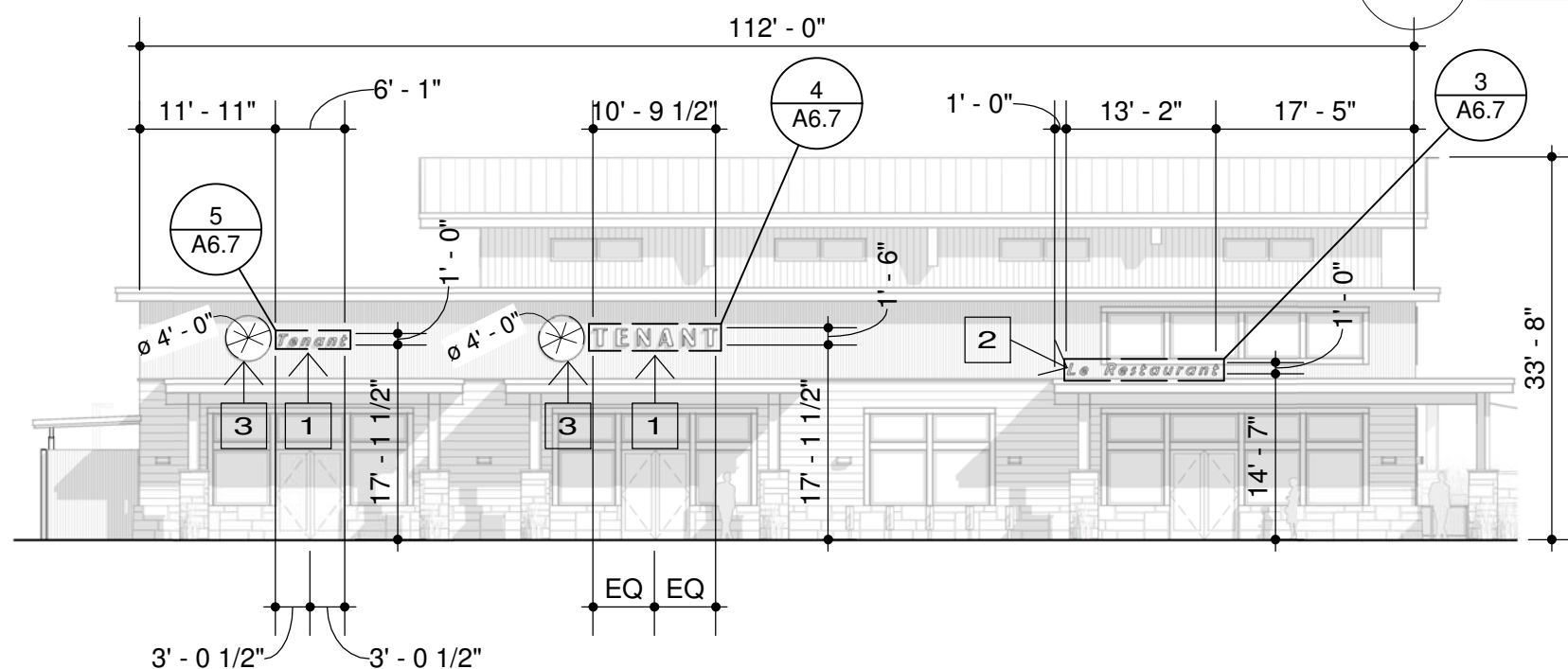
1/16" = 1'-0"

SHEET NOTES

1. BOX LETTER SIGNAGE (4 INCH THICK). BLACK BREAK METAL BOX WITH TRANSLUCENT FACE. INTERNAL LIGHTING W/ LUMIFICENT WHITE LED'S.
2. BOX LETTER SIGNAGE ABOVE ROOF EDGE (SAME CONSTRUCTION)
3. TENANT LOGO

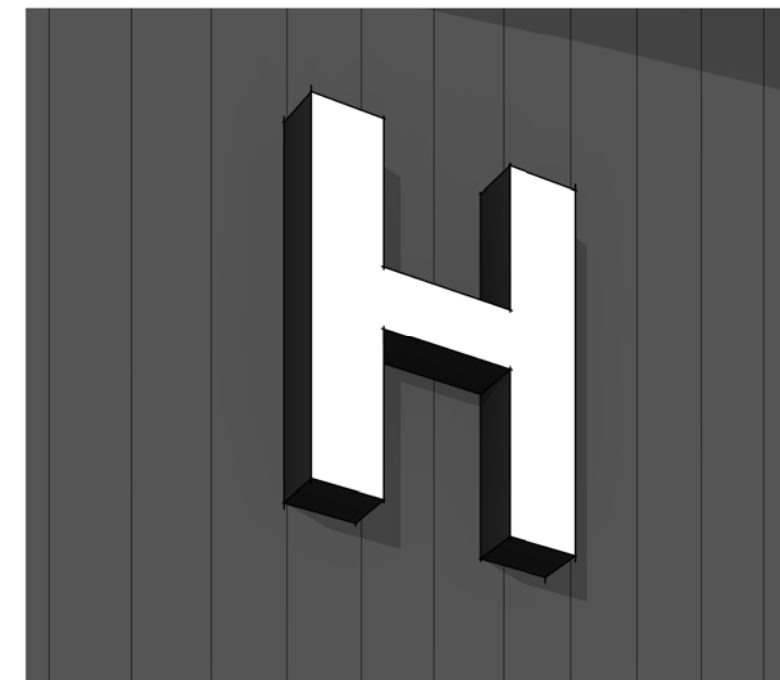


EDGE OF ROOF BOX LETTERS (see sheet notes)

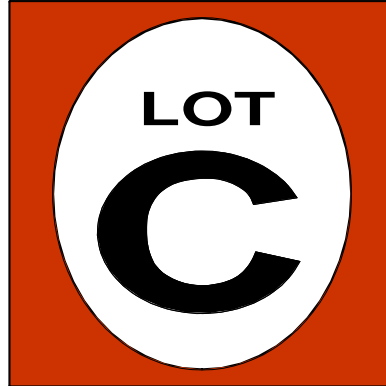


2 SIGNAGE SOUTH ELEVATION

1/16" = 1'-0"



4 TYPICAL BOX LETTER SIGNAGE (see sheet notes)



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PROJECT :

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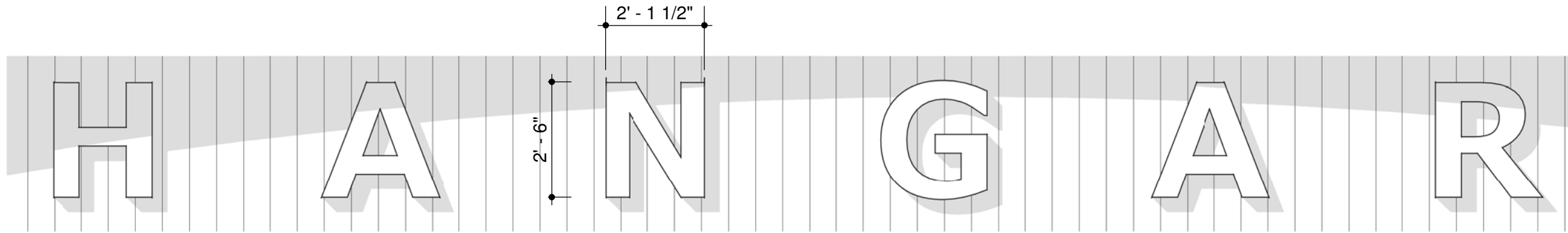
DRAWING
TITLE :

*SIGNAGE
As indicated*

DRAWING NO :

A6.6

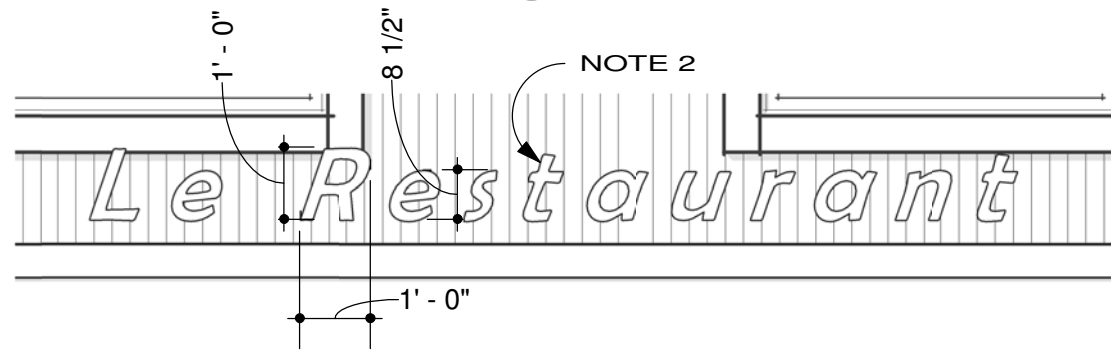
Page 487 of 541



1

SIGNAGE EAST ELEVATION - Callout 1

3/8" = 1'-0"



2

SIGNAGE EAST ELEVATION - Callout 2

3/8" = 1'-0"

SHEET NOTES

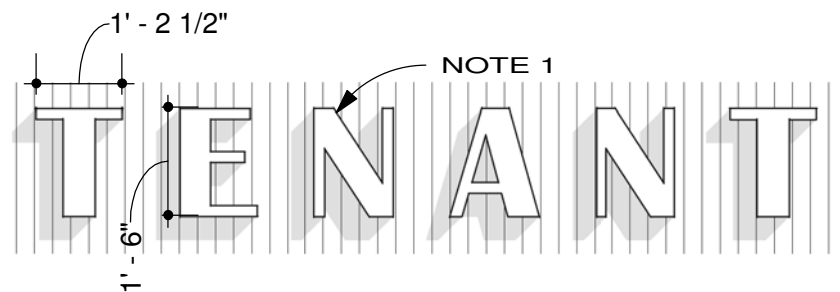
1. BOX LETTER SIGNAGE (4 INCH THICK). BLACK BREAK METAL BOX WITH TRANSLUCENT FACE. INTERNAL LIGHTING W/ LUMIFICIENT WHITE LED'S.
2. BOX LETTER SIGNAGE ABOVE ROOF EDGE (SAME CONSTRUCTION)
3. TENANT LOGO



3

SIGNAGE SOUTH ELEVATION - Callout 1

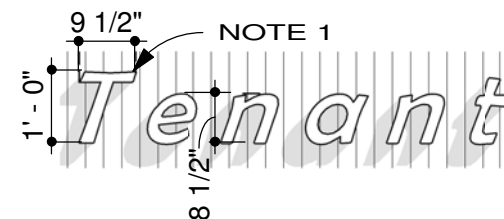
3/8" = 1'-0"



4

SIGNAGE SOUTH ELEVATION - Callout 2

3/8" = 1'-0"



5

SIGNAGE SOUTH ELEVATION - Callout 3

3/8" = 1'-0"



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P R O J E C T :

*THE HANGAR
AT SKY PARK*

ISSUE DATE:

October 15, 2018

D R A W I N G
T I T L E :

*ENLARGED
SIGNAGE
As indicated*

D R A W I N G N O.:

A6.7

Page 488 of 541



STARBUCKS COFFEE

MT. HERMON & KINGS VILLAGE - SCOTTS VALLEY, CA. 95066



1 VICINITY MAP
SCALE: NTS



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Project:

**Starbucks Coffee
Mt. Hermon & Kings Village**

Address:

**260 Mount Hermon Road
Scotts Valley, CA 95066**

Account Manager:

JIM STERK

Scale:

AS NOTED

T.A.:

3.00

Design No.:

18-10-5131-02

Reg. No.:

Revision History:

R0 10/22/18 BK New Drawing

R1 11/1/18 BK revise per redlines

R2 11/12/18 MH (.5) arrow info to back



ELECTRIC SIGN

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

• CONSTRUCTION APPROVALS •

Acct. Mgr:

Date:

Design:

Date:

Mfg/QC:

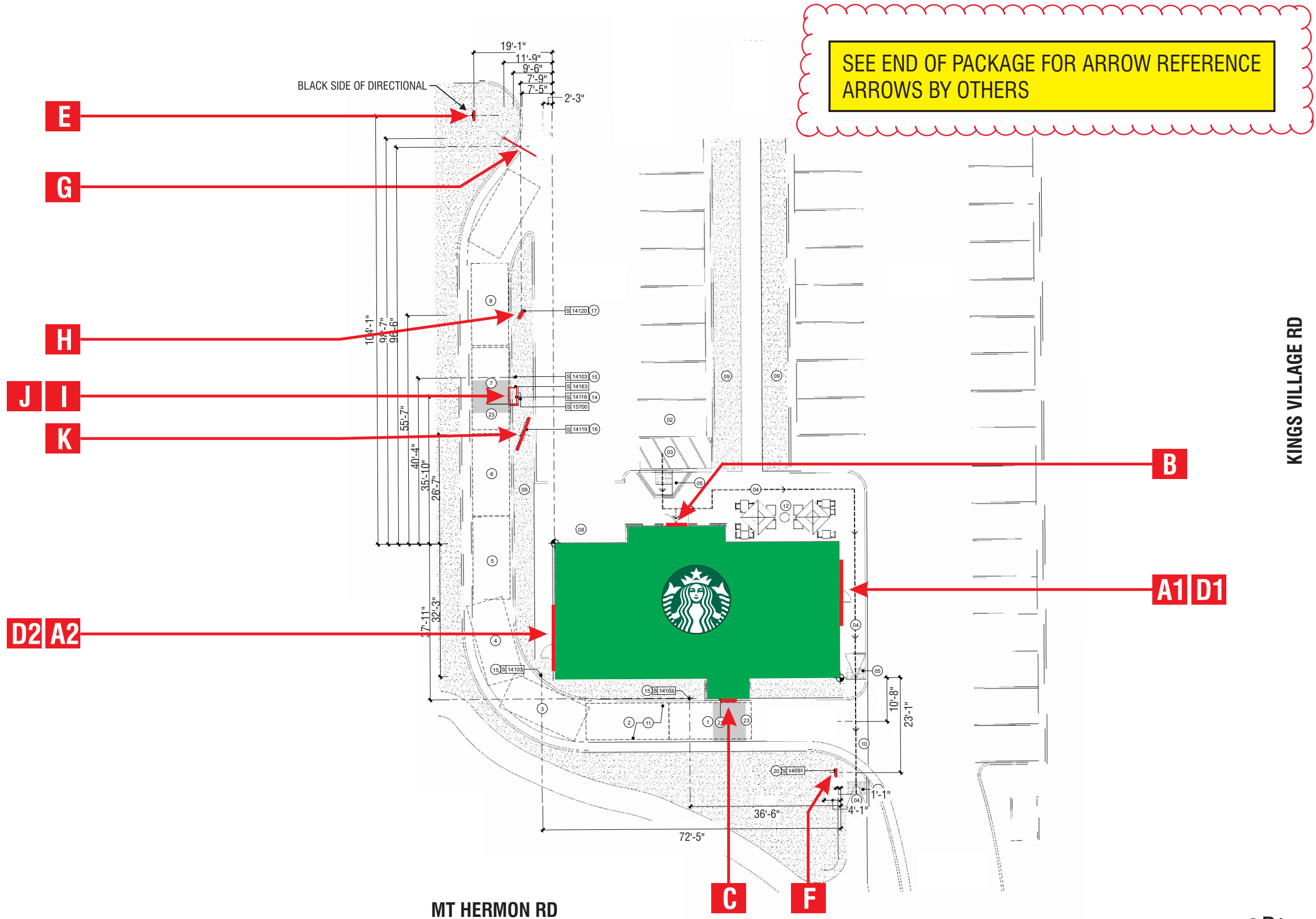
Date:

Page: 1 of 13

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1 SITE PLAN
SCALE: NTS


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**Starbucks Coffee
Mt. Hermon & Kings Village**

Address:
**260 Mount Hermon Road
Scotts Valley, CA 95066**

Account Manager:
JIM STERK

Scale: **AS NOTED** T.A.: **3.00**

Design No.:
18-10-5131-02

Reg. No.:

Revision History:
R0 10/22/18 BK New Drawing
R1 11/1/18 BK revise per redlines
R2 11/12/18 MH (.5) arrow info to back

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• CONSTRUCTION APPROVALS •
Acct. Mgr: _____ Date: _____

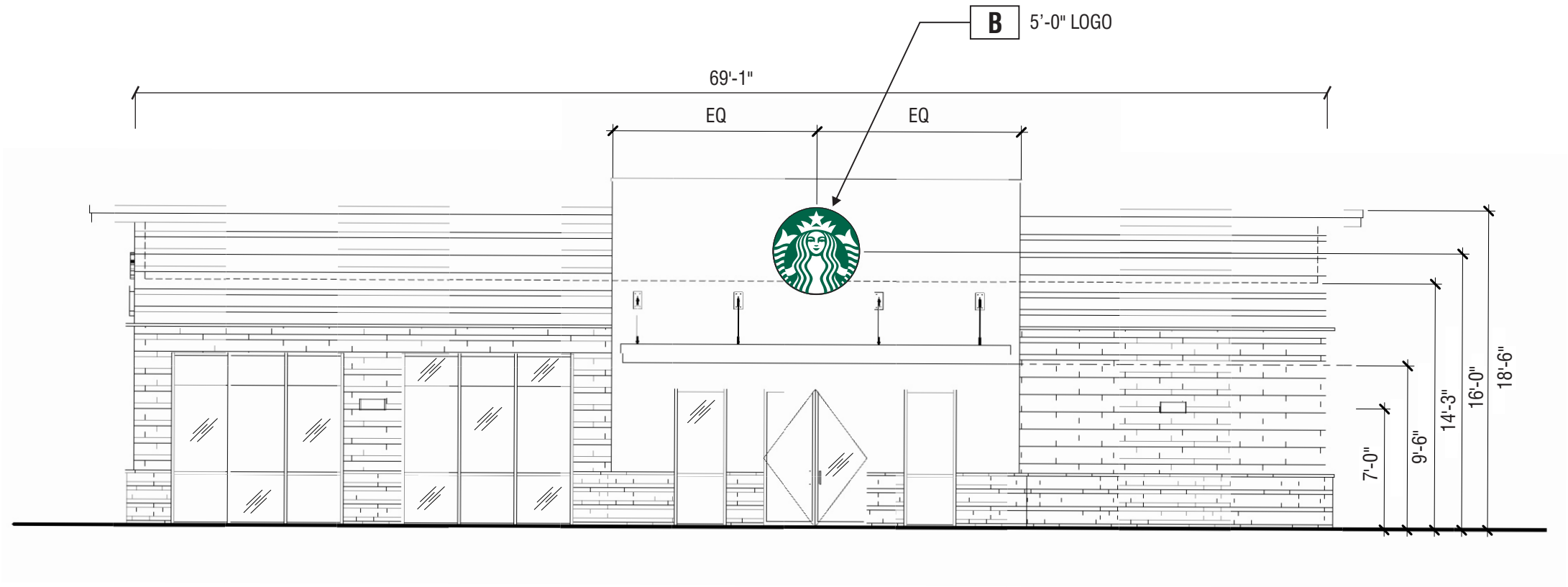
Design: _____ Date: _____

Mfg/QC: _____ Date: _____

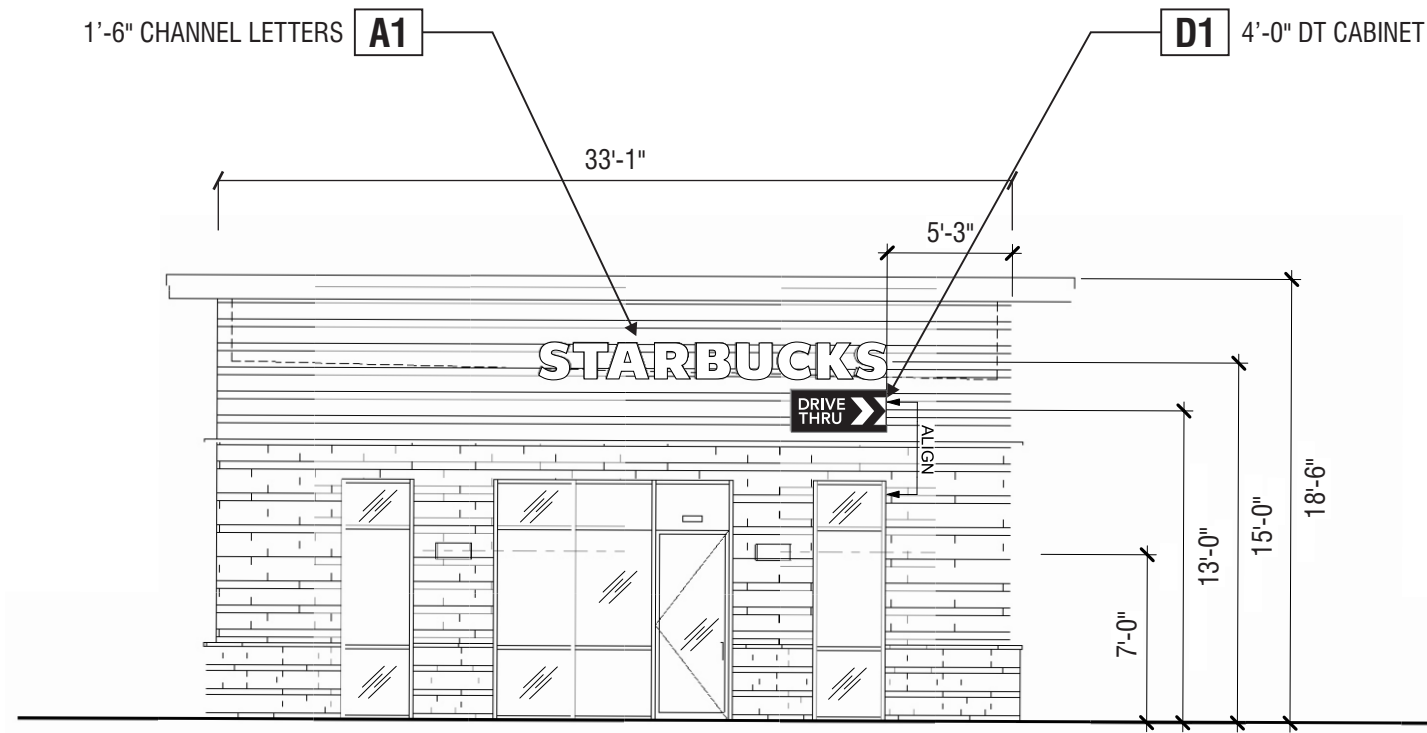
Page: **2** of **13**

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1 NORTH ELEVATION
APPROXIMATE SCALE: 1/8" = 1'-0"



2 EAST ELEVATION
APPROXIMATE SCALE: 1/8" = 1'-0"



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Acct. Mgr: Date:

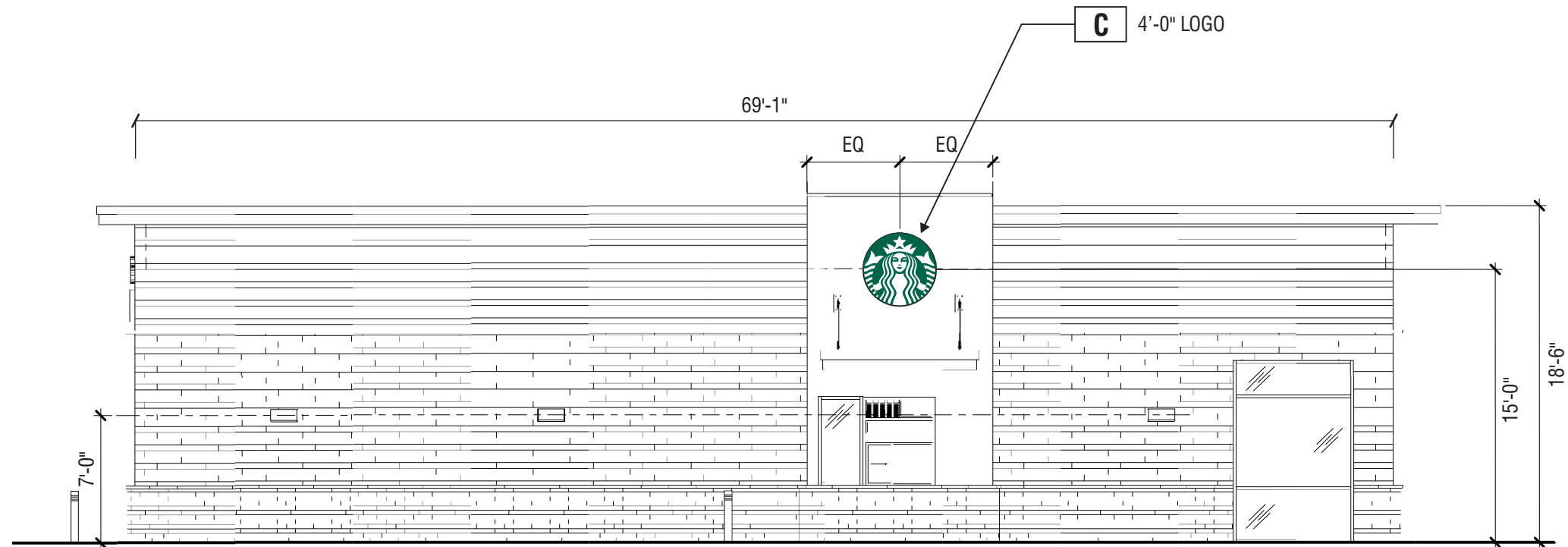
Design: Date:

Mfg/QC: Date:

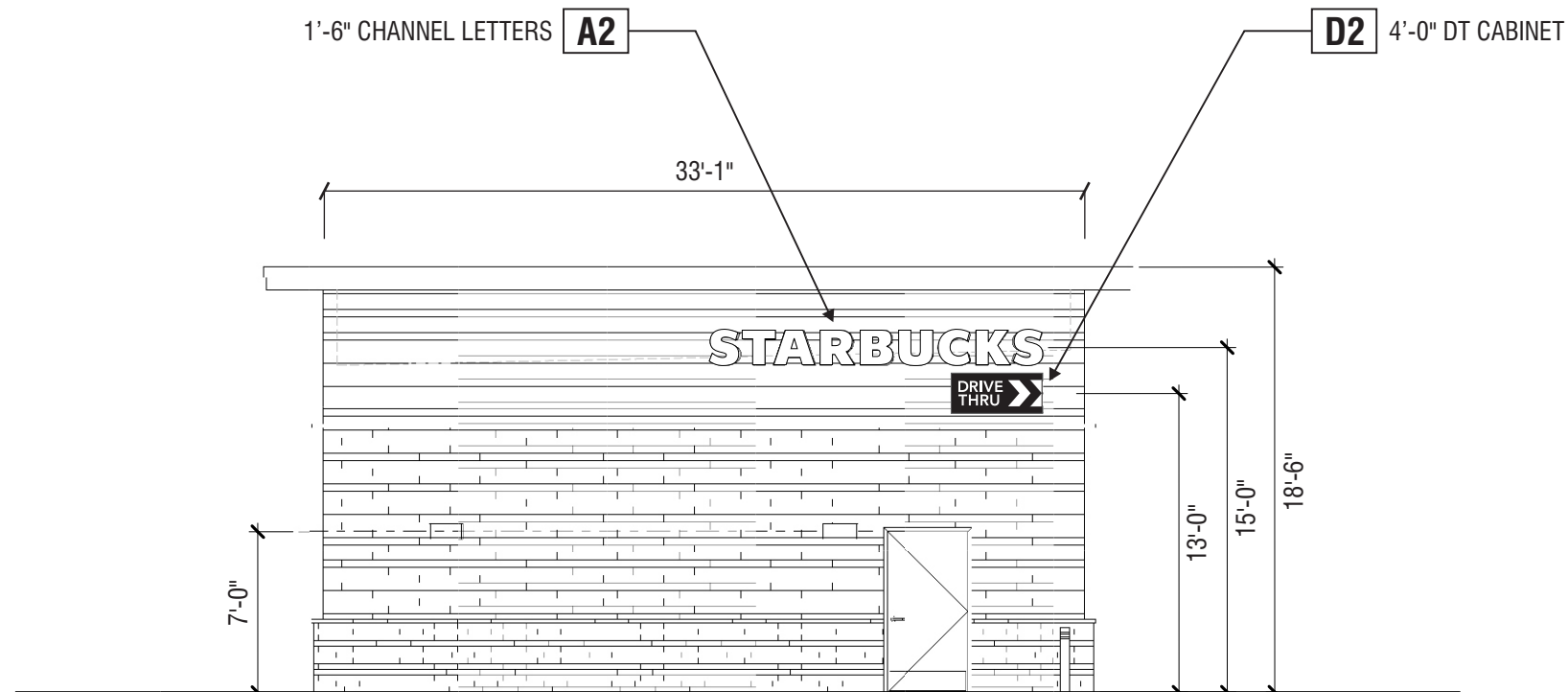
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3 SOUTH ELEVATION
APPROXIMATE SCALE: 1/8" = 1'-0"



4 WEST ELEVATION
APPROXIMATE SCALE: 1/8" = 1'-0"



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Scale: T.A.:
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R1 11/1/18 BK revise per redlines
R2 11/12/18 MH (.5) arrow info to back



ELECTRIC SIGN

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• CONSTRUCTION APPROVALS •
Acct. Mgr: Date:

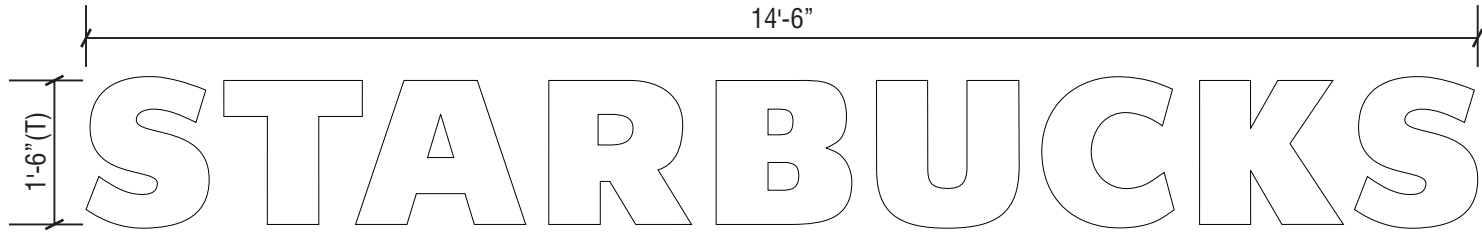
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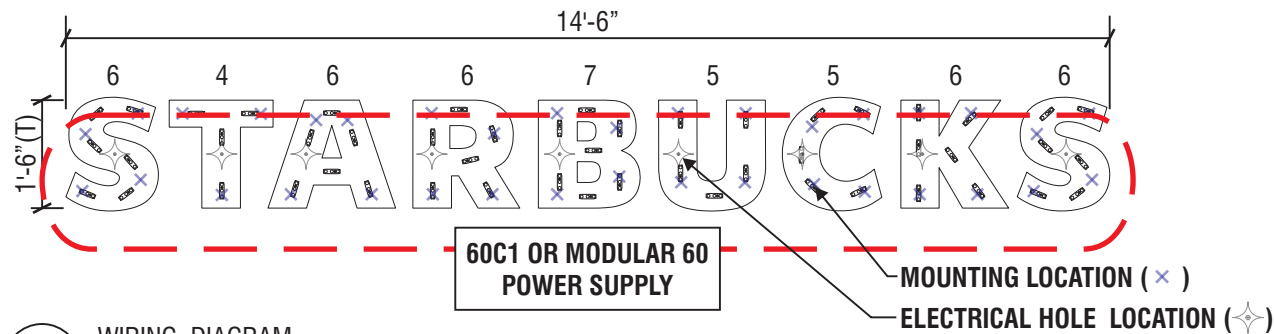


A1	SIGN ELEVATION / INTERNALLY ILLUMINATED WHITE FACE LIT SINGLE LINE CHANNEL LETTERS	36.2 SQ. FT.
A2	QUANTITY: TWO (2) REQUIRED	SCALE: 1/2" = 1'-0"

SPECIFICATIONS:

LETTERS: INTERNALLY ILLUMINATED CHANNEL LETTERS
FACE: #7328 WHITE ACRYLIC PLASTIC
OUTLINE REVERSED OUT TO SHOW THRU WHITE PLEX
TRIMCAP: 1" BLACK TRIMCAPS
RETURNS: 3" DEEP GLOSS BLACK RETURNS
ILLUMINATION: PRISM ENLIGHTEN WHITE 6500K LEDS WITH 60WATT POWER SUPPLIES

NOTES: FIELD VERIFY ALL MEASUREMENTS
AND CONDITIONS PRIOR TO ANY FABRICATION



1 WIRING DIAGRAM
SCALE: 3/8" = 1'-0"

120 V SIGN VOLTAGE
ELECTRICAL SPECIFICATIONS:

EIGHTY FOUR (51 MODULES - 34'-0") PRISM ENLIGHTEN WHITE 6500K MODULES
LAID OUT AT 1.5 MODULES PER FOOT, 6" ON CENTER (UL#215393)
TWO (2) 60 WATT POWER SUPPLIES (UL#215393)
ONE (1) 100'-0" ROLL OF JACKETED CABLE

60WATT POWER SUPPLY POWER SUPPLY 12VDC
WATTS PER MODULE: 0.75
LED MODULE POWER USAGE: 38.25 WATTS

TOTAL CIRCUIT LOAD: 1.2 AMPS @ 120 VOLTS
(1) CUSTOMER PROVIDED 20 AMP, 120V DEDICATED CIRCUIT

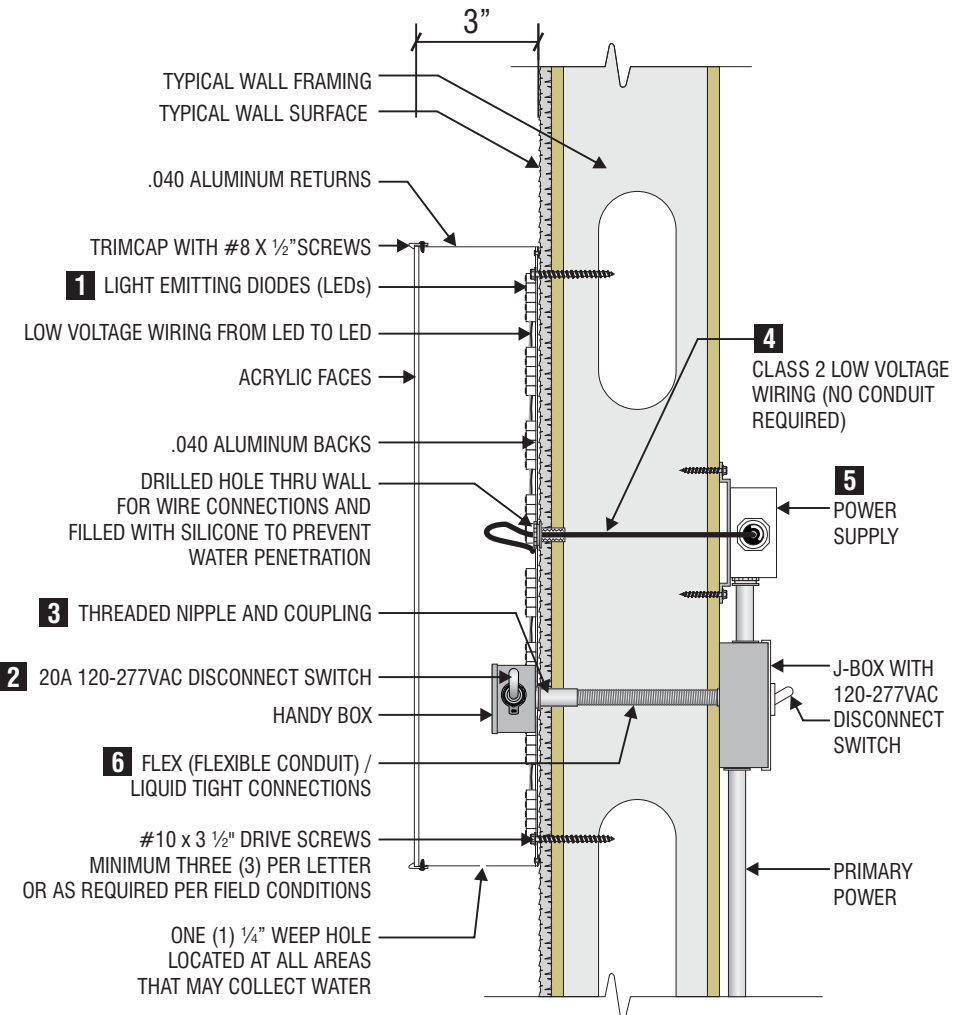
Note to All Contractors

120 Sign Voltage

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign. All wall penetrations to be sealed with UL Listed silicone sealant.

PLEASE REFER TO THE NUMBERED ITEMS BELOW
FOR INCORPORATED INSTALL INSTRUCTIONS.
LISTED INSTRUCTIONS TO BE FOUND WITH ACTUAL SIGNAGE
(NUMBERED ITEMS CORRESPOND TO SECTION DETAIL)

ITEM #	DESCRIPTION
1	LIGHT EMITTING DIODES (LEDs)
2	DISCONNECT SWITCH
3	THREADED NIPPLE AND COUPLING (FLEX CONNECTOR)
4	CLASS 2 LOW VOLTAGE WIRING (NO CONDUIT REQUIRED)
5	POWER SUPPLY
6	FLEX (FLEXIBLE CONDUIT) / LIQUID TIGHT CONNECTIONS



3 TYPICAL SECTION DETAIL
SCALE: NTS



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Facsimile: 562.435.1867

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Starbucks Coffee
Mt. Hermon & Kings Village

Address:
260 Mount Hermon Road
Scotts Valley, CA 95066

Account Manager:
JIM STERK

Scale: T.A.:
AS NOTED 3.00

Design No.:
18-10-5131-02

Reg. No.:

Revision History:
R0 10/22/18 BK New Drawing
R1 11/1/18 BK revise per redlines
R2 11/12/18 MH (.5) arrow info to back



ELECTRIC SIGN

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

CONSTRUCTION APPROVALS
Acct. Mgr: Date:

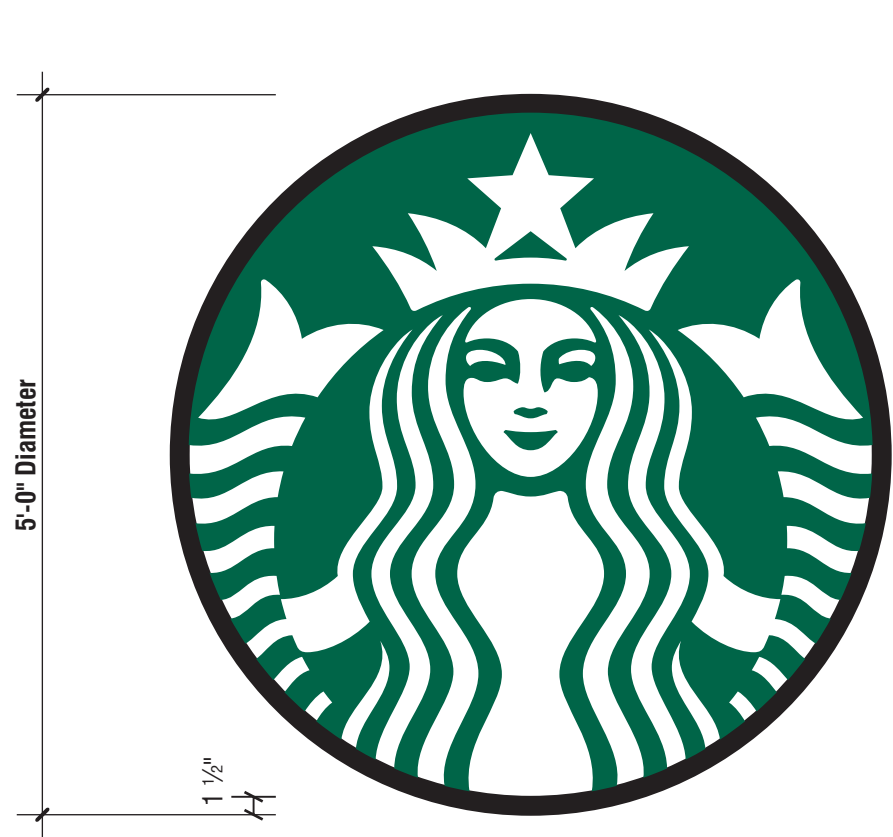
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B SELF-CONTAINED SINGLE FACE ILLUMINATED WALL MOUNT LOGO DISK
QUANTITY: ONE (1) REQUIRED
SCALE: 3/4" = 1'-0"

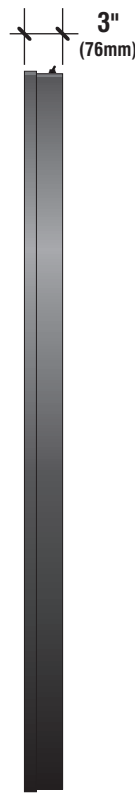
SPECIFICATIONS:

- LOGO: INTERNALLY ILLUMINATED WALL MOUNT LOGO DISK
RETURNS: 3" (76MM) DEEP, FABRICATED ALUMINUM RETURNS AND BACK.
RETAINERS: 1-1/2" ALUMINUM PAINTED BLACK
FACES: 3/16" (5MM) #7328 WHITE WITH 3M #3630-76 HOLLY GREEN VINYL OVERLAY.
SIREN TO SHOW THRU WHITE.
ILLUMINATION: PRISM ENLIGHTEN WHITE 6500K LEDS WITH 60WATT POWER SUPPLIES
NOTES: FIELD VERIFY ALL MEASUREMENTS AND CONDITIONS PRIOR TO ANY FABRICATION.

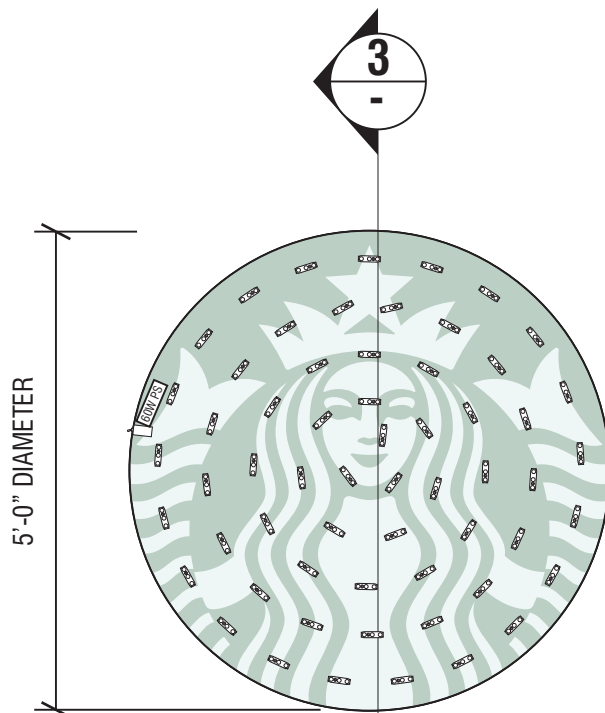
Note to All Contractors

120 Sign Voltage

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign. All wall penetrations to be sealed with UL Listed silicone sealant.



1 SIDE VIEW
SCALE: 3/4" = 1'-0"



2 WIRING DIAGRAM
SCALE: 1/2" = 1'-0"

COLOR SPECIFICATIONS	
	#7328 WHITE ACRYLIC
	3M # 3630-76 HOLLY GREEN VINYL
	PRE-PAINTED BLACK RETURN (GLOSSY) BLACK TRIMCAP

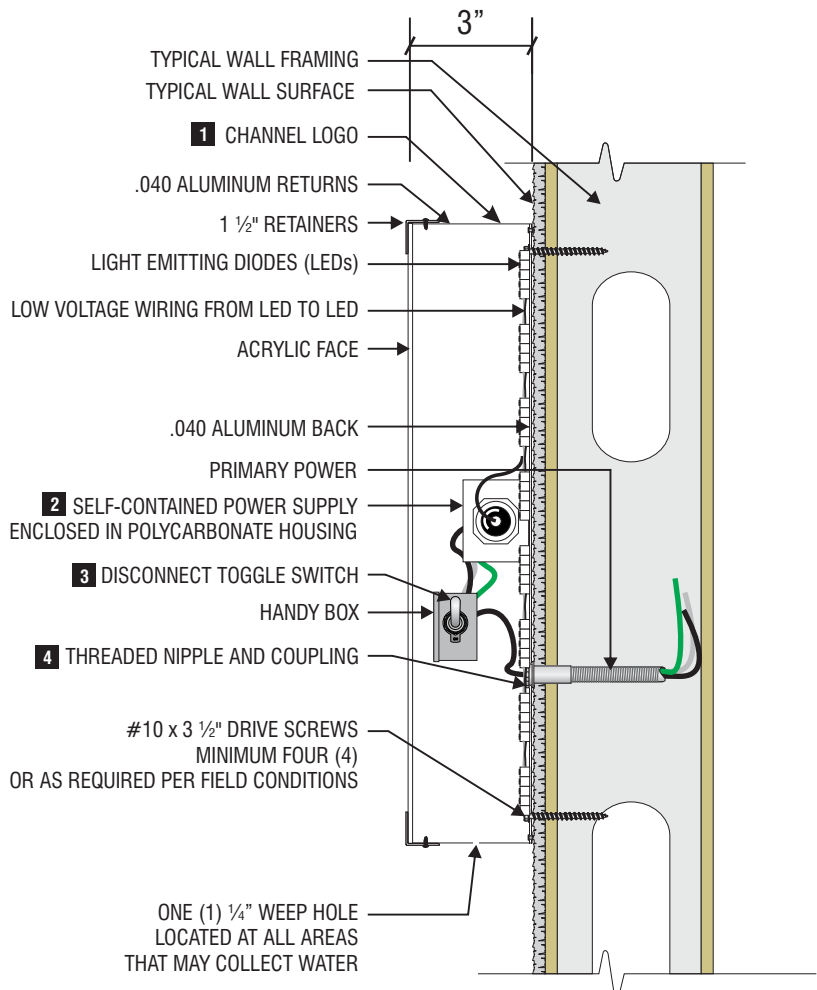
PLEASE REFER TO THE NUMBERED ITEMS BELOW FOR INCORPORATED INSTALL INSTRUCTIONS. LISTED INSTRUCTIONS TO BE FOUND WITH ACTUAL SIGNAGE (NUMBERED ITEMS CORRESPOND TO SECTION DETAIL)	
ITEM NUMBER	DESCRIPTION
1	CHANNEL LOGO
2	SELF CONTAINED POWER SUPPLY
3	DISCONNECT SWITCH
4	THREADED NIPPLE AND COUPLING (FLEX CONNECTOR)

120 V SIGN VOLTAGE
ELECTRICAL SPECIFICATIONS:

SIXTY (60 MODULES - 40'-0") PRISM ENLIGHTEN WHITE 6500K LED MODULES (UL#215393)
ONE (1) 60 WATT POWER SUPPLY (UL#215393)
ONE (1) 100'-0" ROLL OF JACKETED CABLE

60WATT POWER SUPPLY POWER SUPPLY 12VDC
WATTS PER MODULE: 0.75
PRIMARY SYSTEM POWER: 56.25 WATTS
LED MODULE POWER USAGE: 45.0 WATTS

TOTAL CIRCUIT LOAD: 0.6 AMPS @ 120 VOLTS
(1) CUSTOMER PROVIDED 20 AMP, 120V DEDICATED CIRCUIT AMP,
120VAC DEDICATED CIRCUIT



3 TYPICAL SECTION DETAIL
SCALE: NTS



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ELECTRIC SIGN

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Acct. Mgr: Date:

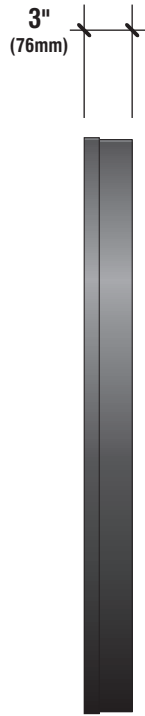
Design: Date:

Mfg/QC: Date:

Page: 6 of 13

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COLOR SPECIFICATIONS	
	#7328 WHITE ACRYLIC
	3M # 3630-76 HOLLY GREEN VINYL
	PRE-PAINTED BLACK RETURN (GLOSSY) BLACK TRIMCAP

PLEASE REFER TO THE NUMBERED ITEMS BELOW FOR INCORPORATED INSTALL INSTRUCTIONS. LISTED INSTRUCTIONS TO BE FOUND WITH ACTUAL SIGNAGE (NUMBERED ITEMS CORRESPOND TO SECTION DETAIL)	
ITEM NUMBER	DESCRIPTION
1	CHANNEL LOGO
2	SELF CONTAINED POWER SUPPLY
3	DISCONNECT SWITCH
4	THREADED NIPPLE AND COUPLING (FLEX CONNECTOR)

120 V SIGN VOLTAGE
ELECTRICAL SPECIFICATIONS:

THIRTY-NINE (39 MODULES - 26'-0") PRISM ENLIGHTEN WHITE 6500K LED MODULES (UL#215393)
ONE (1) 60 WATT POWER SUPPLY (UL#215393)
ONE (1) 100'-0" ROLL OF JACKETED CABLE

60WATT POWER SUPPLY POWER SUPPLY 12VDC
WATTS PER MODULE: 0.75
PRIMARY SYSTEM POWER: 36.56 WATTS
LED MODULE POWER USAGE: 29.25 WATTS

TOTAL CIRCUIT LOAD: 0.6 AMPS @ 120 VOLTS
(1) CUSTOMER PROVIDED 20 AMP, 120V DEDICATED CIRCUITO AMP,
120VAC DEDICATED CIRCUIT

C

SIGN ELEVATION /SELF-CONTAINED SINGLE FACE ILLUMINATED WALL MOUNT LOGO DISK

sq. ft.

QUANTITY: ONE (1) SIGN REQUIRED

SCALE: 3/4"=1'-0"

1

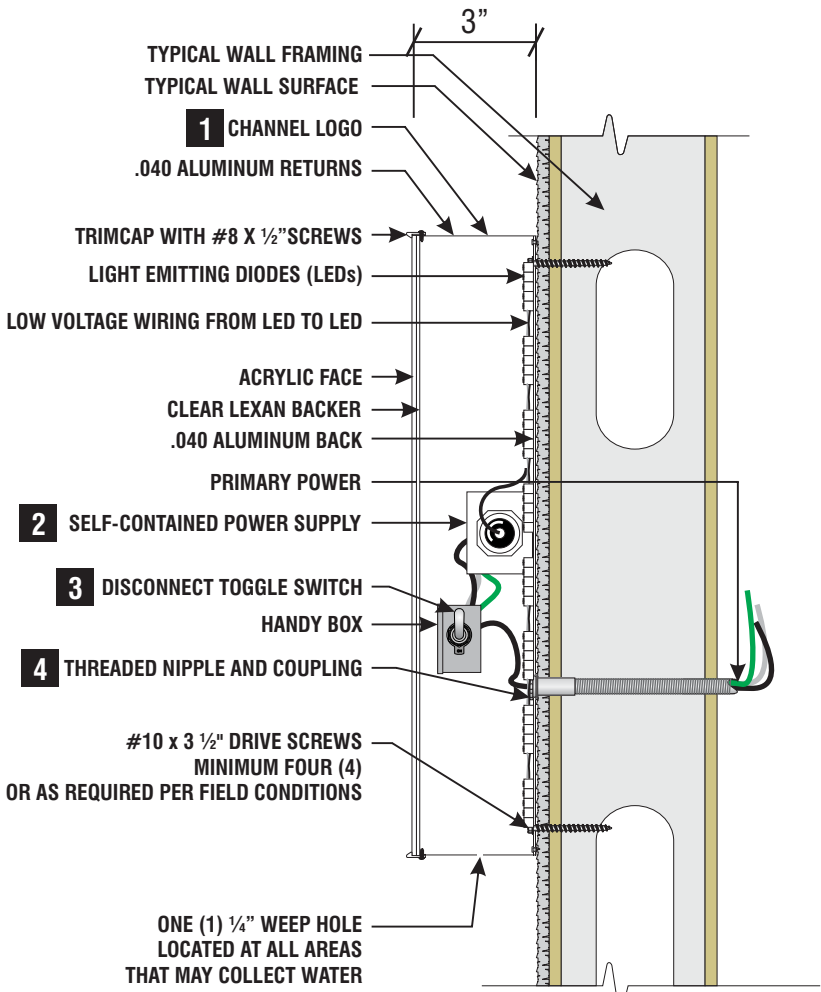
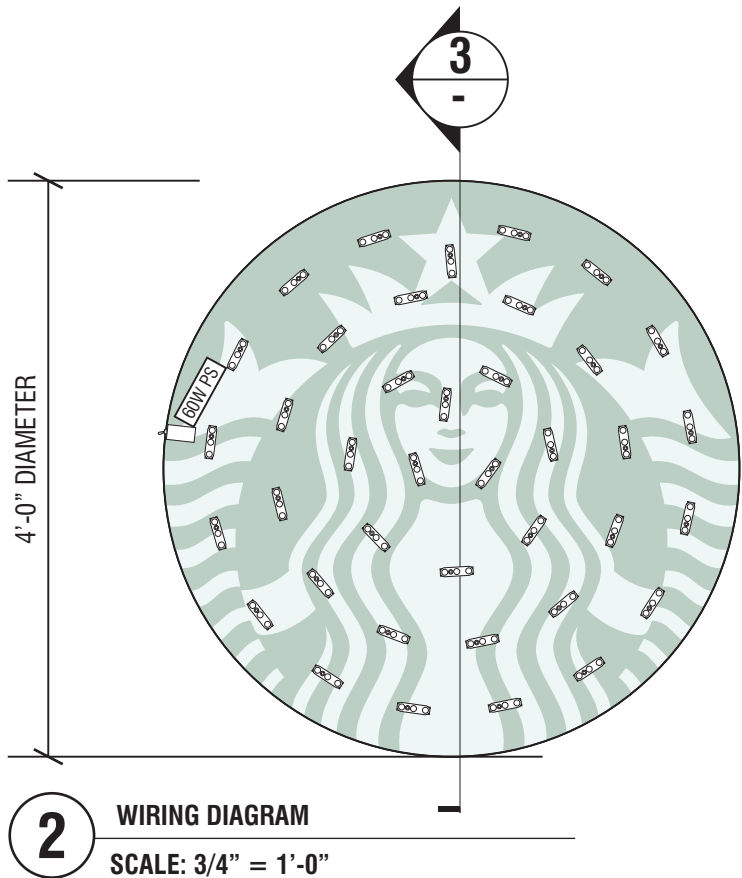
SIDE VIEW

SCALE: 3/4" = 1'-0"

SPECIFICATIONS:

- LOGO: INTERNALLY ILLUMINATED WALL MOUNT LOGO DISK
- FACE: #7328 WHITE ACRYLIC PLASTIC WITH 3M #3630-76 HOLLY GREEN VINYL OVERLAY
ALL WHITE TO BE REVERSED OUT TO SHOW THRU WHITE ACRYLIC PLASTIC
W/1/8" CLEAR LEXAN BACKER
- TRIMCAP: 1" BLACK TRIMCAPS
- RETURNS: 3" DEEP BLACK RETURNS
- ILLUMINATION: PRISM ENLIGHTEN WHITE 6500K LEDS WITH 60WATT POWER SUPPLIES

NOTES:



Note to All Contractors

120 Sign Voltage

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign. All wall penetrations to be sealed with UL Listed silicone sealant.

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Project:
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Mt. Hermon & Kings Village

Address:
260 Mount Hermon Road
Scotts Valley, CA 95066

Account Manager:
JIM STERK

Scale: T.A.:
AS NOTED 3.00

Design No.:
18-10-5131-02

Reg. No.:

Revision History:
R0 10/22/18 BK New Drawing
R1 11/1/18 BK revise per redlines
R2 11/12/18 MH (.5) arrow info to back

ELECTRIC SIGN

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

• CONSTRUCTION APPROVALS •
Acct. Mgr: Date:

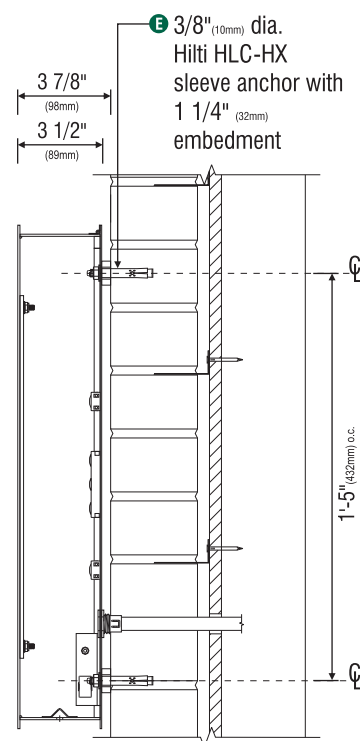
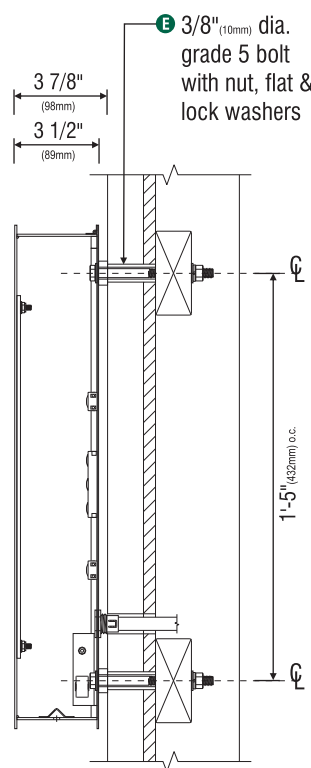
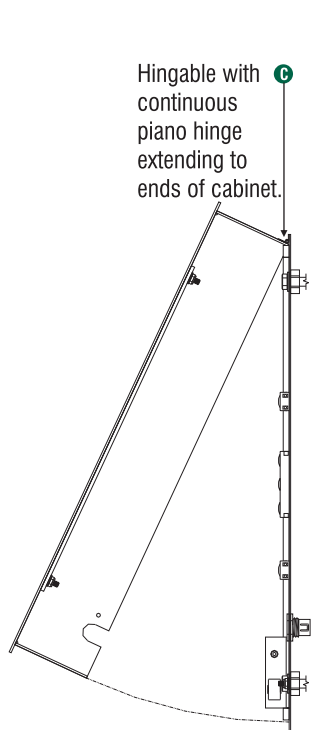
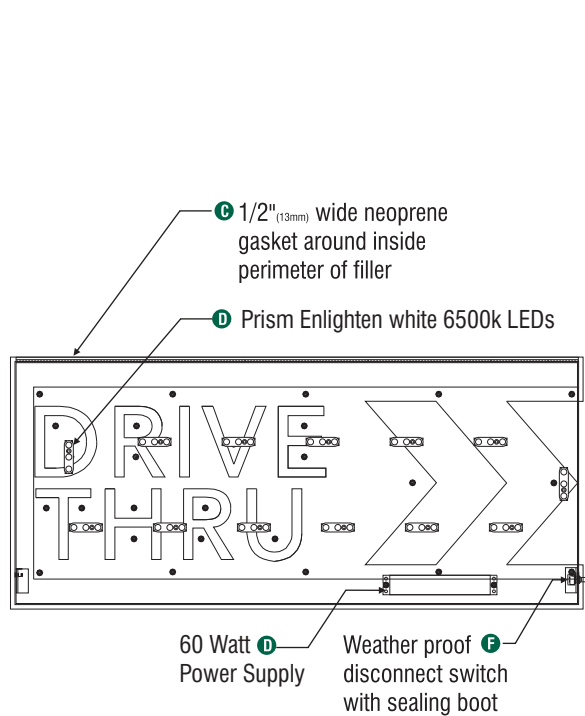
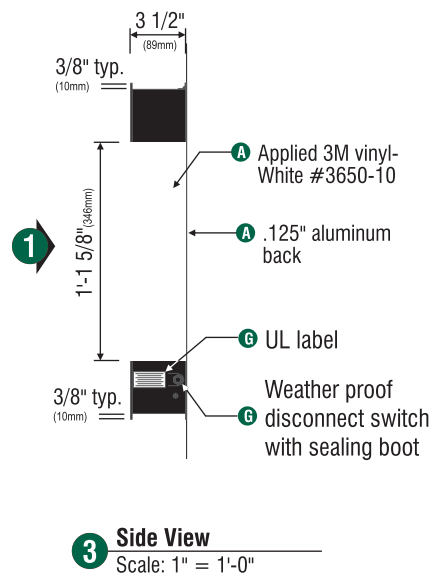
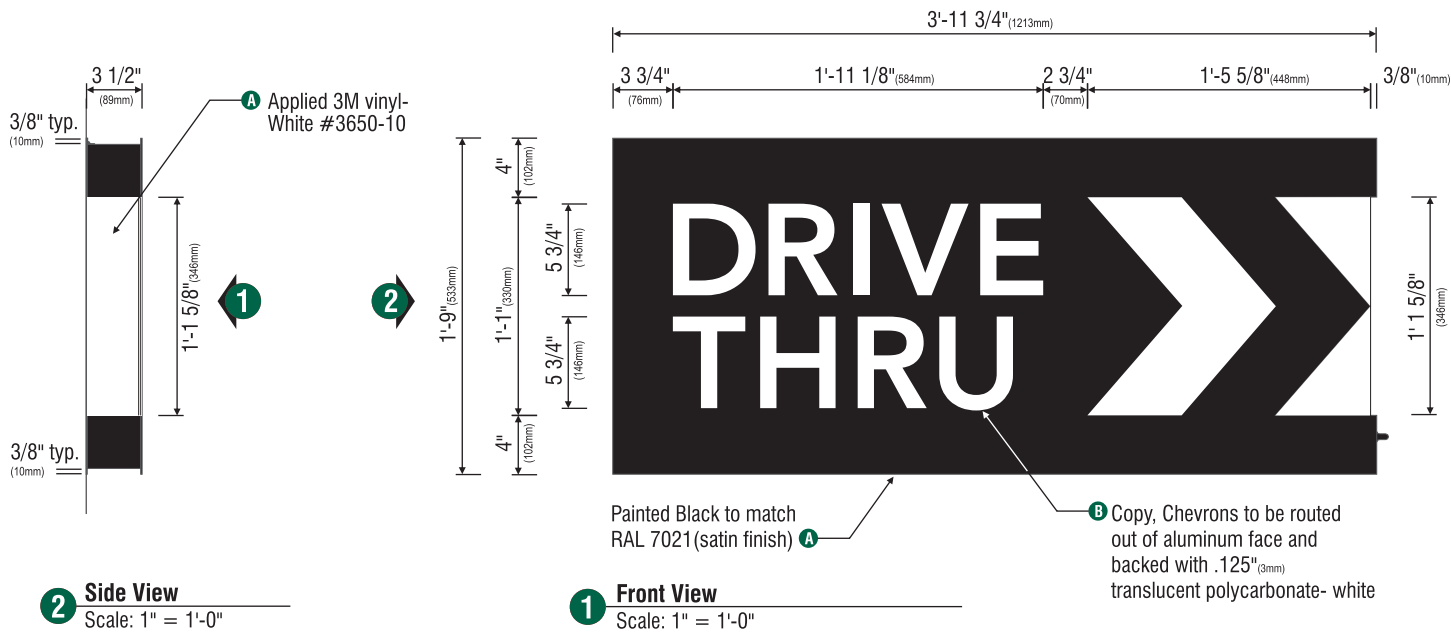
Design: Date:

Mfg/QC: Date:

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D1
D2 - Design ID #14099

(Qty: 2) Single faced illuminated drive thru wall mounted cabinet signs.

Fabricate and install:

- A** Cabinet to be fabricated from .090" (2mm) aluminum, painted Black to match RAL 7021M(satin finish), with Applied 3M vinyl- White #3650-10 end caps.
- B** Arrow Graphics and "DRIVE THRU" copy to be routed out of aluminum face and backed with 125" (3mm) translucent polycarbonate- White. Note: all polycarbonate elements to be attached to back of aluminum faces with welded studs.
- C** Cabinet to be welded aluminum construction with no visible fasteners. Fasteners retaining the hinged face will be located on the bottom such that they are not visible. All fasteners used in assembly of internal components shall be coated to prevent corrosion. Internal structure shall be constructed as per approved shop drawings.
- D** Graphic elements are internally illuminated using Sloan Prism Enlighten 6500k white LED modules or Starbucks approved equal. LEDs to be mounted to sign back with self contained power supply. All electrical components are removable for service.
- E** Attach flush to wall. Anchor fasteners as required for existing wall structure. Support structure be constructed as per approved shop drawings and shall be integral to the sign cabinet.
- F** Sign must meet all regulations in the National Electric Sign Code as well as any local or state codes. As per NEC 600.6 sign is equipit with a service disconnect switch. Sign must be listed as an Electrical Sign per Underwriters Laboratories UL48 and/or CSA and bear the appropriate UL, CUL, or CSA relevant certification marks. Primary power by electrical contractor per NEC.

120 V SIGN VOLTAGE ELECTRICAL SPECIFICATIONS:

THIRTEEN (13 MODULES - 9'-0") PRISM ENLIGHTEN WHITE 6500K LED MODULES (UL#215393)
ONE (1) 60 WATT POWER SUPPLY (UL#215393)
ONE (1) 100'-0" ROLL OF JACKETED CABLE

60WATT POWER SUPPLY POWER SUPPLY 12VDC
WATTS PER MODULE: 0.75
PRIMARY SYSTEM POWER: 12.19 WATTS
LED MODULE POWER USAGE: 9.75 WATTS

TOTAL CIRCUIT LOAD: 0.6 AMPS @ 120 VOLTS
(1) CUSTOMER PROVIDED 20 AMP, 120V DEDICATED CIRCUIT 0 AMP, 120VAC DEDICATED CIRCUIT



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Mt. Hermon & Kings Village

Address:
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Scotts Valley, CA 95066

Account Manager:
JIM STERK

Scale: T.A.:
AS NOTED 3.00

Design No.:
18-10-5131-02

Reg. No.:

Revision History:
R0 10/22/18 BK New Drawing
R1 11/1/18 BK revise per redlines
R2 11/12/18 MH (.5) arrow info to back

UL CERTIFIED **ELECTRIC SIGN**

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

CONSTRUCTION APPROVALS
Acct. Mgr: Date:

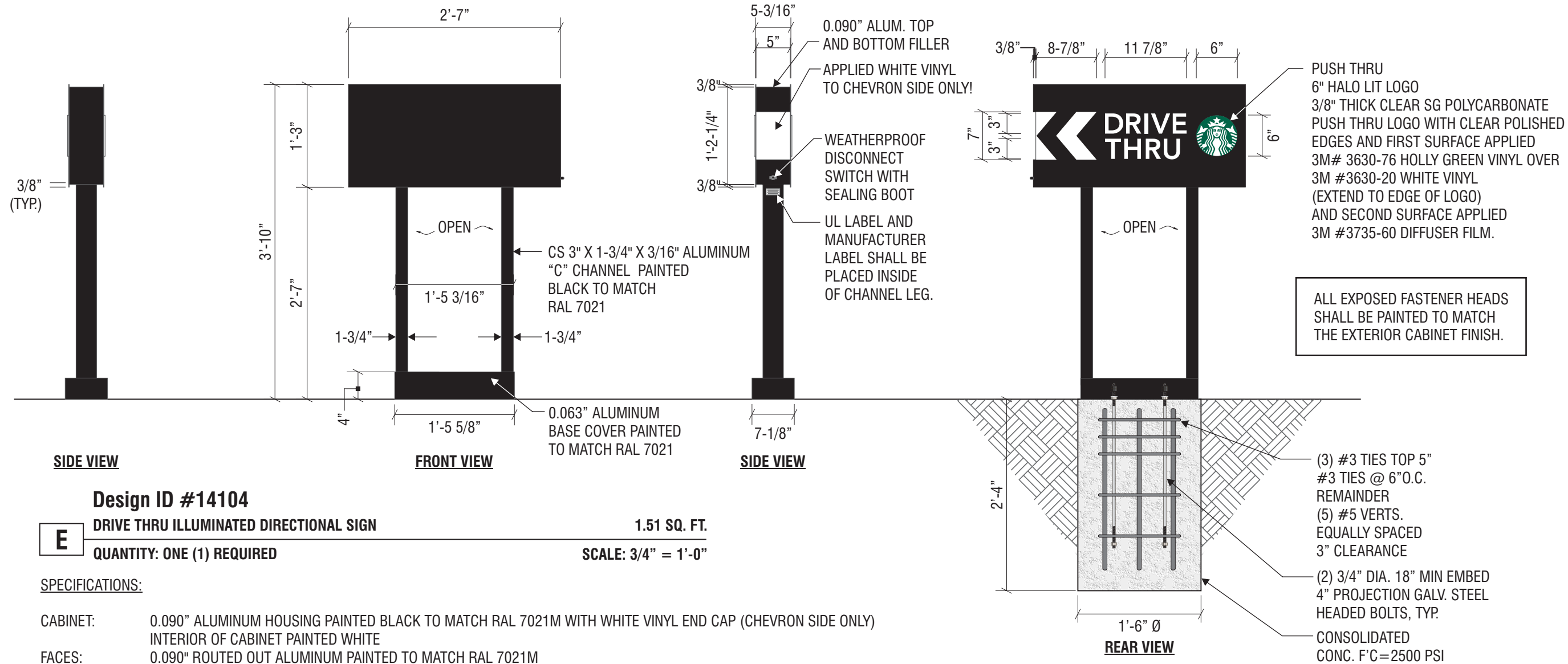
Design: Date:

Mfg/QC: Date:

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SIDE VIEW

FRONT VIEW

SIDE VIEW

REAR VIEW

Design ID #14104

DRIVE THRU ILLUMINATED DIRECTIONAL SIGN

1.51 SQ. FT.

QUANTITY: ONE (1) REQUIRED

SCALE: 3/4" = 1'-0"

SPECIFICATIONS:

- CABINET: 0.090" ALUMINUM HOUSING PAINTED BLACK TO MATCH RAL 7021M WITH WHITE VINYL END CAP (CHEVRON SIDE ONLY)
INTERIOR OF CABINET PAINTED WHITE
- FACES: 0.090" ROUTED OUT ALUMINUM PAINTED TO MATCH RAL 7021M
- LOGO: 3/8" THICK CLEAR SG POLYCARBONATE PUSH THRU LOGO WITH CLEAR POLISHED EDGES AND FIRST SURFACE APPLIED 3M# 3630-76 HOLLY GREEN VINYL OVER 3M #3630-20 WHITE VINYL (EXTEND TO EDGE OF LOGO) AND SECOND SURFACE APPLIED 3M #3735-60 DIFFUSER FILM
- COPY/CHEVRON: BACKED-UP TRANSLUCENT WHITE POLYCARBONATE
- RETURNS: 5" DEEP ALUMINUM PAINTED TO MATCH RAL 7021M (ONLY RETURN WITH CHEVRONS TO HAVE WHITE VINYL)
- ILLUMINATION: WHITE LEDS WITH POWER SUPPLIES

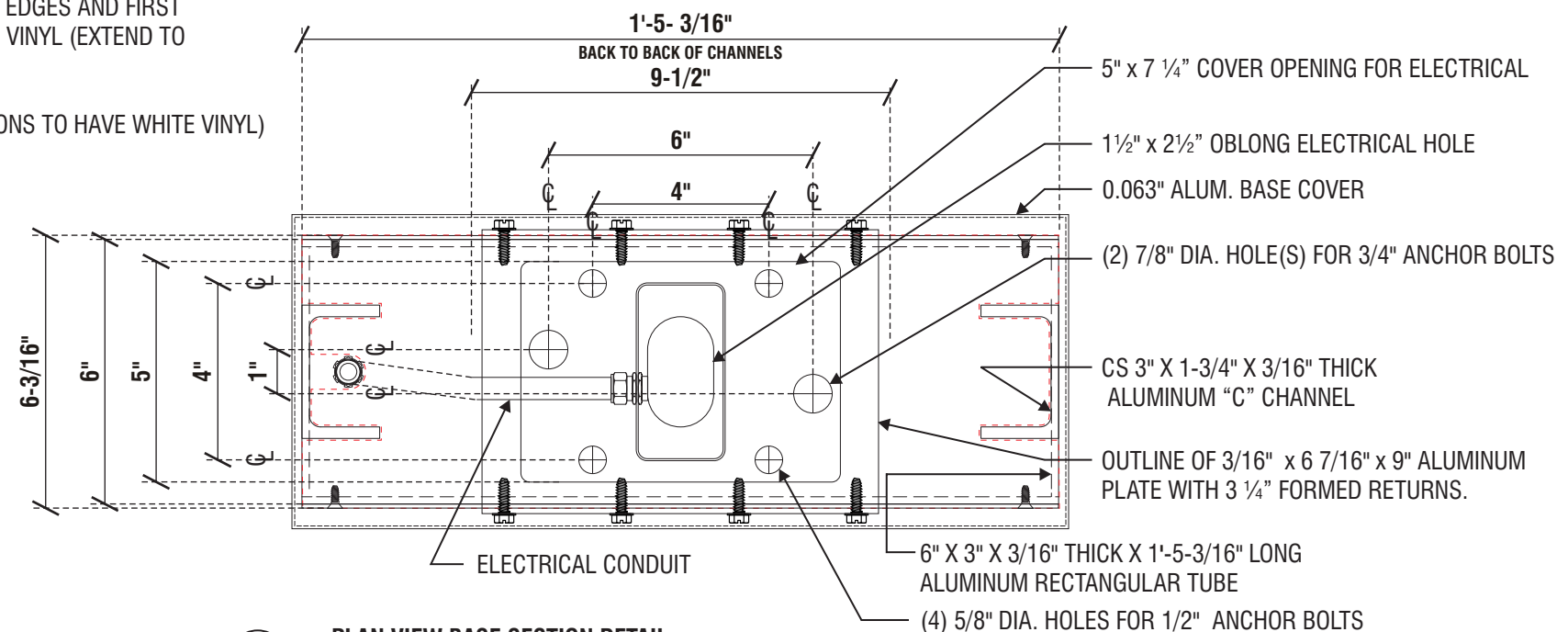
NOTES:

Note to All Contractors

120 Sign Voltage

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign. All wall penetrations to be sealed with UL Listed silicone sealant.

DT Directional Illuminated Arrow Series - 46in 1170mm #14104				
Size	Sq. Ft. ¹	Sq. Ft. ²	Volts	Amps
46" (1170mm)	1.51	9.90	120	0.85



1 PLAN VIEW BASE SECTION DETAIL

SCALE: 3" = 1'-0"



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3.00

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Reg. No.:

Revision History:

R0 10/22/18 BK New Drawing

R1 11/1/18 BK revise per redlines

R2 11/12/18 MH (.5) arrow info to back



ELECTRIC SIGN

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

• CONSTRUCTION APPROVALS •

Acct. Mgr:

Date:

Design:

Date:

Mfg/QC:

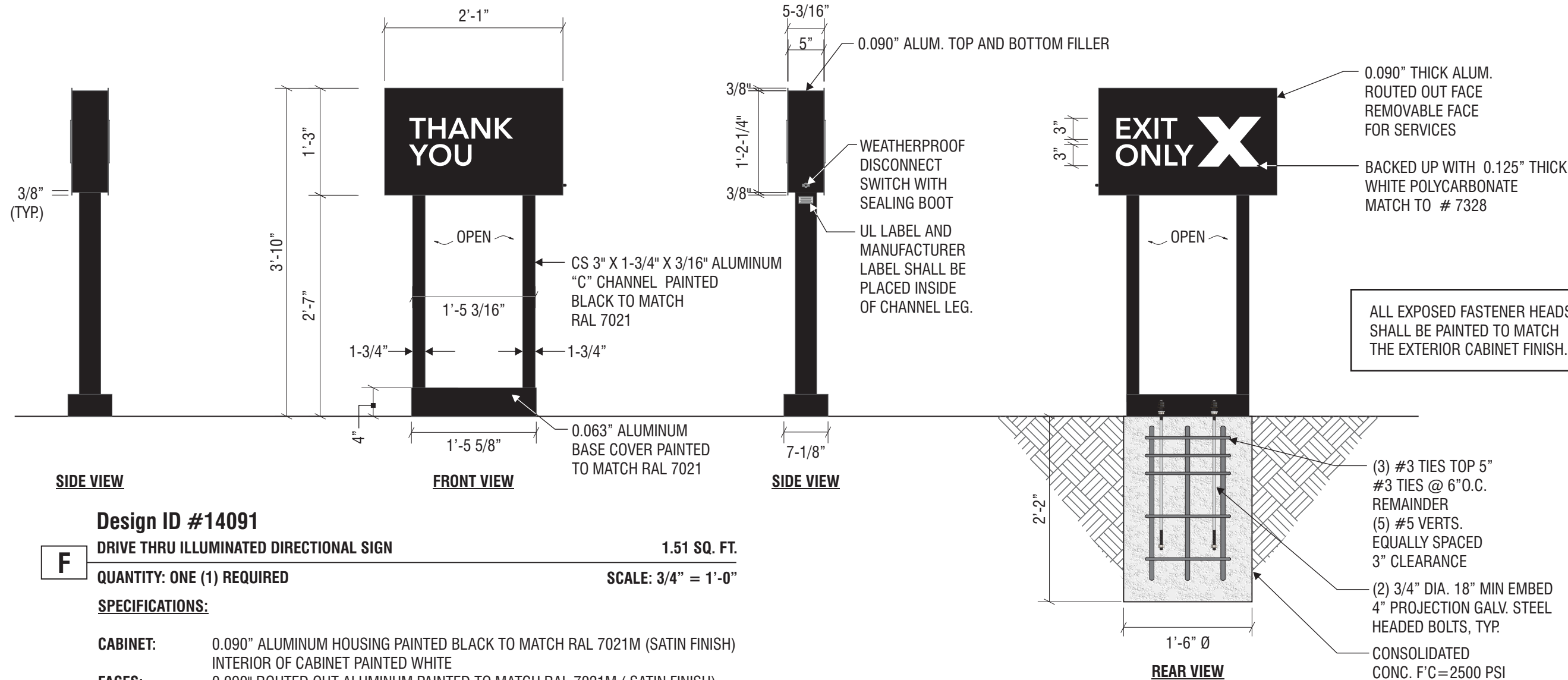
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Design ID #14091

DRIVE THRU ILLUMINATED DIRECTIONAL SIGN

1.51 SQ. FT.

QUANTITY: ONE (1) REQUIRED

SCALE: 3/4" = 1'-0"

SPECIFICATIONS:

- CABINET:** 0.090" ALUMINUM HOUSING PAINTED BLACK TO MATCH RAL 7021M (SATIN FINISH)
INTERIOR OF CABINET PAINTED WHITE
- FACES:** 0.090" ROUTED OUT ALUMINUM PAINTED TO MATCH RAL 7021M (SATIN FINISH)
- THANK YOU AND EXIT ONLY:** COPY TO BE ROUTED OUT OF ALUMINUM FACE AND BACKED-UP WITH 1/8" TRANSLUCENT WHITE POLYCARBONATE TO MATCH WHITE # 7328
- RETURNS:** 5" DEEP ALUMINUM PAINTED TO MATCH RAL 7021M (SATIN FINISH)
- ILLUMINATION:** WHITE LEDS WITH POWER SUPPLIES

NOTES:

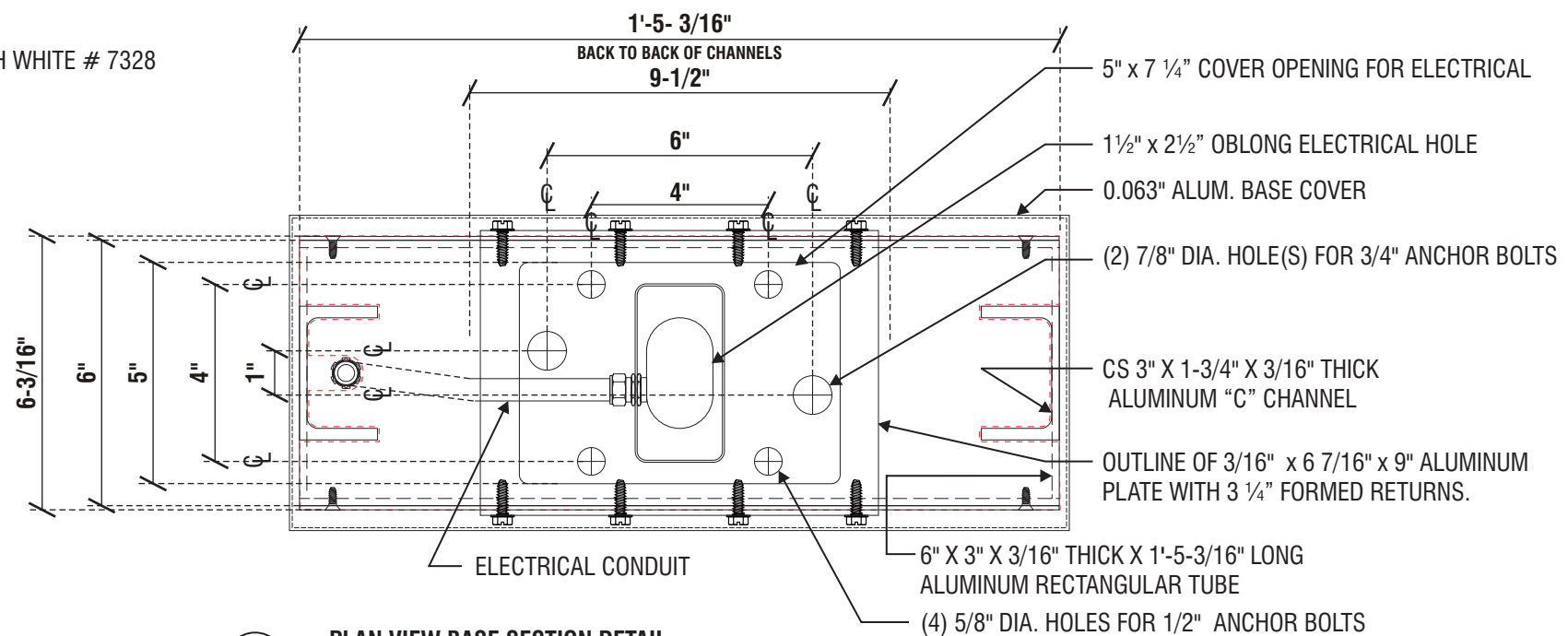
Note to All Contractors

120 Sign Voltage

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign. All wall penetrations to be sealed with UL Listed silicone sealant.

DT Directional Exit Sign Illuminated Arrow Series - 46in 1170mm #14091

Size	Sq. Ft. ¹	Sq. Ft. ²	Volts	Amps
46" (1170mm)	1.51	9.90	120	0.85



1

PLAN VIEW BASE SECTION DETAIL

SCALE: 3" = 1'-0"



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Address:

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Account Manager:

JIM STERK

Scale:

AS NOTED

T.A.:

3.00

Design No.:

18-10-5131-02

Reg. No.:

Revision History:

R0 10/22/18 BK New Drawing

R1 11/1/18 BK revise per redlines

R2 11/12/18 MH (.5) arrow info to back



ELECTRIC SIGN

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CONSTRUCTION APPROVALS

Acct. Mgr:

Date:

Design:

Date:

Mfg/QC:

Date:

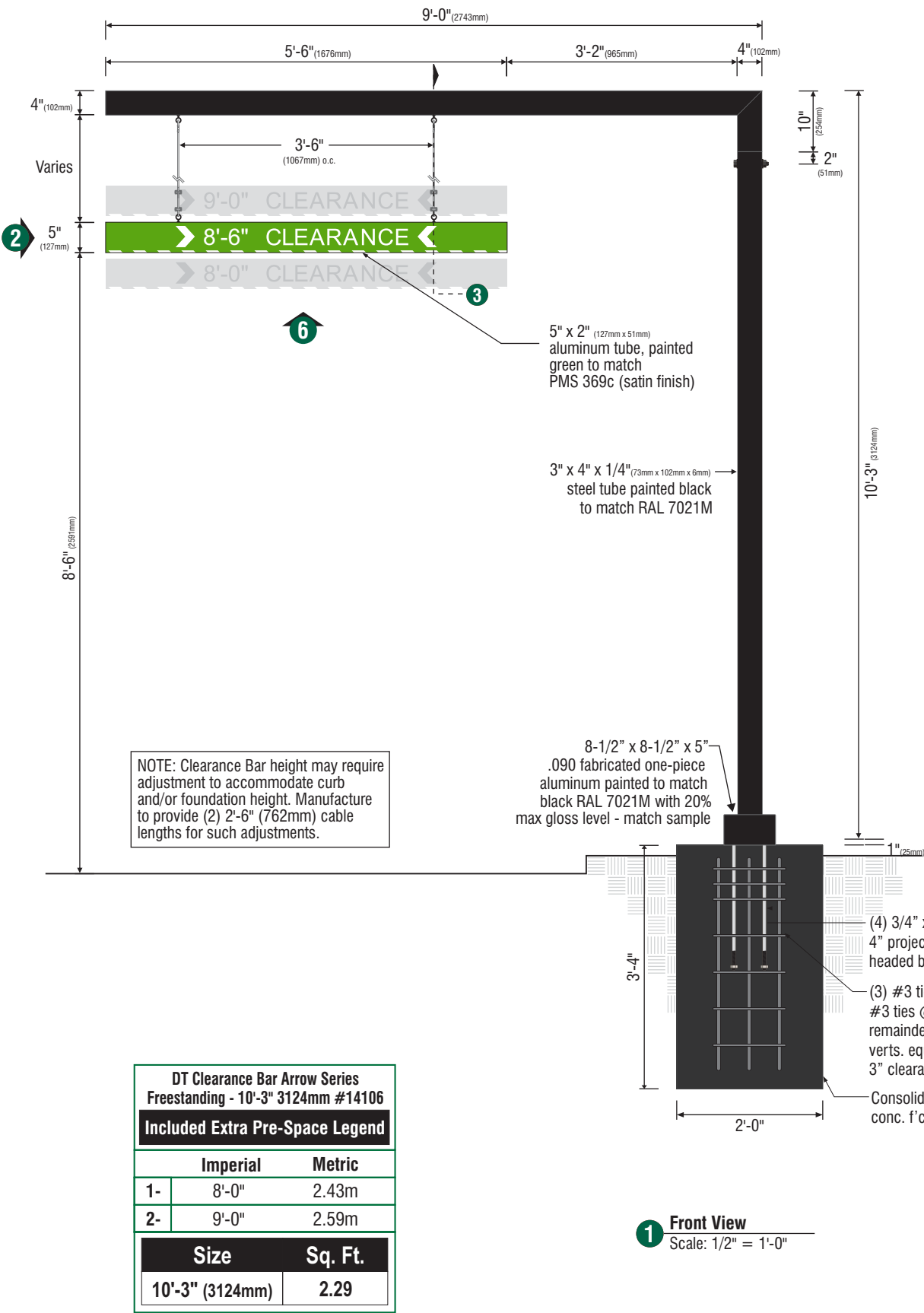
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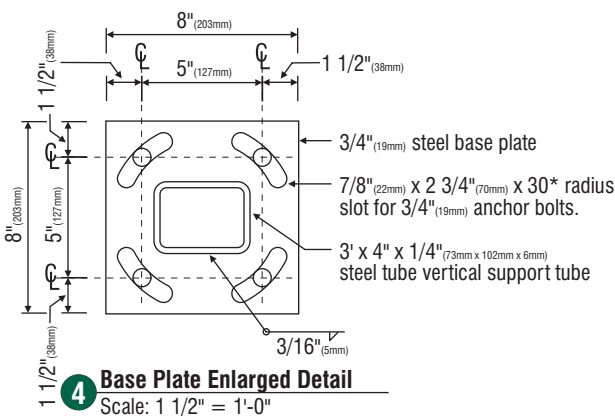
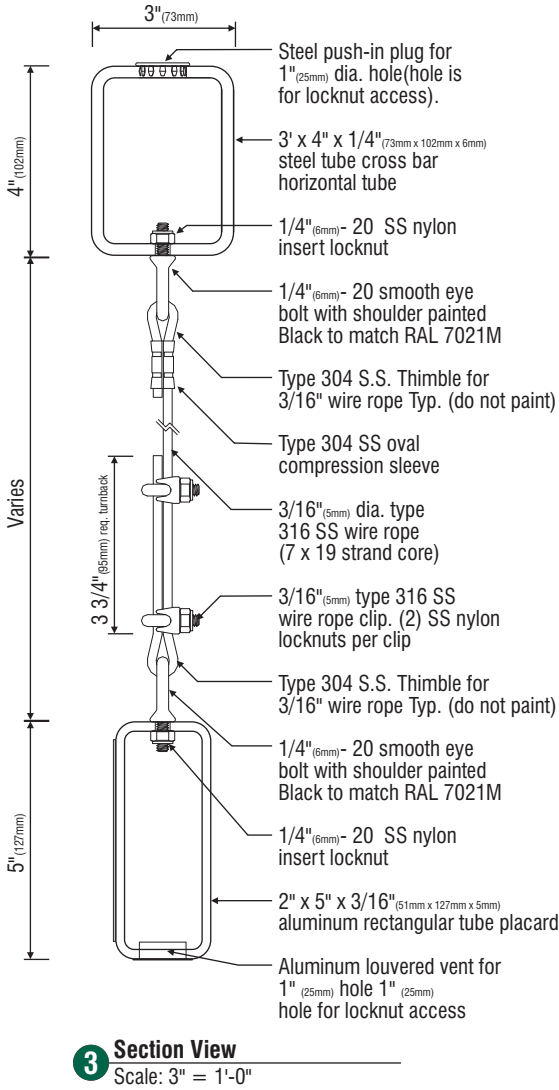
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026



DT Clearance Bar Arrow Series Freestanding - 10'-3" 3124mm #14106		
Included Extra Pre-Space Legend		
	Imperial	Metric
1-	8'-0"	2.43m
2-	9'-0"	2.59m
Size		Sq. Ft.
10'-3" (3124mm)		2.29

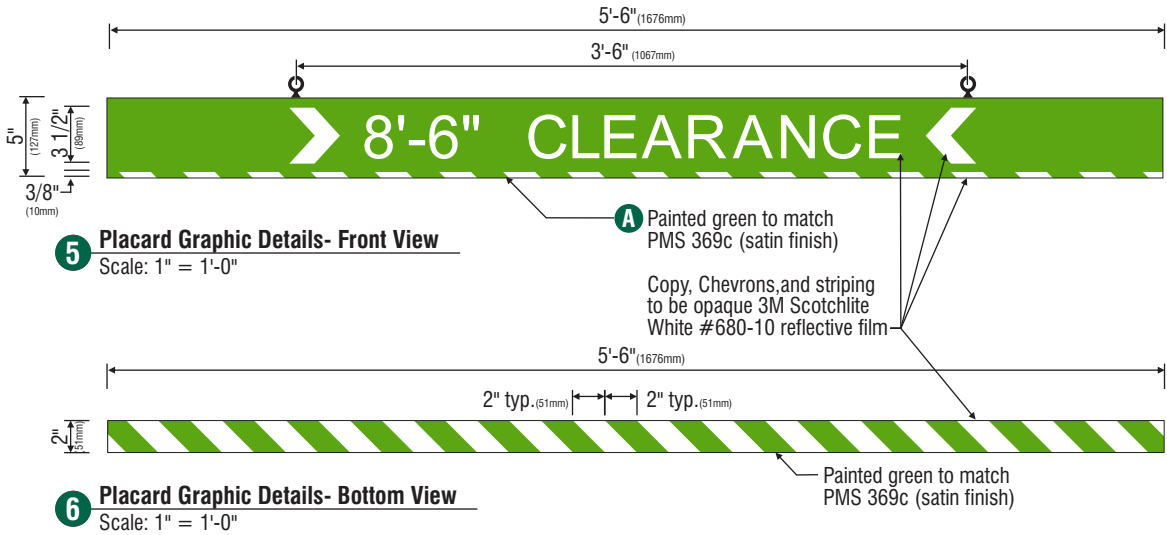
1.) Figured as visual text



G - Design ID #14106

(Qty: 1) Single faced non- illuminated drive thru clearance Bar sign.
Fabricate and install:

- A** Scraper Bar to be 2" (51mm) x 5" (127mm) x 1/4" (6mm) aluminum rectangular tube, ends to be flush capped with aluminum, painted Green to match PMS 369c (satin finish).
- B** Copy to be opaque 3M Scotchlite White #680-10 reflective film (field apply).
- C** Chevrons to be opaque 3M Scotchlite White #680-10 reflective film.
- D** Striping to be opaque 3M Scotchlite White #680-10 reflective film. Striping extends 3/8" (10mm) onto front face.
- E** Suspend sign face from support arm with 3/16" s.s. cable and attachment hardware.
- F** Support structure to be welded 3' (73mm) x 4" (102mm) x 1/4" (6mm) steel rectangular tube construction, painted Black to match RAL 7021M(satin finish). Support structure be constructed as per approved shop drawings and shall be retro-fittable to existing sign foundations. All foundations, existing and new must be analyzed for suitability and must meet local city and state code regulations.





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Account Manager:
JIM STERK

Scale: T.A.:
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R1 11/1/18 BK revise per redlines
R2 11/12/18 MH (.5) arrow info to back



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Design: Date:

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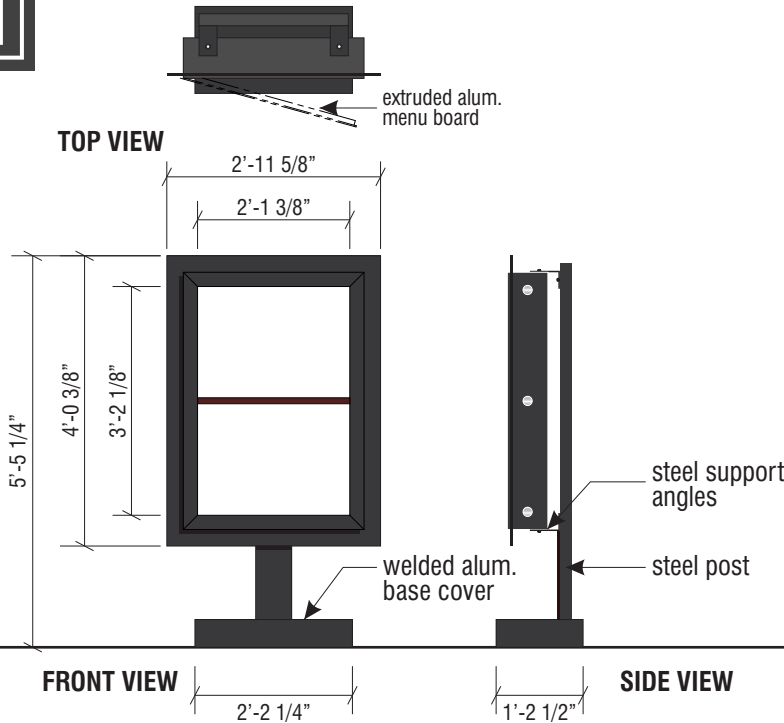
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H

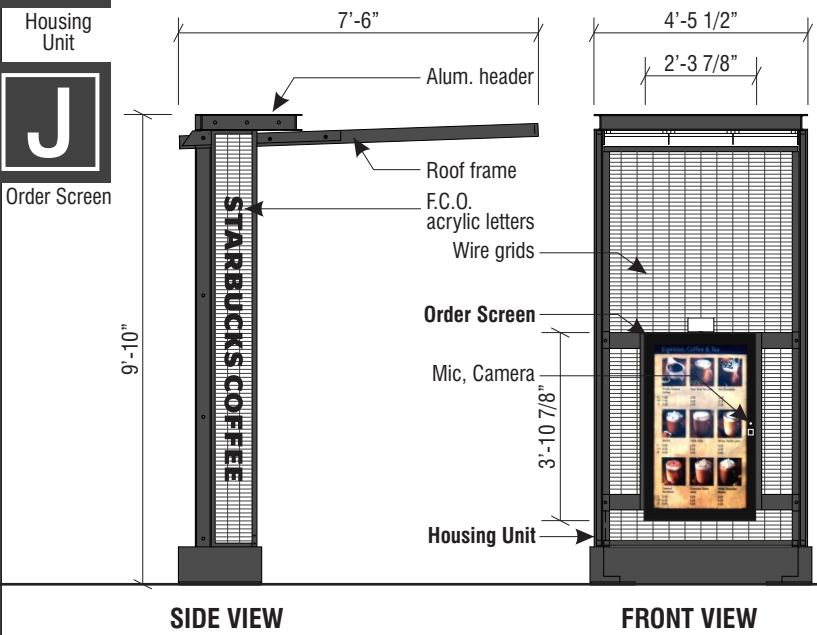
SCALE: 3/8" = 1'-0"



Preview Board	Sq.Ft.	Volts	Amps	Quantity
	6.72	120	1.1	1

I

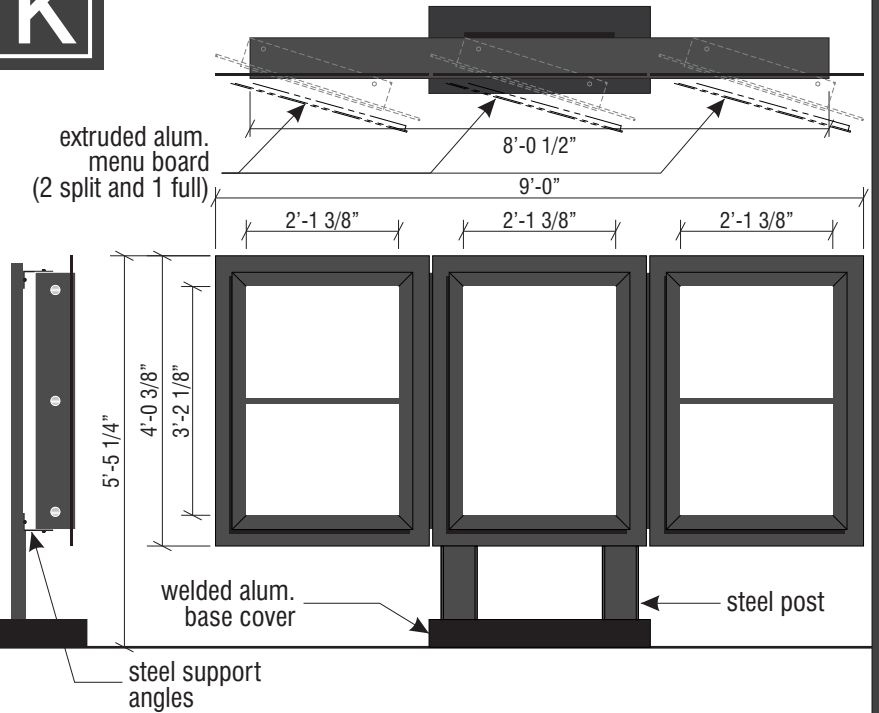
SCALE: 1/4" = 1'-0"



Order Screen w/ Housing Unit	Sq.Ft.	Volts	Amps	Quantity
	43.75	120	1.1	1

K

SCALE: 3/8" = 1'-0"



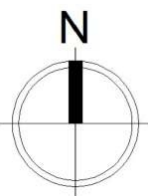
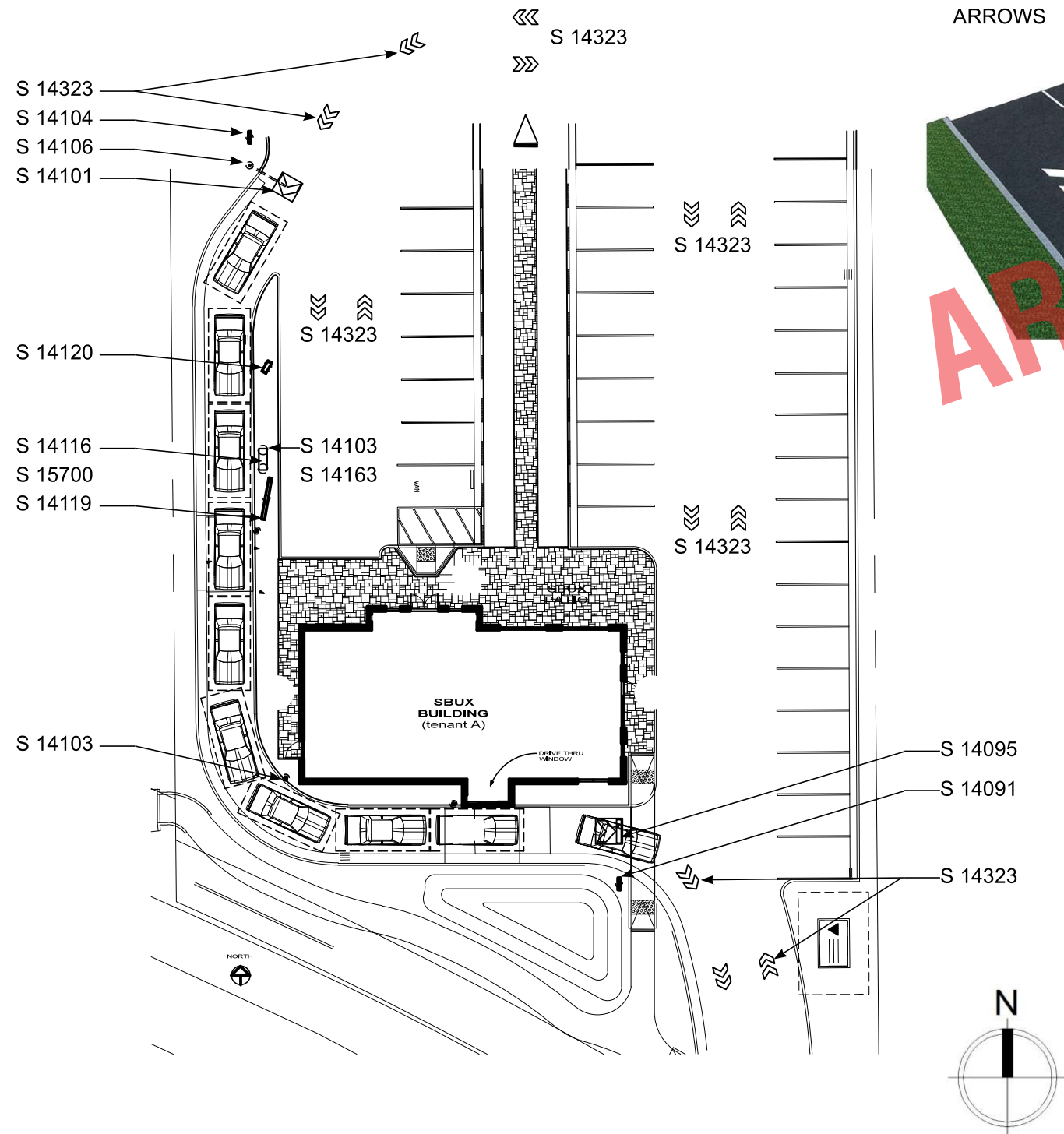
Menu Board	Sq.Ft.	Volts	Amps	Quantity
	20.16	120	3.3	1

EVOLVED DT SIGNAGE

NOTE: MANUFACTURED BY OTHERS, INSTALLED BY SEA

1

OVERVIEW OF ARROWS DONE BY OTHERS
SCALE: 1/32" = 1'-0"



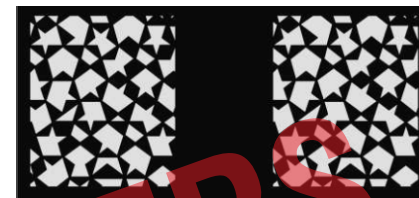
S 14323 - DOUBLE
ARROWS



S 14101 - DRIVE LANE
DIRECTIONAL ARROW



S 14095 - DRIVE LANE
ARROW WITH STOP BAR



STAR PATTERN AT
ORDER POINT



DOUBLE ARROWS
ASPHALT



DRIVE LANE GRAPHICS
CONCRETE



DRIVE LANE GRAPHICS
ASPHALT

2

OVERVIEW OF ARROWS DONE BY OTHERS
SCALE: NTS



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ELECTRIC SIGN

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029

STAFF REPORT

Applicant: Corbett Wright

Property Owner: Hangar at Skypark LLC

Application: Planned Development PD22-001
Design Review DR22-006

Location: 260 and 262 Mount Hermon Road
APN 022-231-27 and 022-231-28

General Plan/Zoning: Scotts Valley Town Center Specific Plan /
C-SC (Shopping Center)

Environmental Status: CEQA Categorical Exemption, Class I
Section 15301, Existing Facilities

Request: Consideration of a Planned Development application and
Design Review to amend the approved Planned Sign
Program for the Hangar at Skypark. No changes are
proposed to Starbucks at 260 Mount Hermon Road.

Staff Planner: Jonathan Kwan, Consultant Planner

STAFF RECOMMENDATION

It is recommended that the Planning Commission review the proposed application and approve Planned Development application PD22-001 and Design Review application DR22-006 by adoption of the attached resolution with the conditions in Exhibit A.

BACKGROUND

The proposed project is located in the Scotts Valley Town Center Specific Plan (TCSP) area. In December of 2008 the City Council adopted the TCSP with the goal of providing a vision for the future Scotts Valley Town Center (SVTC). The TCSP guidelines encourage the preparation of a Planned Sign Program (PSP) for new development and specifically allows façade signs, blade signs and awning signs. Other types of signs can be approved through the Planned Development permit process.

The purpose of a PSP is to facilitate the creation of a thorough and integrated signing system that encourages high-quality sign designs which will enhance the character or value of the community. Signs in the SVTC are required to be consistent with the character of the TCSP and compatible with existing signage in the TCSP area.

In February 2019, a Planned Sign Program was approved for 260 and 262 Mount Hermon Road, creating site specific sign standards for the two properties. Since then, Starbucks has occupied 260 Mount Hermon Road, and a number of tenants are beginning to occupy the multitenant building at 262 Mount Hermon Road (the Hangar). As tenants are proposing sign designs, it is becoming apparent that the approved sign program's maximum wall sign heights and locations would restrict the visibility of the signs.

PROJECT DESCRIPTION

The proposed project is to amend the sign program to increase the allowed maximum height of the tenant identification signage on 262 Mount Hermon Road from 1.5 feet to 2 feet and allow additional signage on the north elevation of the building. All other sign designs, including the signage at 260 Mount Hermon Road and the freestanding sign at the Hangar would not be affected by this amendment. The applicant has revised the sign program by replacing sheets A6.6 and A6.7 and adding a new sheet, A6.6b (Attachment 2).

DISCUSSION

Staff has reviewed the project for compliance with the City's regulations and requirements. An analysis of the issues for the Planning Commission's consideration are provided in the following sections.

Tenant Identification Signs at the Hangar

The proposed sign locations, size, and number varies from tenant to tenant depending upon the location. The proposed amendment would allow sign letter heights to increase from a maximum of 1.5 feet high to a maximum height of 2 feet. The maximum height increase of 6 inches is not substantial and is not anticipated to negatively impact existing or future uses in the surrounding. In comparison to existing signs nearby, the wall signs at Starbucks also have a maximum letter height of 1.5. However, the sign size is appropriate given that the sign is approximately 30 feet from Mount Hermon Road. The signs at the Hangar are approximately 225 feet from Mount Hermon Road and are located behind the Starbucks. The proposed increase in letter height would allow for better visibility for the tenants at the Hangar and benefit existing and new tenants in the future.

The proposed amendment would also allow two additional roof-edge signs on the north elevation for tenant identification. This signage would allow patrons that park in the parking spaces to the north to effectively use the northern entrances on the building. The area to the north is the site for the future town center and could be developed with residential or other uses that would be impacted by signage so close to the property line. Staff recommends a condition of approval for property owners to work with the City and future town center developers to integrate signage and structures as development occurs in the town center core area.

Freestanding Sign at the Hangar and Signs at Starbucks

The proposed project would not modify the approved sign regulations for the freestanding sign at the Hangar or the signs at Starbucks. No change is proposed to the other approved sign regulations.

<u>ATTACHMENTS</u>	<u>PAGE</u>
1. Resolution (Action Item)	4
2. Conditions of Approval.....	7
3. Location Map.....	9
4. Revised Sign Program.....	10

RESOLUTION NO. _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SCOTTS VALLEY APPROVING PLANNED DEVELOPMENT PERMIT PD 22-001 AND DESIGN REVIEW DR22-006 TO AMEND THE PLANNED SIGN PROGRAM FOR THE HANGAR DEVELOPMENT AT 260-262 MOUNT HERMON ROAD // APN 022-231-27 and 022-231-28

WHEREAS, the application was reviewed for completeness and is determined to be a “project” as defined by the California Environmental Quality Act (CEQA); and,

WHEREAS, the project is categorically exempt from CEQA [Class15301]; and,

WHEREAS, the project was reviewed by the Planning Commission in a duly noticed public hearing on Thursday, March 10, 2022.

NOW THEREFORE, the Planning Commission of the City of Scotts Valley hereby resolves as follows:

SECTION 1: The environmental determination represents the independent judgment of the City.

SECTION 2: The categorical exemption [Class15301] is hereby approved.

SECTION 3: The Planning Commission of the City of Scotts Valley does hereby specifically make the following findings, as further clarified in the staff report dated Thursday, March 10, 2022:

Planned Development Permit

1. ***The planned development permit as issued furthers the policies of the General Plan and the Town Center Specific Plan (TCSP).*** The project meets the requirements of this finding in that the project replaces a retail use in the Scotts Valley Square Shopping Center which accommodates a mix of retail and service commercial consistent with the environmental, service, and economic goals of the City, as called for in General Plan Land Use Element Policy LA-28. The proposed amendments to the Planned Sign Program for the Hangar development would benefit existing and future businesses within the TCSP. The increased letter height would increase visibility for businesses. The proposed project is consistent with the purpose and intent of the TCSP in that it supports commercial activities and economic development.
2. ***The planned development permit, as issued, conforms in all respects to the planned development zoning of the property.*** The proposed project amends an existing planned sign program and meets the requirements of this finding in

that approval of the PD Permit will allow the development consistent with the TCSP.

3. ***The interrelationship between orientation, location, mass and scale of building volumes, and elevations or proposed buildings, structures and other uses on-site are appropriate, compatible, and aesthetically harmonious.*** The proposed project updates an existing planned sign program to add additional signs to the north elevation and increase maximum letter height from 1.5 feet to 2 feet. The increase in size and additional signage is appropriate for the size of the commercial building.

Design Review

4. ***The siting of any structure on the property as compared to the siting of other structures in the immediate neighborhood is appropriate.*** The proposed project is to amend a planned sign program to allow additional signage on an elevation facing a parking lot and slightly increase the maximum letter height. The proposed project does not include new structures.
5. ***The materials, colors, proportion, mass and detail of all structures shall be in good proportion, have simplicity of mass and detail and be compatible in appearance with surrounding structures. There shall be an appropriate use of materials. Colors shall be appropriate within the context of use and should blend with surrounding structures.*** The project is to amend an existing planned sign program to allow additional signage on the north elevation and slightly increase letter height. Additional signage on the north elevation would further break up the massing on the north elevation.
6. ***Landscaping and irrigation plans shall be required on the site. Landscaping shall be in keeping with the character or design of the building. Existing trees shall be preserved wherever possible.*** The project does not impact landscaping.
7. ***The size, location and arrangement of on-site parking and paved areas shall be appropriate.*** The project would not change or impact parking or paved areas.
8. ***For ingress, egress and internal traffic circulation, all the above factors shall be related to the setting or established character of the neighborhood or surrounding area.*** The project does not impact the ingress, egress and internal traffic circulation of the existing shopping enter.

SECTION 4: After careful consideration of the application and related materials, plans, maps, facts, exhibits, staff reports, minutes, testimony and other evidence submitted in this matter, and incorporated herein by this reference, the Planning Commission of the City of Scotts Valley does hereby approve Planned Development

Permit PD22-001 and Design Review DR22-006 to amend the planned sign program for the Hangar development at 260-262 Mount Hermon Road// APN 022-231-27 and 022-231-28, subject to the conditions set forth in the attached Exhibit A, which are incorporated herein by this reference.

THE ABOVE AND FOREGOING RESOLUTION was duly adopted and passed by the Planning Commission of the City of Scotts Valley at a regularly scheduled meeting held on the 10th day of March 2022, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Taylor Bateman, Community Development Director

EXHIBIT A
CONDITIONS OF APPROVAL

STANDARD

1. Developer has agreed to and shall defend, indemnify and hold harmless the City of Scotts Valley, its officers, agents and employees from any claim, action or proceeding against the City or its officers, agents or employees to attach, set aside, void or annul any action of the City in connection with approvals under the California Environmental Quality Act or with respect to approval of the project, which action is brought within the time period(s) prescribed by law. The City shall promptly notify the developer of any such claim, action or proceeding and shall fully cooperate in defense.
2. Property owner shall sign below (at the end of these conditions) agreeing to the Conditions of Approval noted above prior to issuance of the building permit.
3. Applicant shall obtain a building permit(s) and pay appropriate fees prior to commencement of work on the subject property. All trades of electrical, plumbing and mechanical will be issued under one building permit for said project (General Contractor permittee).

PLANNING DEPARTMENT

4. The materials, size, location, and design of the improvements shall match the approved plans. Modifications to the approved project may require approval by the Planning Commission at the discretion of the Community Development Director.
5. All signs on the property shall be per the project plans prepared by Lot C Architecture, dated October 15, 2018, and received by the City of Scotts Valley on December 3, 2018.

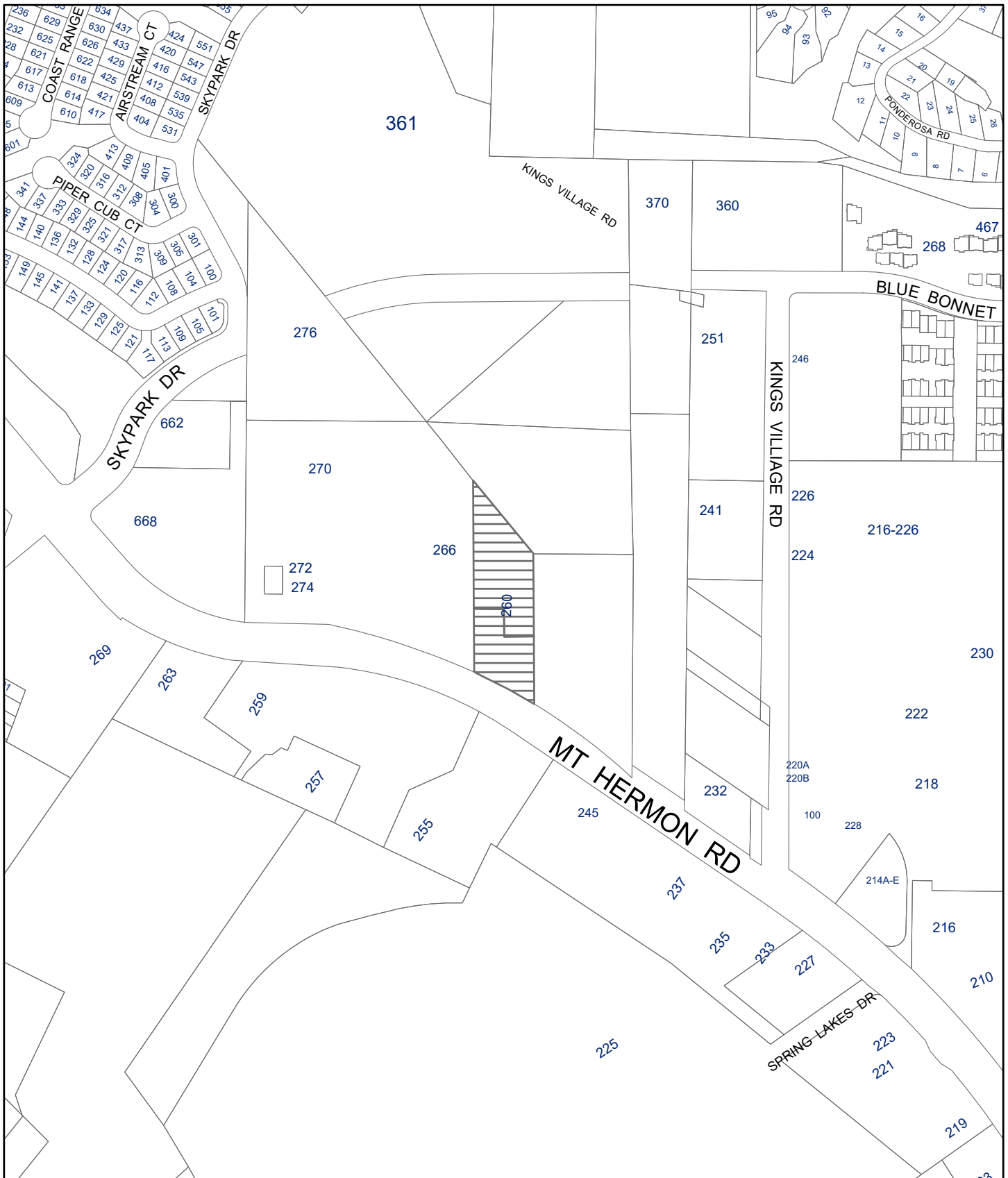
Revised and new plan sheets (Sheets A6.6, A6.6b, and A6.7) by Lot C Architecture dated January 31, 2022 shall be incorporated into the Planned Sign Program for the Hangar Development as a part of the approved plans and supersede Sheets A6.6 and A6.7 dated October 15, 2018.

6. Property owners shall work with the City and future town center developers to integrate signage and structures as development occurs in the town center core area.

7. All applicable conditions of approval from Resolution No. 1958 shall be incorporated into this Resolution.
8. All tenant identification signs shall be approved by the property owner in writing prior to issuance of a Building Permit.
9. Property owners shall work with the City and future town center developers to integrate signage and structures as development occurs in the town center core area.

Signature of Property Owner

The Hangar at Skypark / 022-231-27 & 022-231-28



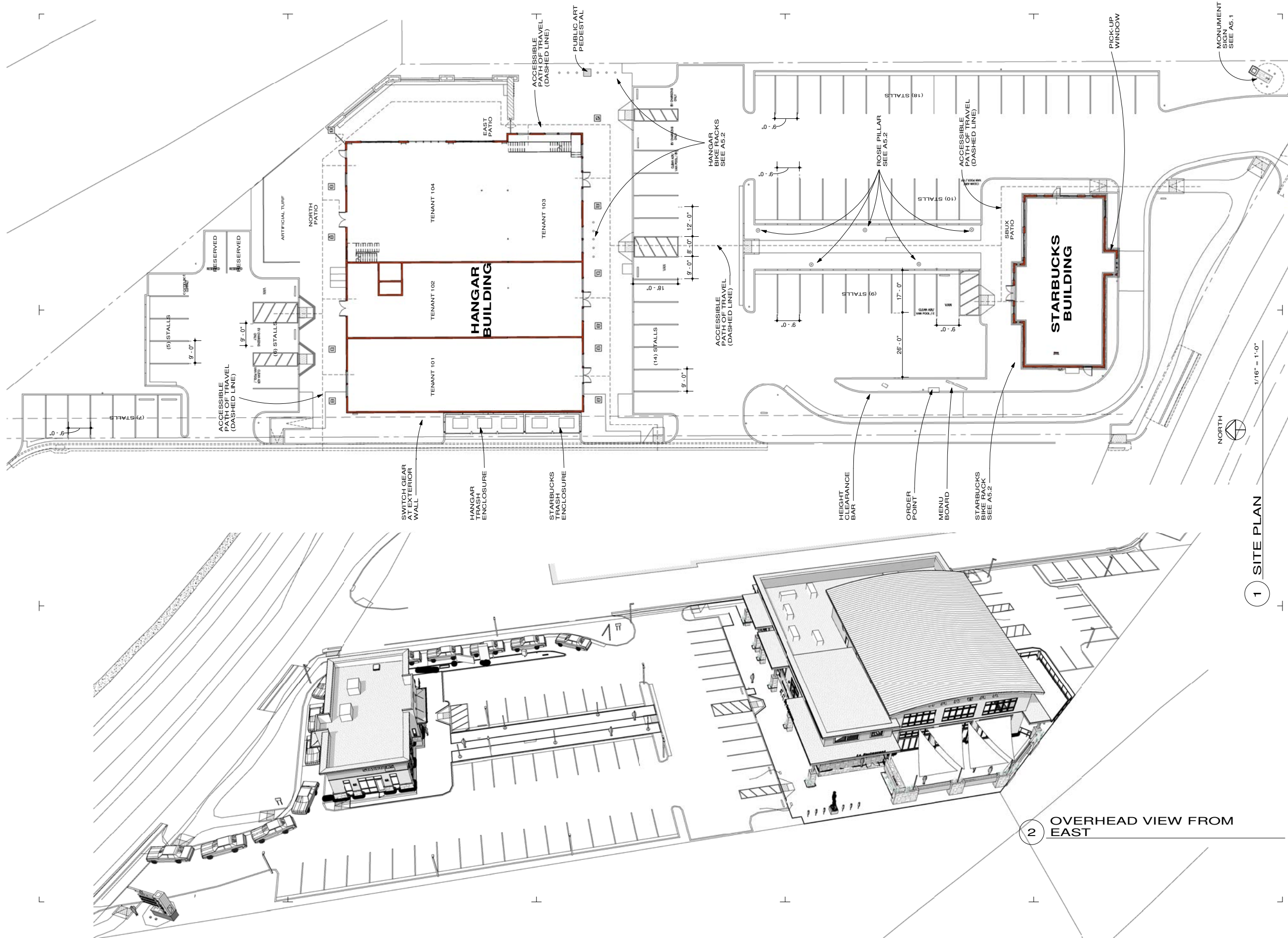
0

0.125

0.25
Miles



Project Site



p.530.550.7468
p.o. box 8145
Truckee, CA 96162
www.lotarchitecture.com



PROJECT:
**THE HANGAR
AT SKY PARK**

Schematic Design

260 Mt. Hermon Rd.
Scotts Valley, CA
95066
APN: 022-231-03

REVISIONS:		
NO.	DATE	REMARKS
1	1/15/18	corrections

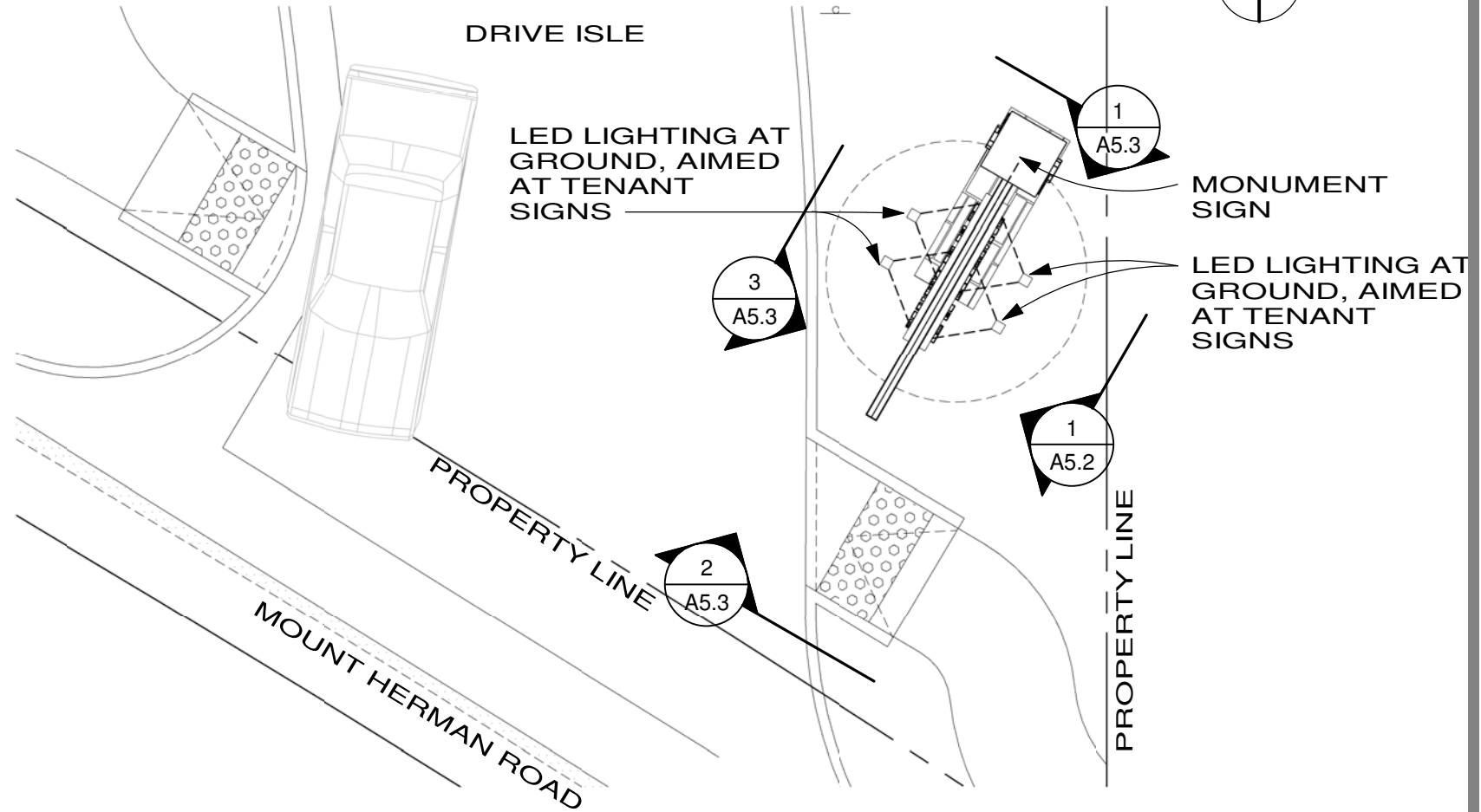
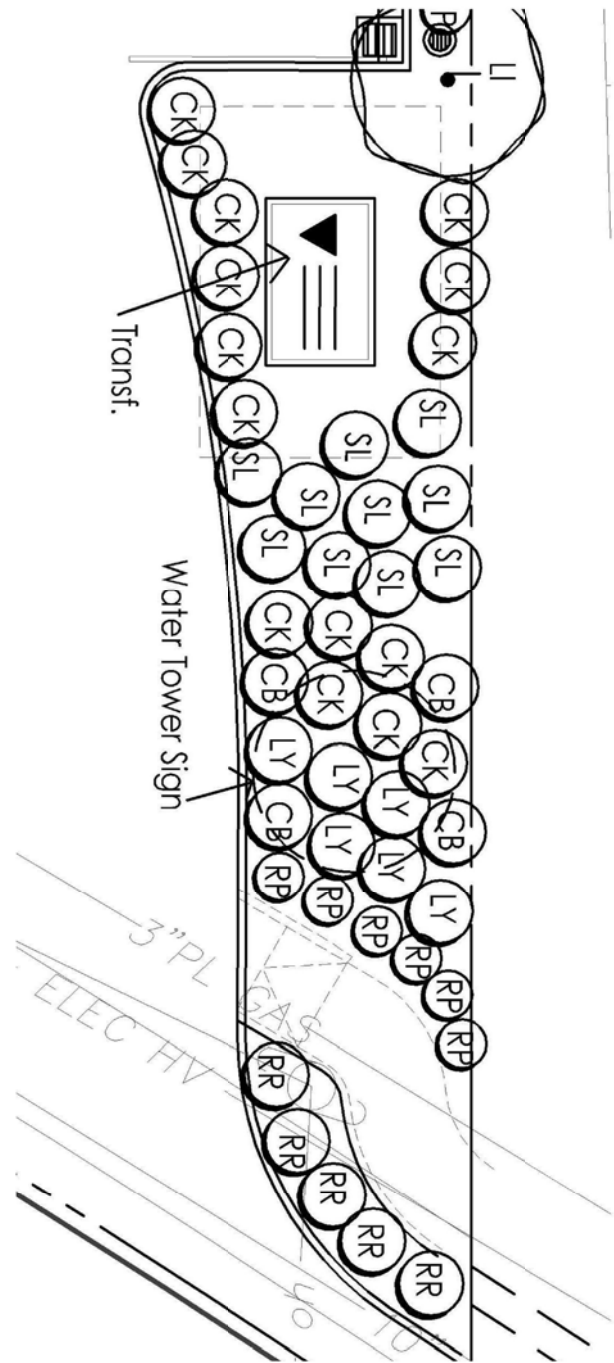
PROJECT NO:
1615
ISSUE DATE:
October 15, 2018

DRAWING
TITLE:

ARCHITECTURAL
SITE PLAN
1/16" = 1'-0"

DRAWING NO.:

A1.1



1 SIGN PLAN

1/8" = 1'-0"

Plant Legend

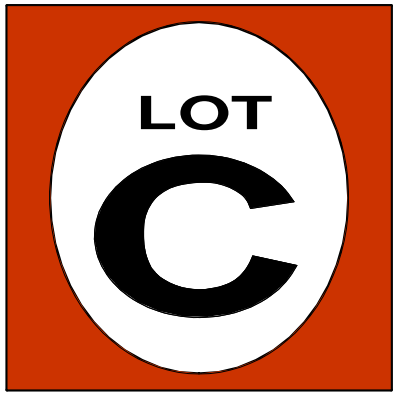
KEY	QTY	SIZE	BOTANICAL NAME	COMMON NAME
TREES				
LI	-	15	Lagerstroemia hybrid (use the variety used in the medians on Scotts Valley Dr.)	Crape Myrtle
MEDIUM and LOW SHRUBS				
DB	-	5	Dietes bicolor	Butterfly Lily
PC	-	5	Pennisetum Cupreum	Bronze Fountain Grass
CB	-	15	Climbing rose - Don Juan red rose (Jackson Perkins)	
			Train on supports of water tower sign	
PR	-	15	Prunus caroliniana or	Carolina Cherry
CR	-	5	Climbing rose trained on pillar - Don Juan red rose (Jackson Perkins)	
			Plant these at the top of the slope and not at the bottom of bio retention area.	
TJ	-	15	Trachelospermum jasminoides staked vine trained on pillar	Star Jasmine

KEY	QTY	SIZE	BOTANICAL NAME	COMMON NAME
GROUND COVERS				
RP	-	1	Rosmarinus Irene	Prostrate Rosemary
SL	-	1	Salvia leucantha-variety with purple and white in flowers	Mexican Sage
CK	-	1	Calamagrostis Karl Foerster	Pacific Reed Grass
L	-	1	Lomandra Breeze	
AE	-	1	Arctostaphylos Emerald Carpet	Low Manzanita
CY	-	1	Carex yellow variety selected by Corbett Wright	
RR	-	5	Simplicity Red Rose by Jackson Perkins	
LY	-	1	Lantana Spreading Yellow	



BIO RETENTION AREAS				
BR	-	1	sod	Biofiltration Sod from Delta Bluegrass Company (800) 637-8873 includes Molate Fescue, CA Barley, Purple Needle Grass and CA Brome or a combination of the following plants listed below
X	-	1	18" O.C.	Chondropetalum tectorum Cape Rush
J	-	1	18" O.C.	Juncus patens Elk Blue Gray Rush
C	-	1	18" O.C.	Carex divulsa Berkeley Sedge

There are ___ total plants including trees. ___ plants (___%) (including trees) are rated low water use



ARCHITECTURE

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truckee, ca 96162
www.lotcarchitecture.com

PROJECT :

**THE HANGAR
AT SKY PARK**

ISSUE DATE :

October 15, 2018

DRAWING
TITLE :

**MONUMENT
SIGN PLANS**

1/8" = 1'-0"

DRAWING NO :

A5.1

0044

Page 512 of 541

MATERIALS

1. EXPOSED STEEL BEAM/COLUMN. (PAINTED BLACK)
2. 2 INCH THICK METAL PANELS (MEDIUM GRAY COLOR TO MATCH CORRUGATED METAL ON BUILDINGS)(BREAK METAL CONSTRUCTION)
3. VERTICAL METAL SIDING (SAME AS HANGAR BLDG)
4. STONE VENEER (ELDORADO STONE, EUROPEAN LEDGE, ZINC COLOR) (SAME AS BUILDINGS)
5. BLACK METAL LETTERS
6. INTERNALLY LIT METAL BOX LETTERS
7. ACCESS PANEL (BLIND DOOR)
8. LED LIGHTING



ARCHITECTURE

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PROJECT :

*THE HANGAR
AT SKY PARK*

ISSUE DATE :
October 15, 2018

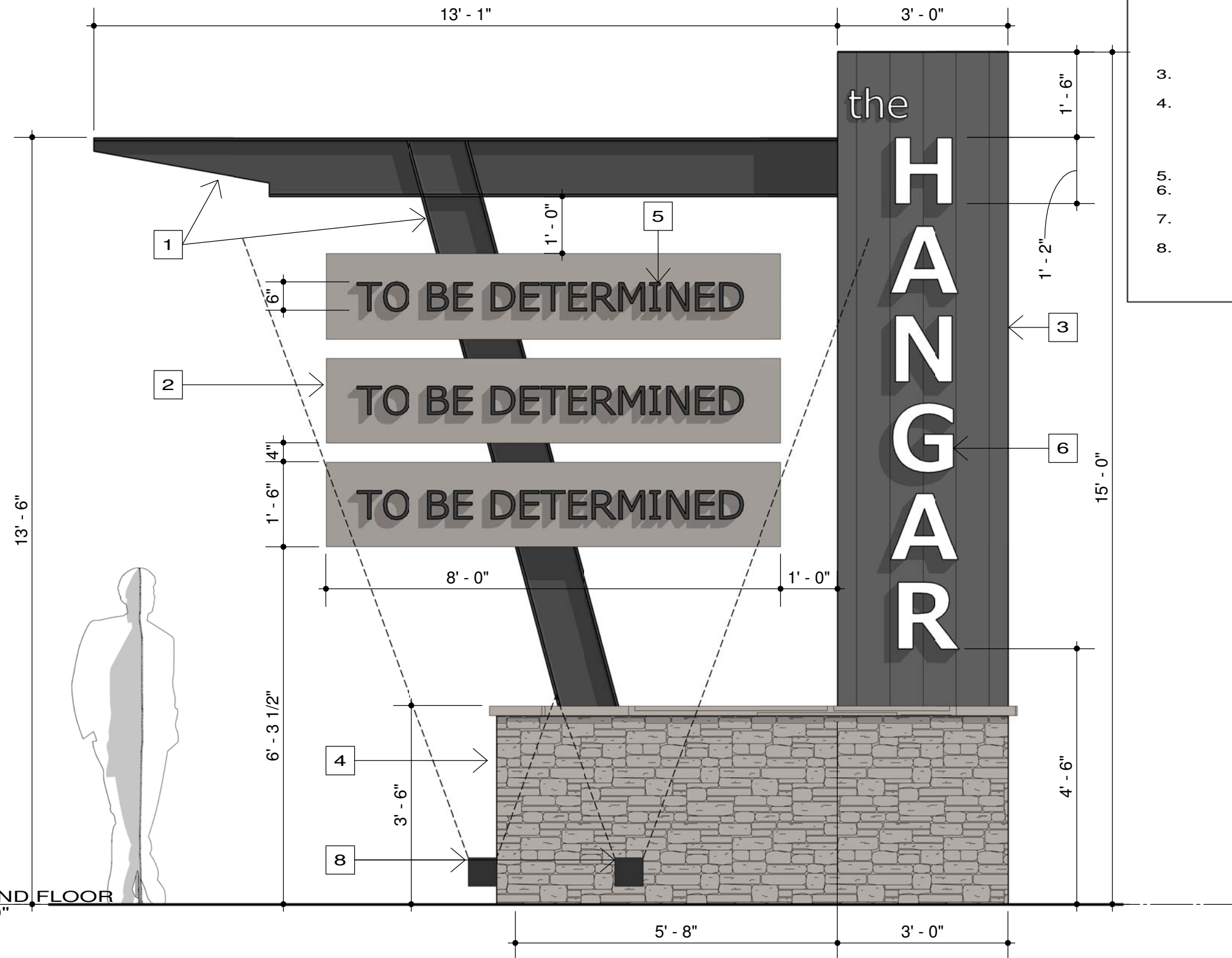
DRAWING
TITLE :

*MONUMENT
SIGN
ELEVATIONS
As indicated*

DRAWING NO :

A5.2

Page 513 of 541

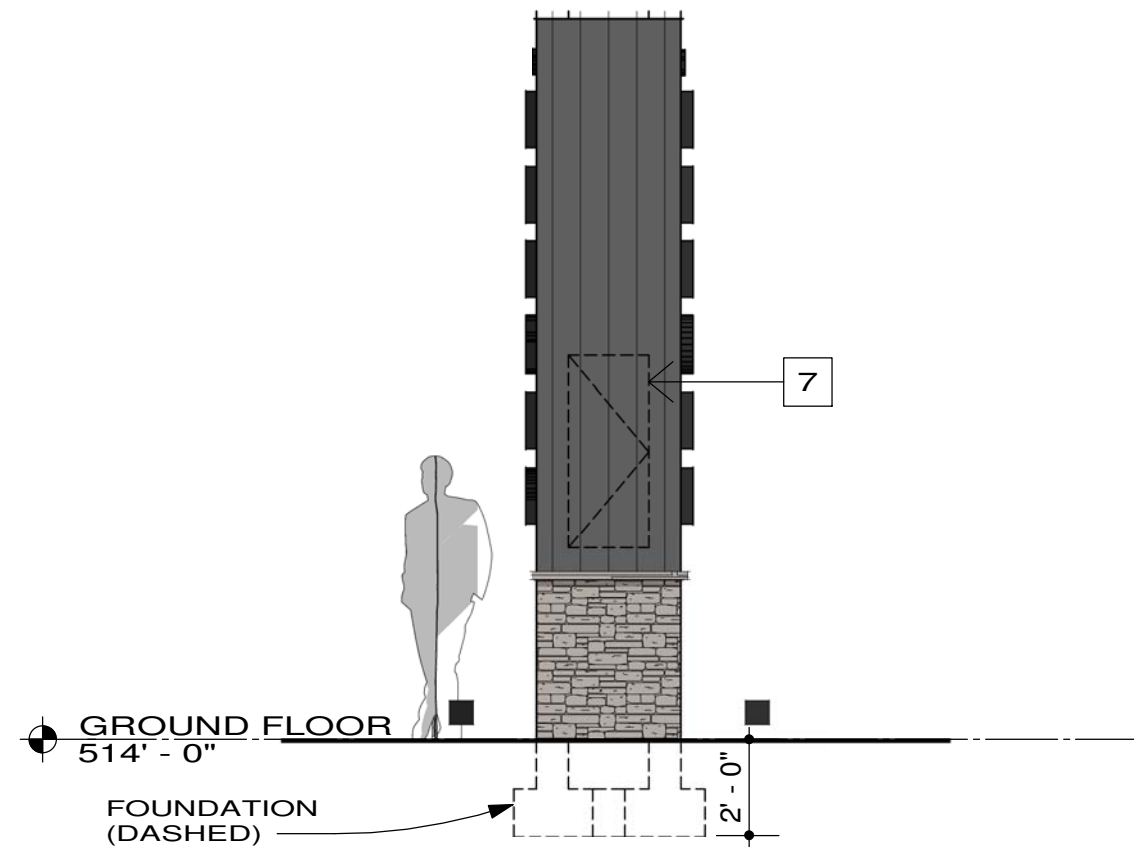


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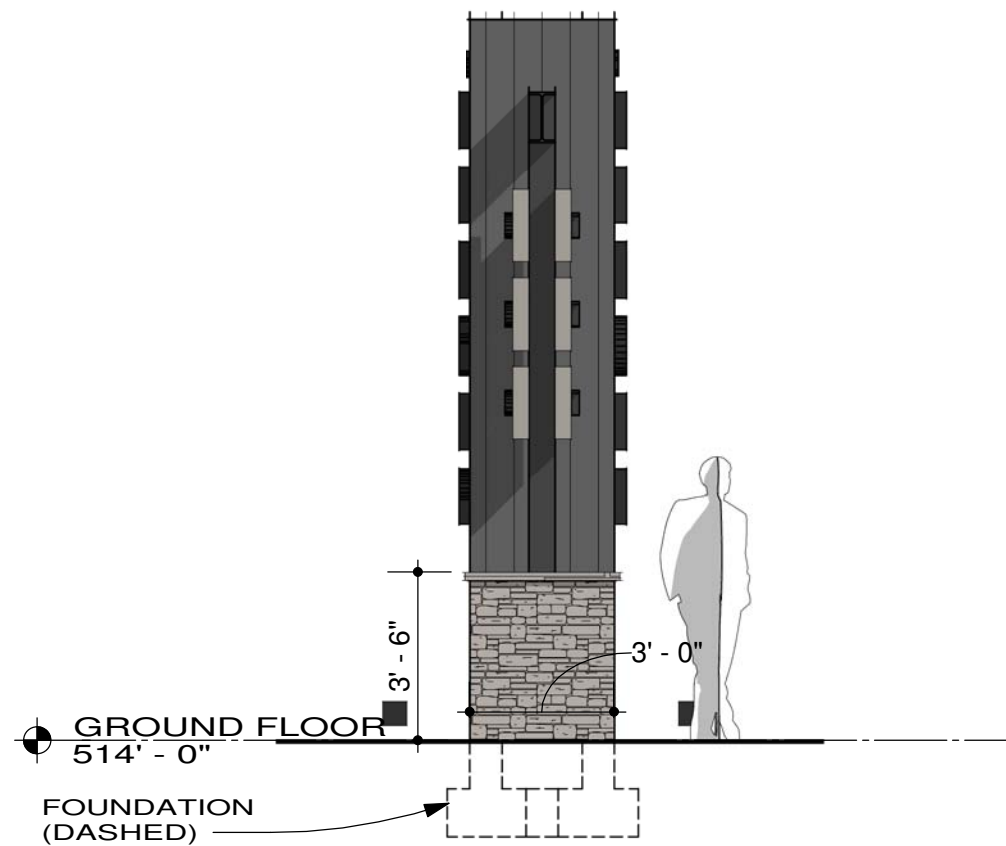
SIGN EAST ELEVATION

1/2" = 1'-0"

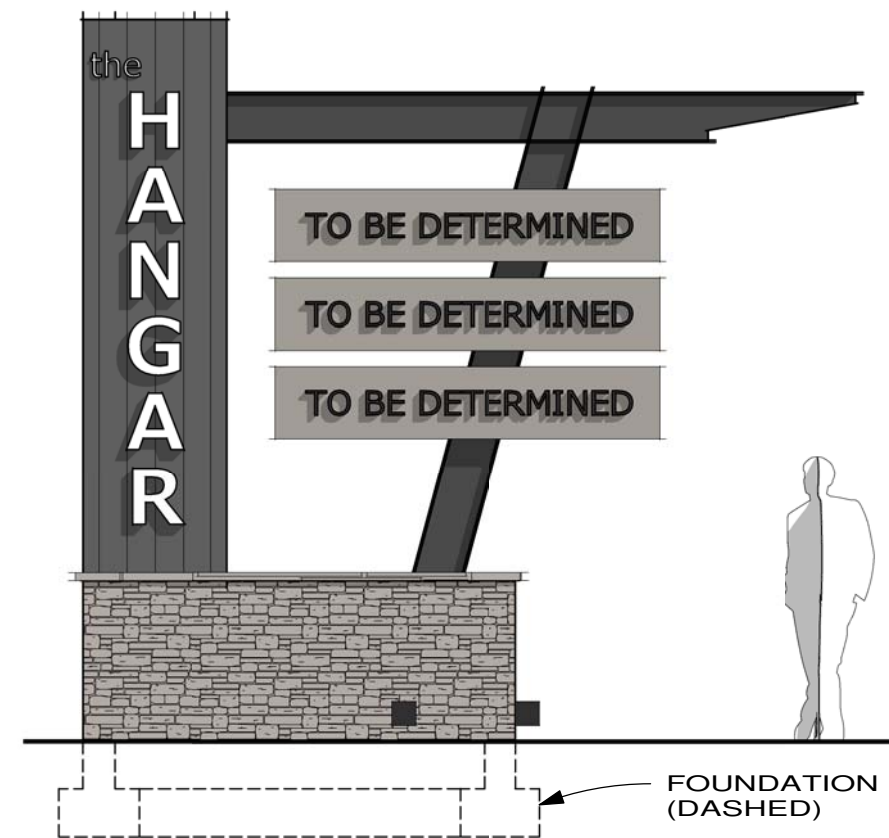
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1 SIGN NORTH ELEVATION 1/4" = 1'-0"



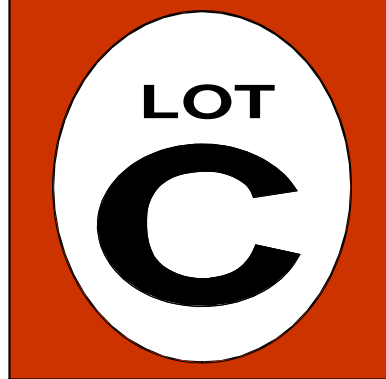
2 SIGN SOUTH ELEVATION 1/4" = 1'-0"



3 SIGN WEST ELEVATION 1/4" = 1'-0"

MATERIALS

1. EXPOSED STEEL BEAM/COLUMN. (PAINTED BLACK)
2. 2 INCH THICK METAL PANELS (MEDIUM GRAY COLOR TO MATCH CORRUGATED METAL ON BUILDINGS)(BREAK METAL CONSTRUCTION)
3. VERTICAL METAL SIDING (SAME AS HANGAR BLDG)
4. STONE VENEER (ELDORADO STONE, EUROPEAN LEDGE, ZINC COLOR) (SAME AS BUILDINGS)
5. BLACK METAL LETTERS
6. INTERNALLY LIT METAL BOX LETTERS
7. ACCESS PANEL (BLIND DOOR)
8. LED LIGHTING



ARCHITECTURE

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PROJECT :

*THE HANGAR
AT SKY PARK*

ISSUE DATE :

October 15, 2018

DRAWING
TITLE :

*MONUMENT
SIGN
ELEVATIONS
1/4" = 1'-0"*

DRAWING NO :

A5.3

0016

Page 514 of 541



MATERIALS

1. EXPOSED STEEL BEAM/COLUMN. (PAINTED BLACK)
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3. VERTICAL METAL SIDING (SAME AS HANGAR BLDG)
4. STONE VENEER (ELDORADO STONE, EUROPEAN LEDGE, ZINC COLOR) (SAME AS BUILDINGS)
5. BLACK METAL LETTERS
6. INTERNALLY LIT METAL BOX LETTERS
7. ACCESS PANEL (BLIND DOOR)
8. LED LIGHTING



ARCHITECTURE

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P R O J E C T :

*THE HANGAR
AT SKY PARK*

ISSUE DATE:

October 15, 2018

D R A W I N G
T I T L E :

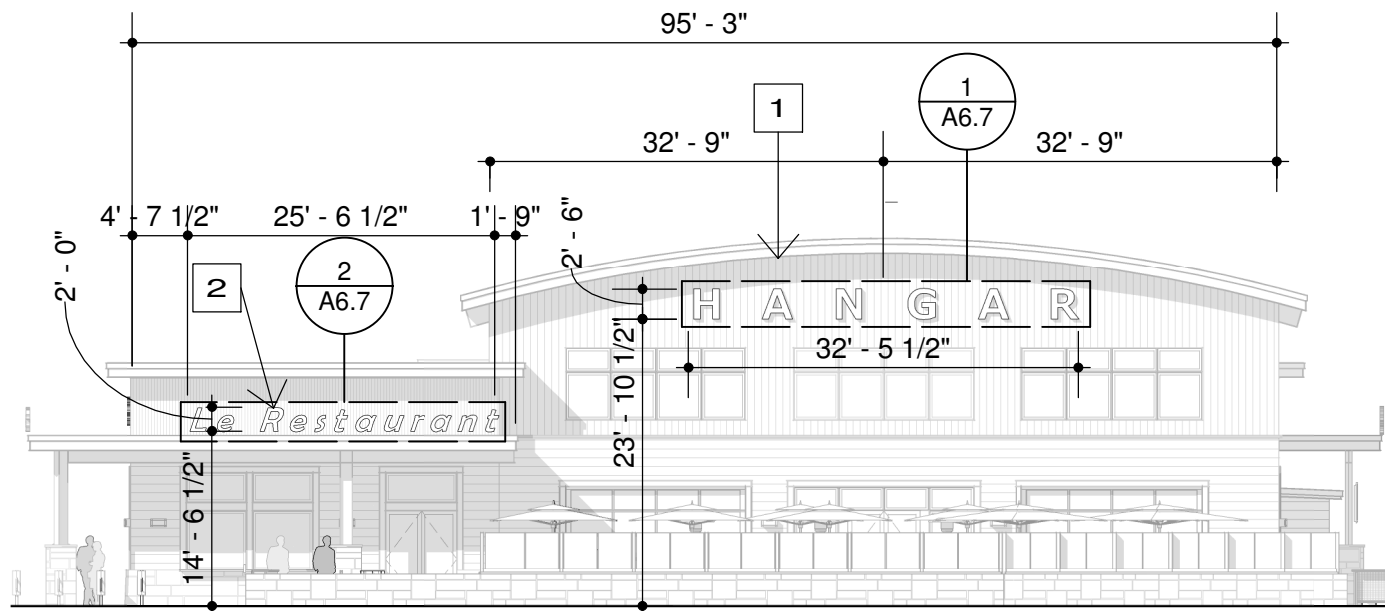
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SIGN 3D*

1/4" = 1'-0"

D R A W I N G N O :

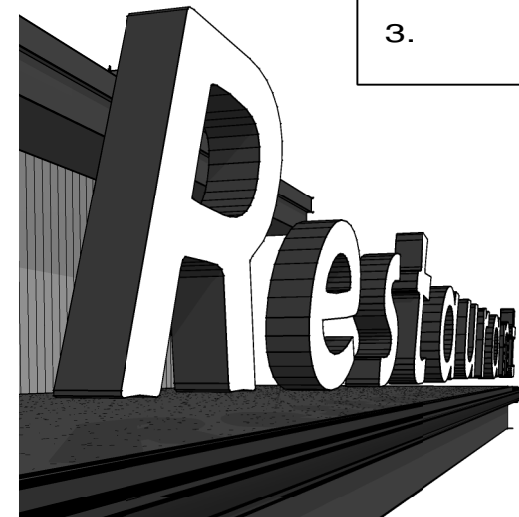
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Page 515 of 541

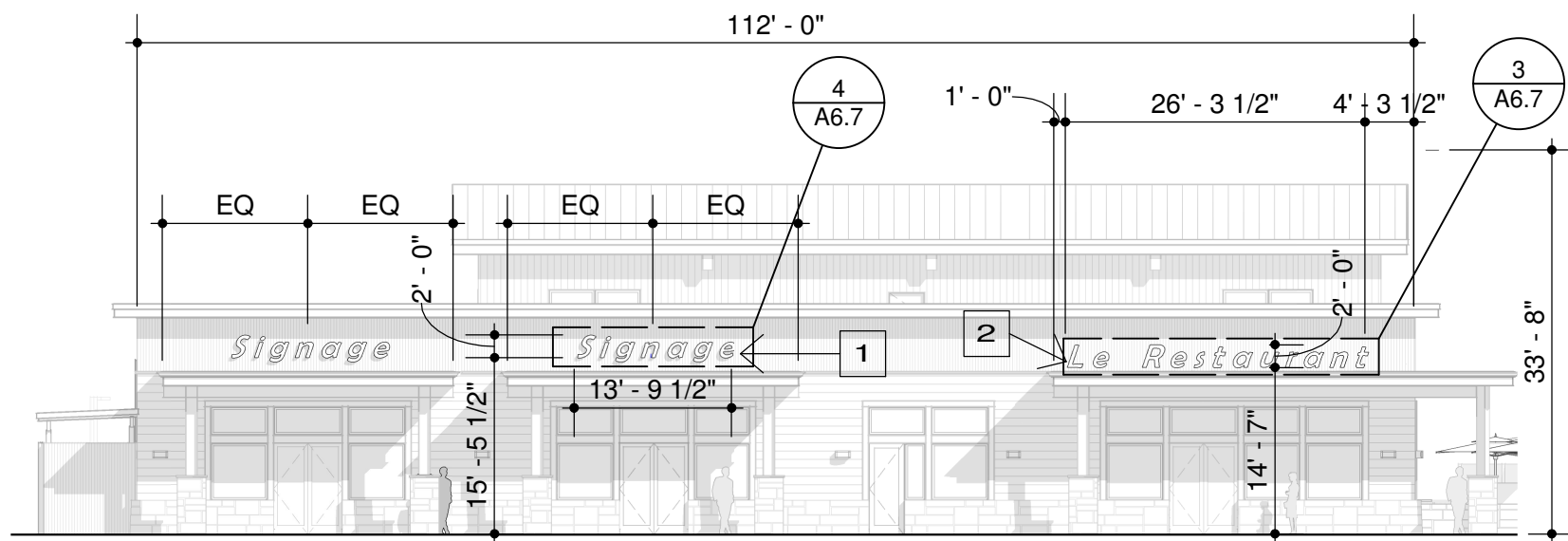


1 SIGNAGE EAST ELEVATION

1/16" = 1'-0"

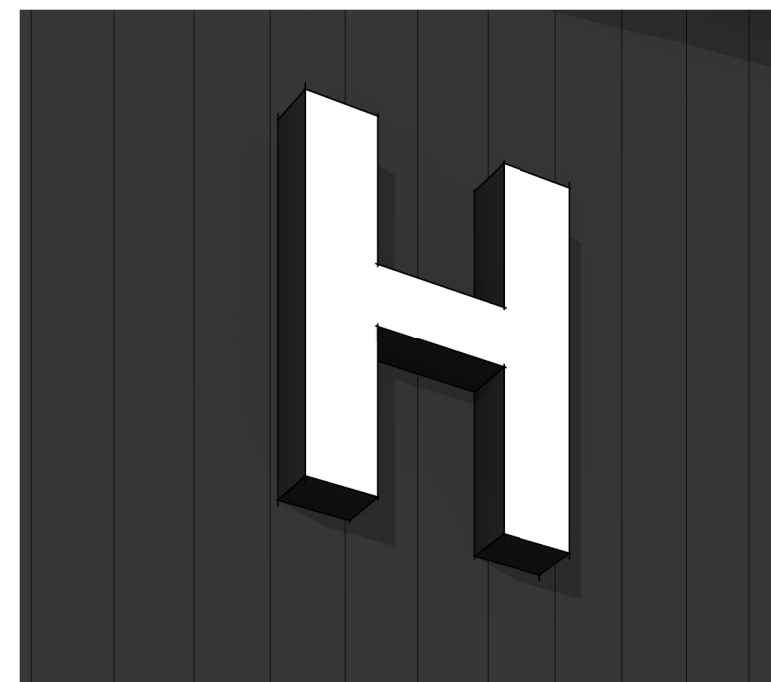


3 EDGE OF ROOF BOX LETTERS (see sheet notes)



2 SIGNAGE SOUTH ELEVATION

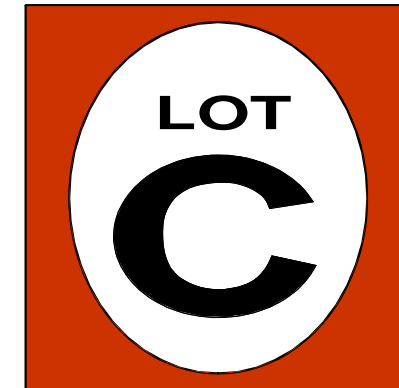
1/16" = 1'-0"



4 TYPICAL BOX LETTER SIGNAGE (see sheet notes)

SHEET NOTES

1. BOX LETTER SIGNAGE (4 INCH THICK). BLACK BREAK METAL BOX WITH TRANSLUCENT FACE. INTERNAL LIGHTING W/ LUMIFICIENT WHITE LED'S.
2. BOX LETTER SIGNAGE ABOVE ROOF EDGE (SAME CONSTRUCTION)
3. TENANT LOGO



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PROJECT :

*THE HANGAR
AT SKY PARK*

ISSUE DATE :

January 31, 2022

DRAWING
TITLE :

*SIGNAGE
As indicated*

DRAWING NO :

A6.6

Page 516 of 541

SHEET NOTES

- 1. BOX LETTER SIGNAGE (4 INCH THICK). BLACK BREAK METAL BOX WITH TRANSLUCENT FACE. INTERNAL LIGHTING W/ LUMIFICIENT WHITE LED'S.
- 2. BOX LETTER SIGNAGE ABOVE ROOF EDGE (SAME CONSTRUCTION)
- 3. TENANT LOGO



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PROJECT :

*THE HANGAR
AT SKY PARK*

ISSUE DATE :

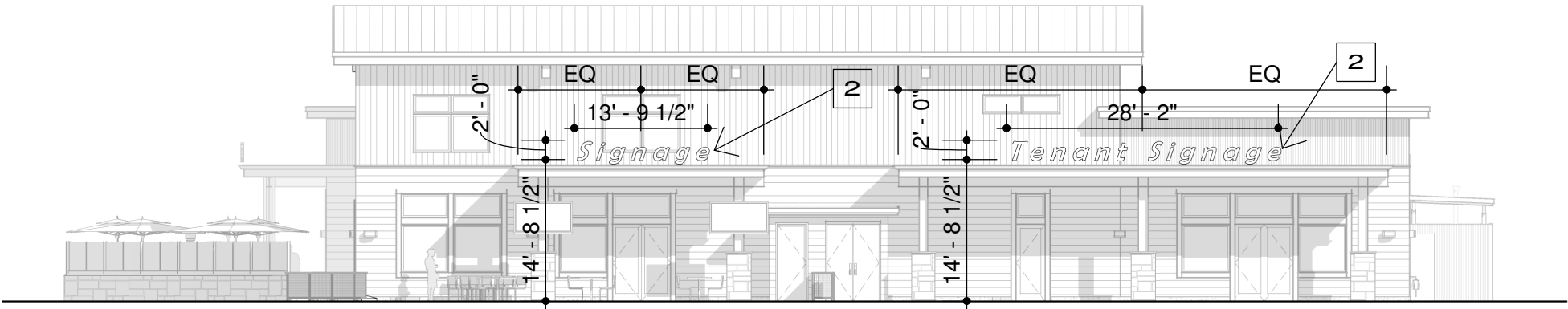
January 31, 2022

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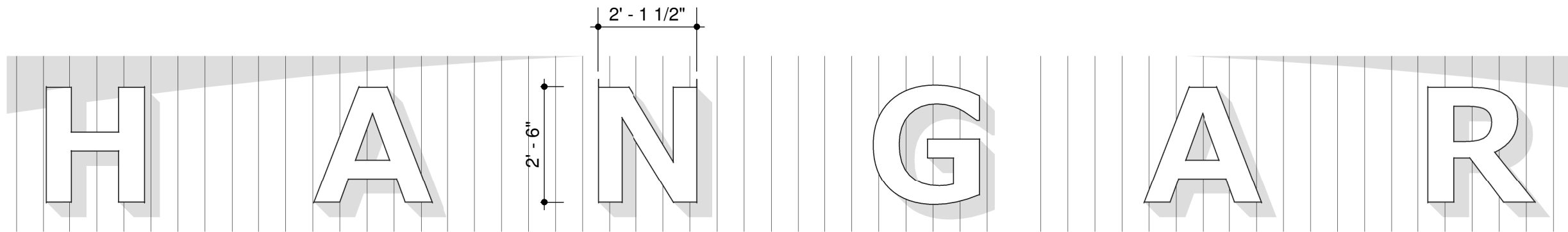
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Page 517 of 541



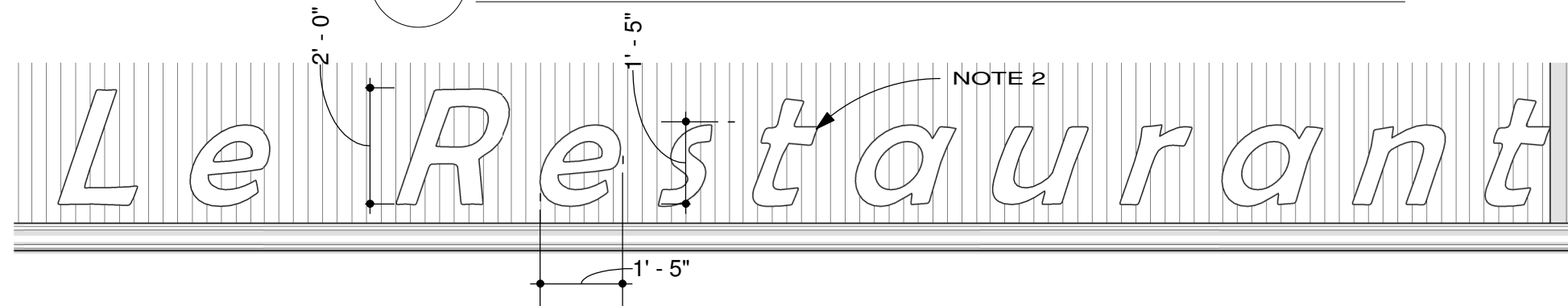
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**SIGNAGE NORTH
ELEVATION**

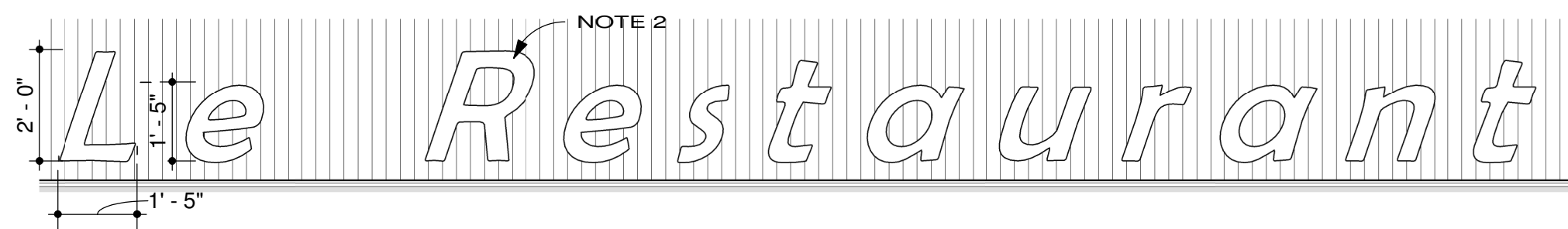
1/16" = 1'-0"



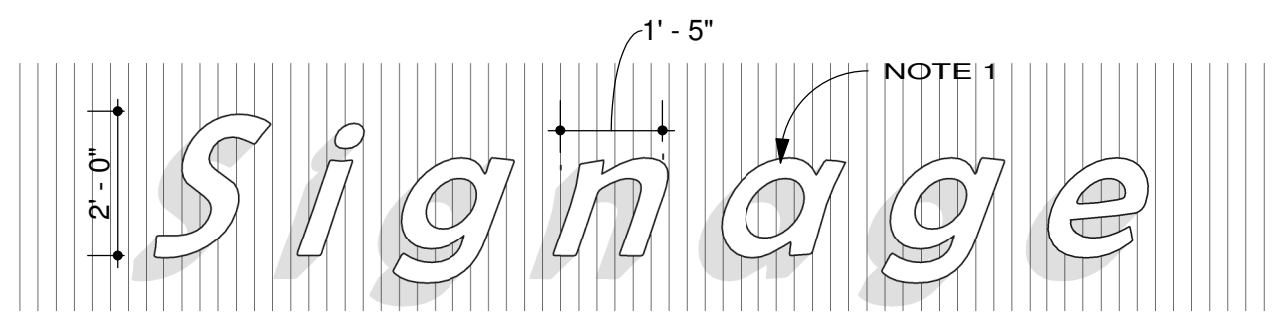
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ELEVATION - Callout 1 3/8" = 1'-0"



2 SIGNAGE EAST
ELEVATION - Callout 2 3/8" = 1'-0"



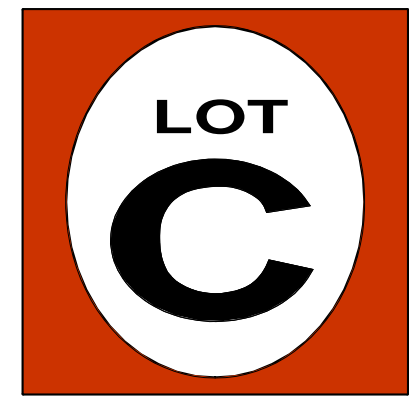
3 SIGNAGE SOUTH
ELEVATION - Callout 1 3/8" = 1'-0"



4 SIGNAGE SOUTH
ELEVATION - Callout 2 3/8" = 1'-0"

SHEET NOTES

1. BOX LETTER SIGNAGE (4 INCH THICK). BLACK BREAK METAL BOX WITH TRANSLUCENT FACE. INTERNAL LIGHTING W/ LUMIFICIENT WHITE LED'S.
2. BOX LETTER SIGNAGE ABOVE ROOF EDGE (SAME CONSTRUCTION)
3. TENANT LOGO



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truckee, ca 96162
www.lotcarchitecture.com

PROJECT :

*THE HANGAR
AT SKY PARK*

ISSUE DATE :
January 31, 2022

DRAWING
TITLE :

*ENLARGED
SIGNAGE
As indicated*

DRAWING NO :



STARBUCKS COFFEE

MT. HERMON & KINGS VILLAGE - SCOTTS VALLEY, CA. 95066



1 VICINITY MAP
SCALE: NTS

18



superior
electrical advertising

1700 West Anaheim Street
Long Beach, California
90813-1195
Phone: 562.495.3808
Facsimile: 562.435.1867

www.superiorsigns.com

Project:

**Starbucks Coffee
Mt. Hermon & Kings Village**

Address:

**260 Mount Hermon Road
Scotts Valley, CA 95066**

Account Manager:

JIM STERK

Scale:

AS NOTED

T.A.:

3.00

Design No.:

18-10-5131-02

Reg. No.:

Revision History:

R0 10/22/18 BK New Drawing

R1 11/1/18 BK revise per redlines

R2 11/12/18 MH (.5) arrow info to back



ELECTRIC SIGN

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

• CONSTRUCTION APPROVALS •

Acct. Mgr:

Date:

Design:

Date:

Mfg/QC:

Date:

Page: 1 of 13

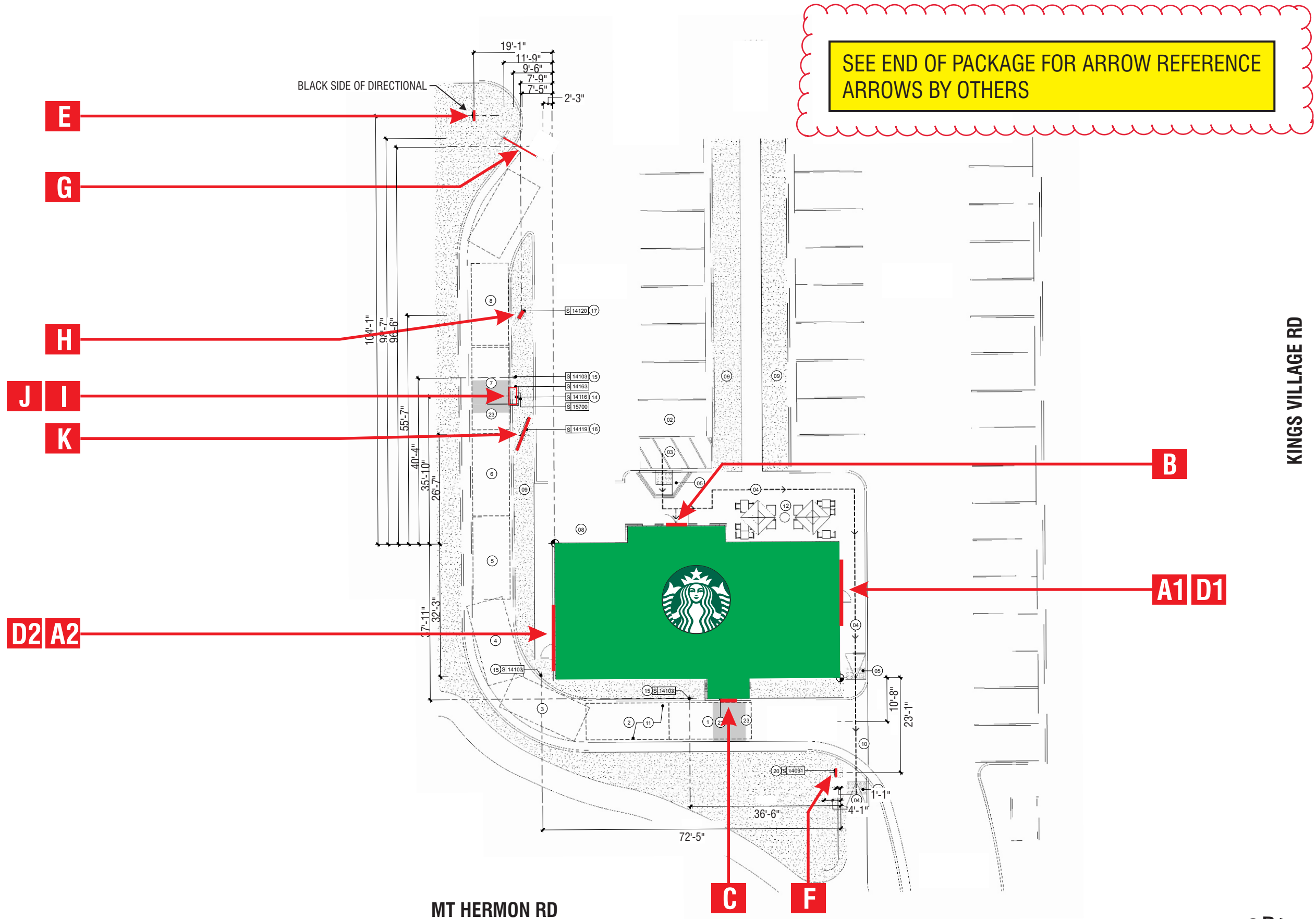
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Note: The colors depicted here are a graphic representation. Colors may vary. See color specifications.

0021

Page 519 of 541



1 SITE PLAN
SCALE: NTS



superior
electrical advertising

1700 West Anaheim Street
Long Beach, California
90813-1195
Phone: 562.495.3808
Facsimile: 562.435.1867
www.superiorsigns.com

Project:
**Starbucks Coffee
Mt. Hermon & Kings Village**

Address:
**260 Mount Hermon Road
Scotts Valley, CA 95066**

Account Manager:
JIM STERK

Scale: T.A.:
AS NOTED 3.00

Design No.:
18-10-5131-02

Reg. No.:

Revision History:
R0 10/22/18 BK New Drawing
R1 11/1/18 BK revise per redlines
R2 11/12/18 MH (.5) arrow info to back



ELECTRIC SIGN

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

• CONSTRUCTION APPROVALS •
Acct. Mgr: Date:

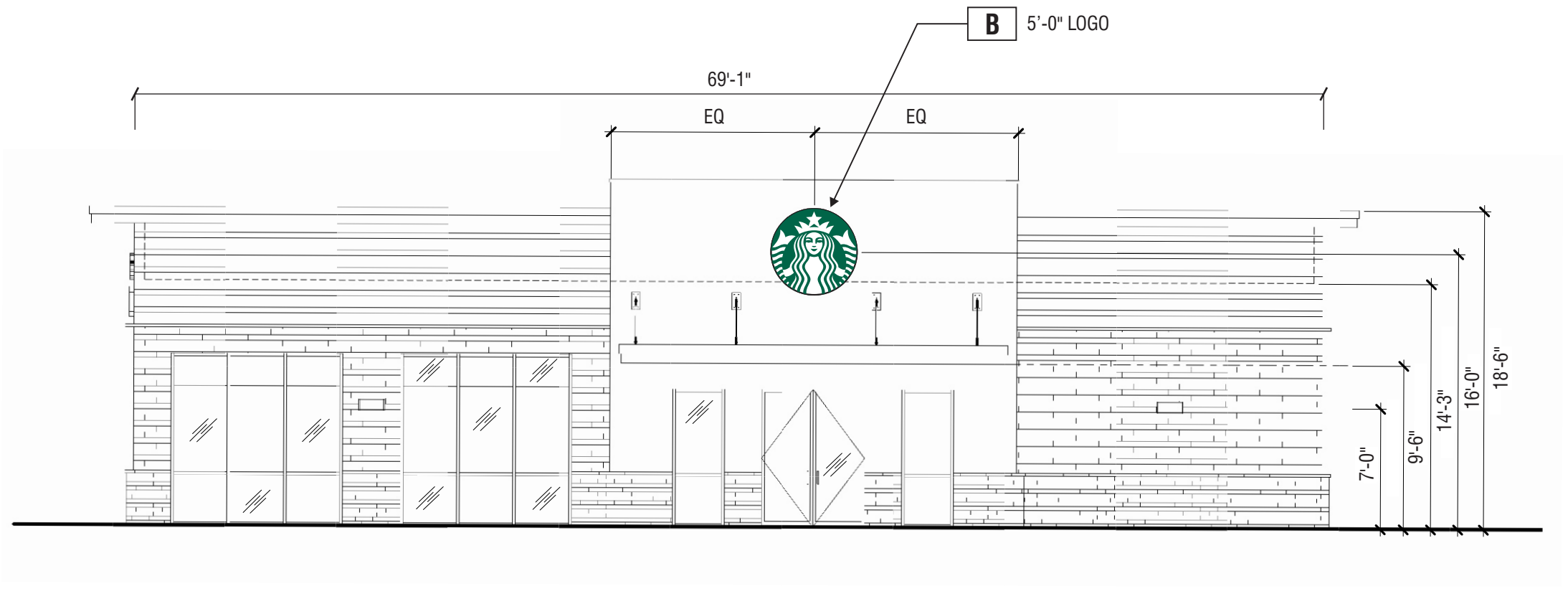
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Mfg/QC: Date:

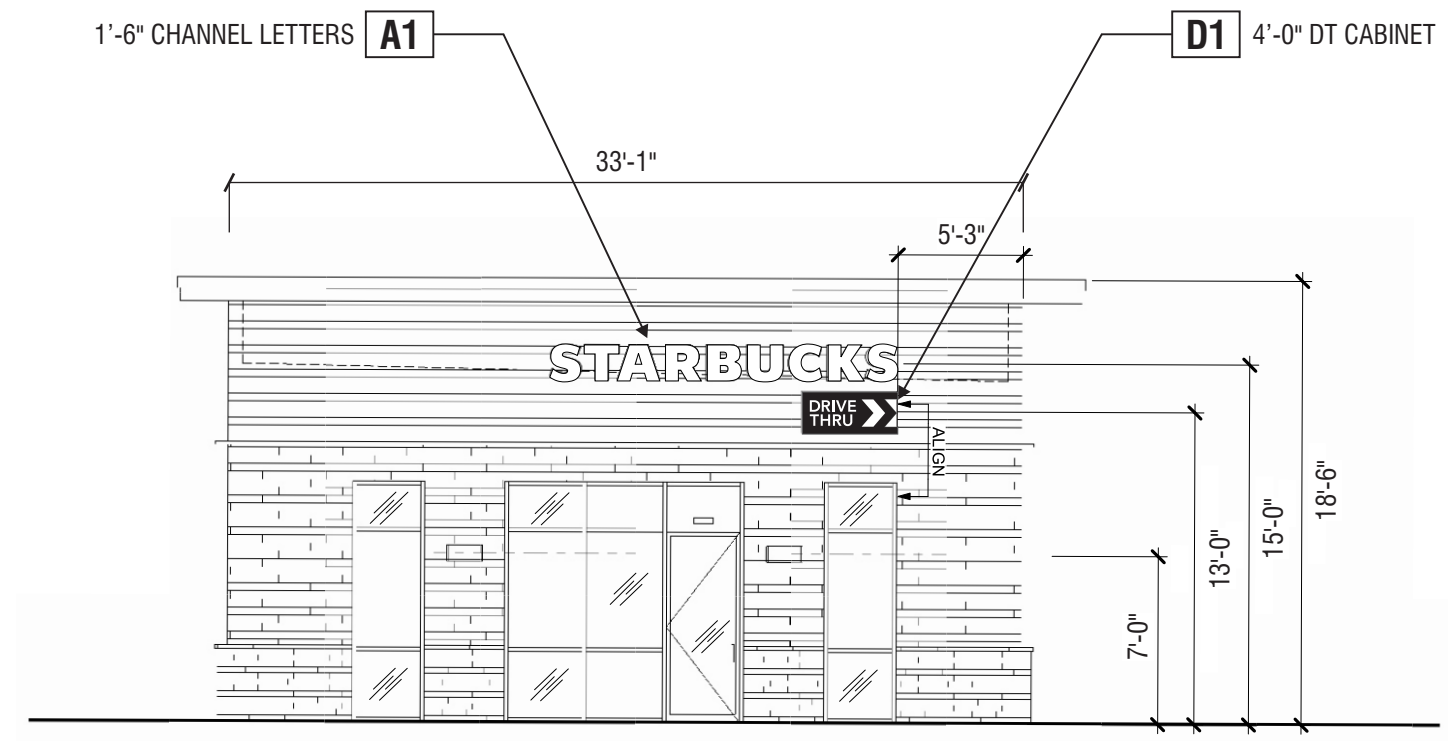
Page: 2 of 13

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1 NORTH ELEVATION
APPROXIMATE SCALE: 1/8" = 1'-0"



2 EAST ELEVATION
APPROXIMATE SCALE: 1/8" = 1'-0"



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www.superiorsigns.com

Project:
Starbucks Coffee
Mt. Hermon & Kings Village

Address:
260 Mount Hermon Road
Scotts Valley, CA 95066

Account Manager:
JIM STERK

Scale: T.A.:
AS NOTED 3.00

Design No.:
18-10-5131-02

Reg. No.:

Revision History:
R0 10/22/18 BK New Drawing
R1 11/1/18 BK revise per redlines
R2 11/12/18 MH (.5) arrow info to back



ELECTRIC SIGN

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

CONSTRUCTION APPROVALS
Acct. Mgr: Date:

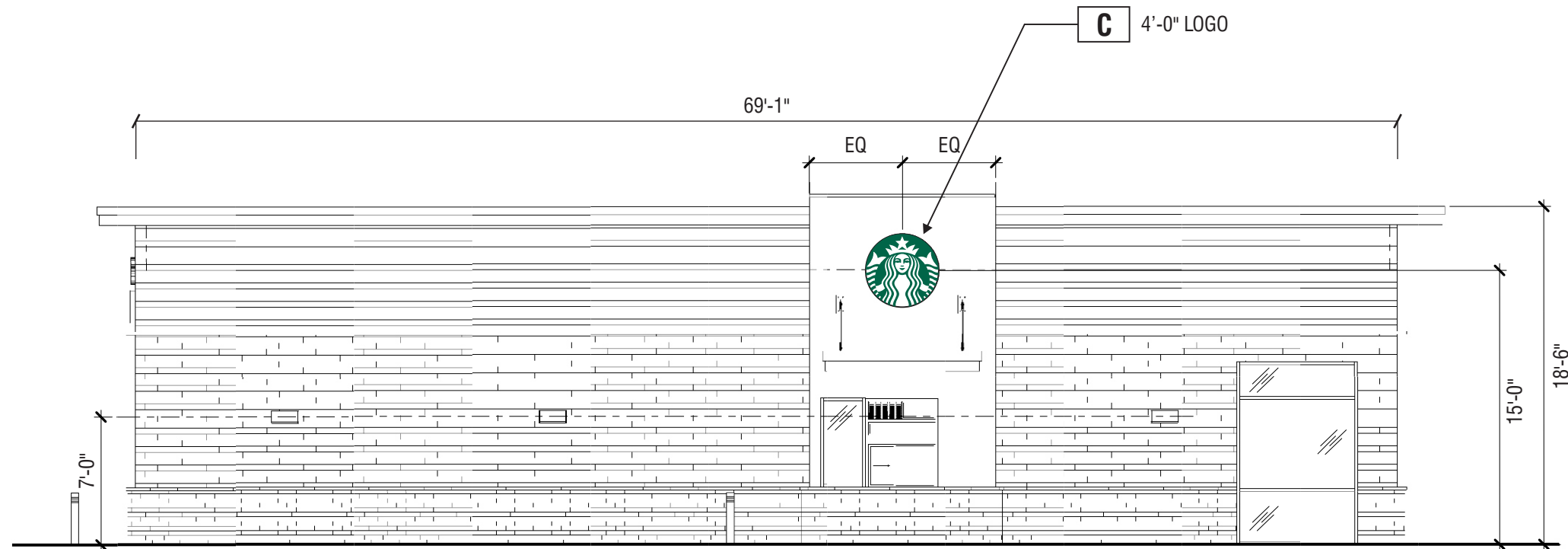
Design: Date:

Mfg/QC: Date:

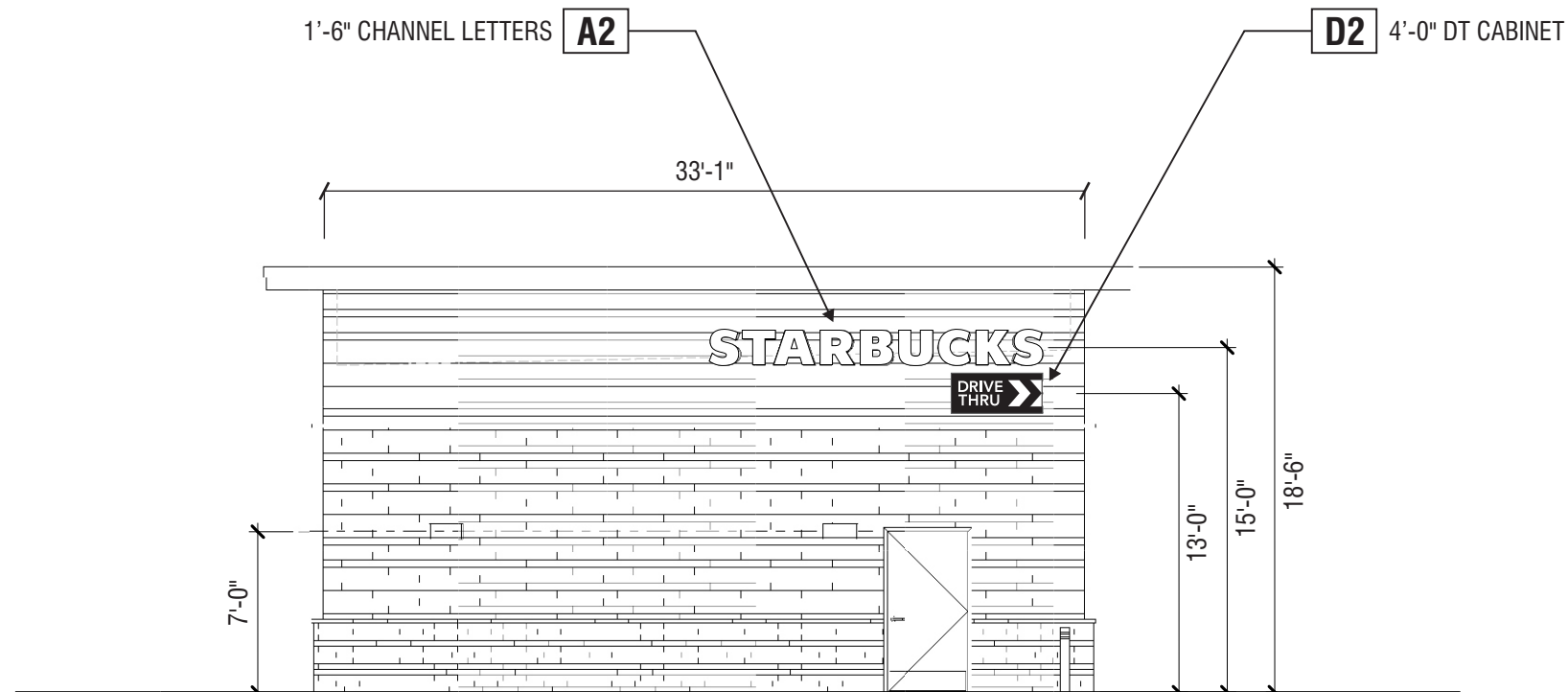
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3 SOUTH ELEVATION
APPROXIMATE SCALE: 1/8" = 1'-0"



4 WEST ELEVATION
APPROXIMATE SCALE: 1/8" = 1'-0"



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• CONSTRUCTION APPROVALS •

Acct. Mgr: Date:

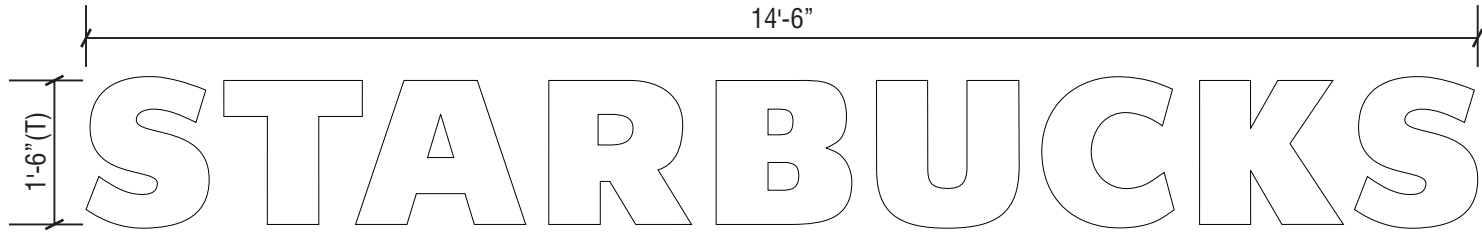
Design: Date:

Mfg/QC: Date:

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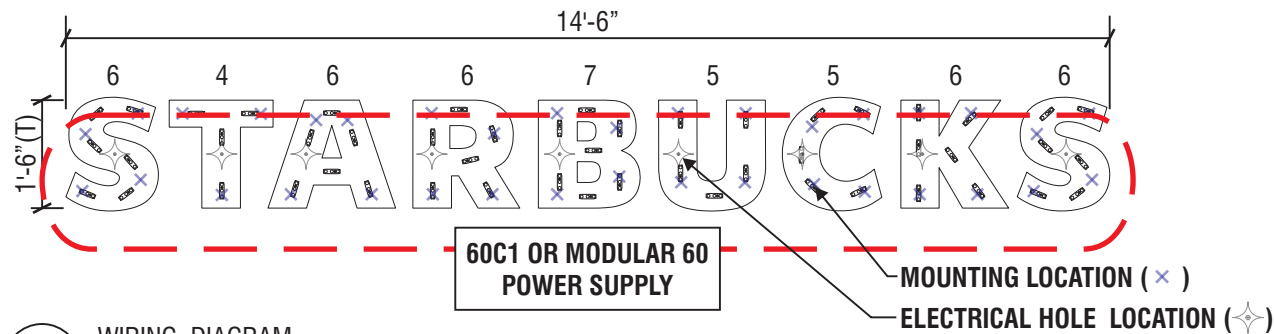


A1	SIGN ELEVATION / INTERNALLY ILLUMINATED WHITE FACE LIT SINGLE LINE CHANNEL LETTERS	36.2 SQ. FT.
A2	QUANTITY: TWO (2) REQUIRED	SCALE: 1/2" = 1'-0"

SPECIFICATIONS:

LETTERS: INTERNALLY ILLUMINATED CHANNEL LETTERS
FACE: #7328 WHITE ACRYLIC PLASTIC
OUTLINE REVERSED OUT TO SHOW THRU WHITE PLEX
TRIMCAP: 1" BLACK TRIMCAPS
RETURNS: 3" DEEP GLOSS BLACK RETURNS
ILLUMINATION: PRISM ENLIGHTEN WHITE 6500K LEDS WITH 60WATT POWER SUPPLIES

NOTES: FIELD VERIFY ALL MEASUREMENTS
AND CONDITIONS PRIOR TO ANY FABRICATION



1 WIRING DIAGRAM
SCALE: 3/8" = 1'-0"

120 V SIGN VOLTAGE
ELECTRICAL SPECIFICATIONS:

EIGHTY FOUR (51 MODULES - 34'-0") PRISM ENLIGHTEN WHITE 6500K MODULES
LAID OUT AT 1.5 MODULES PER FOOT, 6" ON CENTER (UL#215393)
TWO (2) 60 WATT POWER SUPPLIES (UL#215393)
ONE (1) 100'-0" ROLL OF JACKETED CABLE

60WATT POWER SUPPLY POWER SUPPLY 12VDC
WATTS PER MODULE: 0.75
LED MODULE POWER USAGE: 38.25 WATTS

TOTAL CIRCUIT LOAD: 1.2 AMPS @ 120 VOLTS
(1) CUSTOMER PROVIDED 20 AMP, 120V DEDICATED CIRCUIT

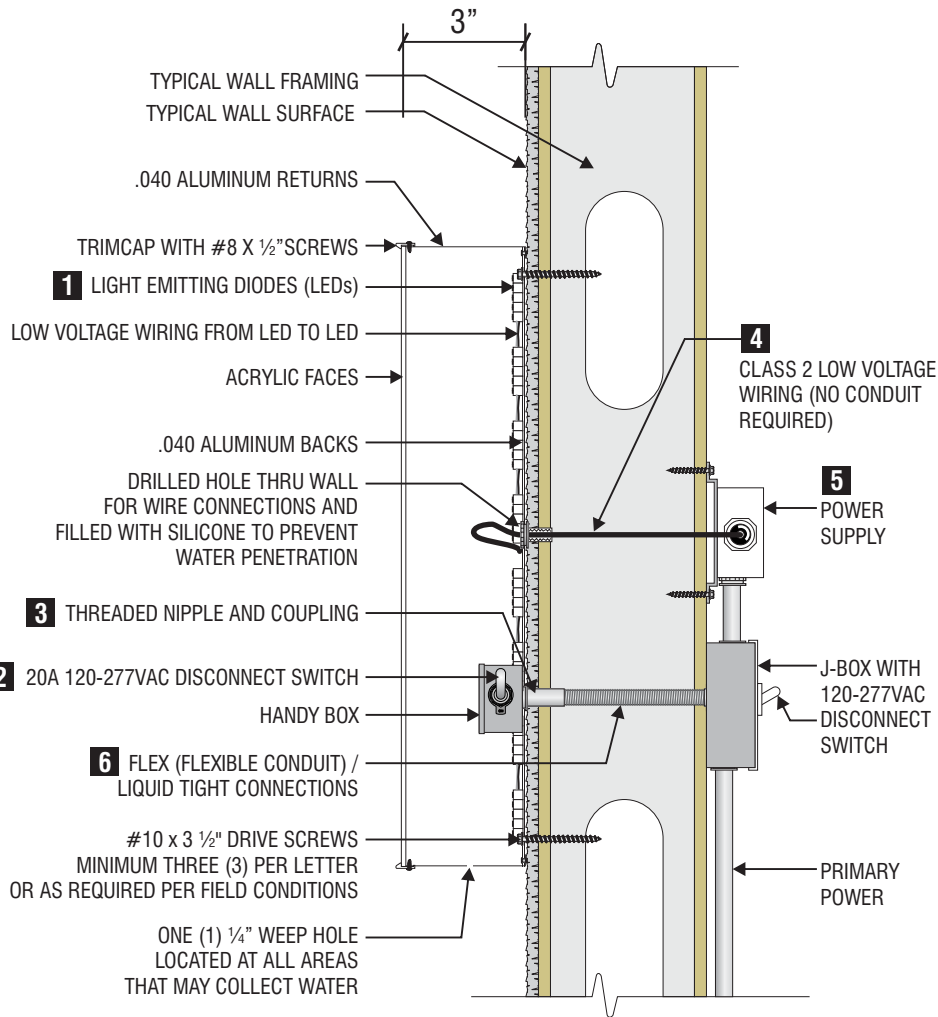
Note to All Contractors

120 Sign Voltage

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign. All wall penetrations to be sealed with UL Listed silicone sealant.

PLEASE REFER TO THE NUMBERED ITEMS BELOW
FOR INCORPORATED INSTALL INSTRUCTIONS.
LISTED INSTRUCTIONS TO BE FOUND WITH ACTUAL SIGNAGE
(NUMBERED ITEMS CORRESPOND TO SECTION DETAIL)

ITEM #	DESCRIPTION
1	LIGHT EMITTING DIODES (LEDs)
2	DISCONNECT SWITCH
3	THREADED NIPPLE AND COUPLING (FLEX CONNECTOR)
4	CLASS 2 LOW VOLTAGE WIRING (NO CONDUIT REQUIRED)
5	POWER SUPPLY
6	FLEX (FLEXIBLE CONDUIT) / LIQUID TIGHT CONNECTIONS



3 TYPICAL SECTION DETAIL
SCALE: NTS



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Reg. No.:

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R1 11/1/18 BK revise per redlines
R2 11/12/18 MH (.5) arrow info to back



ELECTRIC SIGN

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CONSTRUCTION APPROVALS
Acct. Mgr: Date:

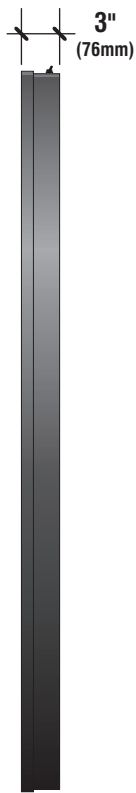
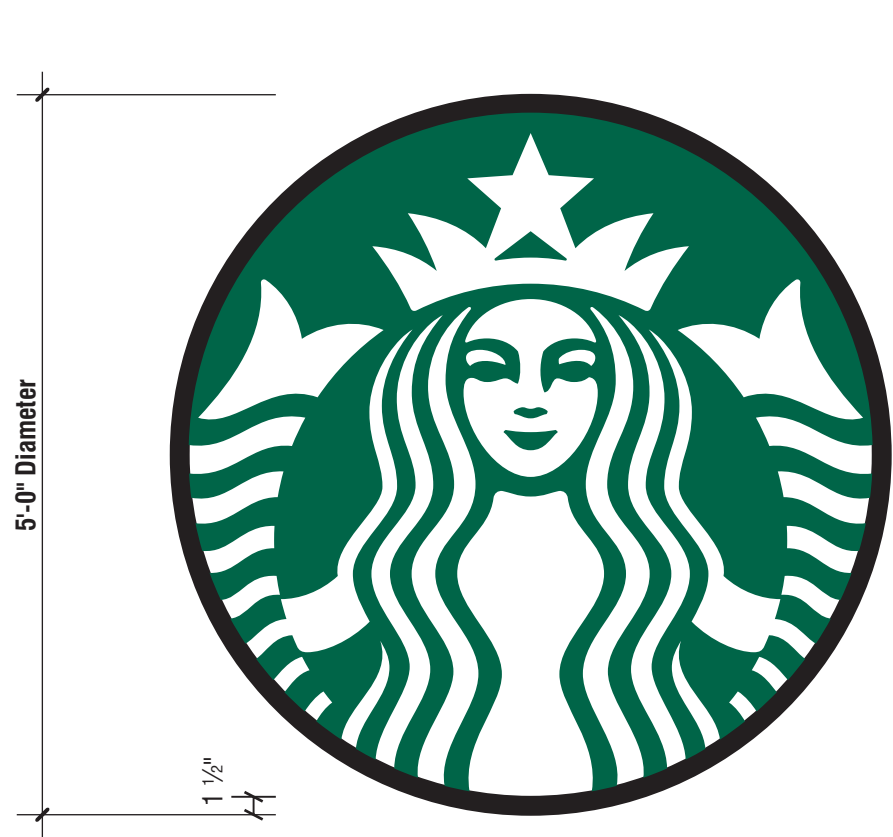
Design: Date:

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COLOR SPECIFICATIONS	
	#7328 WHITE ACRYLIC
	3M # 3630-76 HOLLY GREEN VINYL
	PRE-PAINTED BLACK RETURN (GLOSSY) BLACK TRIMCAP

PLEASE REFER TO THE NUMBERED ITEMS BELOW FOR INCORPORATED INSTALL INSTRUCTIONS. LISTED INSTRUCTIONS TO BE FOUND WITH ACTUAL SIGNAGE (NUMBERED ITEMS CORRESPOND TO SECTION DETAIL)	
ITEM NUMBER	DESCRIPTION
1	CHANNEL LOGO
2	SELF CONTAINED POWER SUPPLY
3	DISCONNECT SWITCH
4	THREADED NIPPLE AND COUPLING (FLEX CONNECTOR)

120 V SIGN VOLTAGE
ELECTRICAL SPECIFICATIONS:

SIXTY (60 MODULES - 40'-0") PRISM ENLIGHTEN WHITE 6500K LED MODULES (UL#215393)
ONE (1) 60 WATT POWER SUPPLY (UL#215393)
ONE (1) 100'-0" ROLL OF JACKETED CABLE

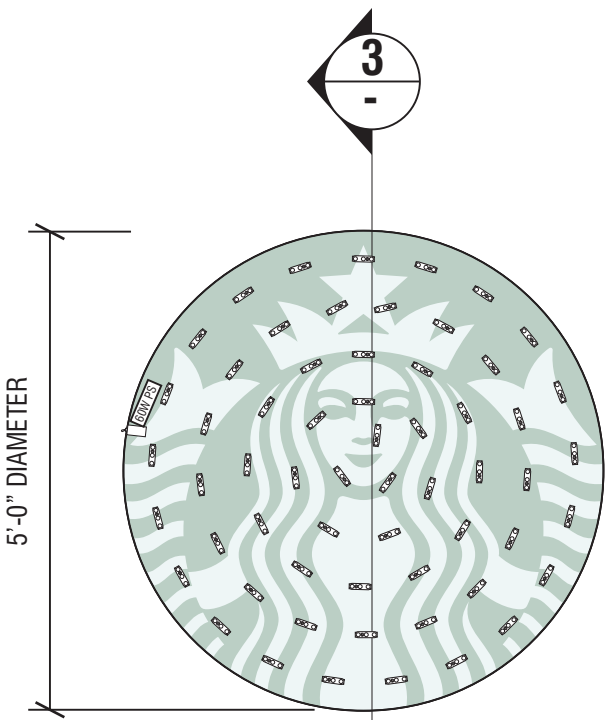
60WATT POWER SUPPLY POWER SUPPLY 12VDC
WATTS PER MODULE: 0.75
PRIMARY SYSTEM POWER: 56.25 WATTS
LED MODULE POWER USAGE: 45.0 WATTS

TOTAL CIRCUIT LOAD: 0.6 AMPS @ 120 VOLTS
(1) CUSTOMER PROVIDED 20 AMP, 120V DEDICATED CIRCUIT AMP,
120VAC DEDICATED CIRCUIT

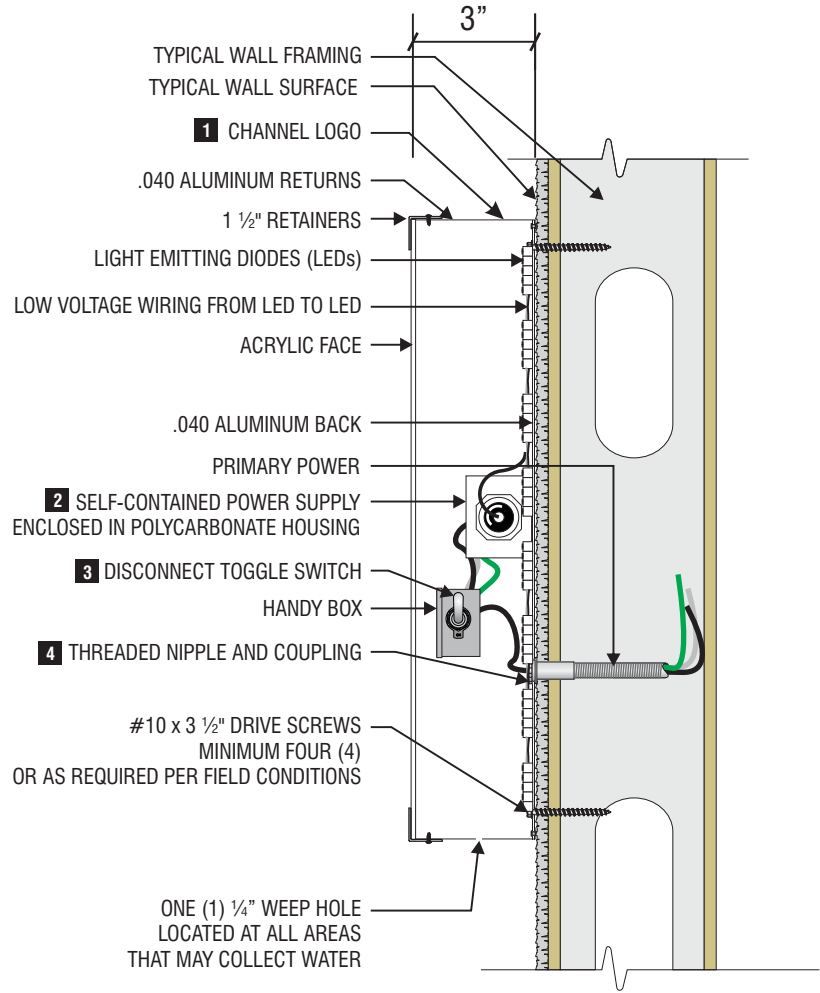
B SELF-CONTAINED SINGLE FACE ILLUMINATED WALL MOUNT LOGO DISK
QUANTITY: ONE (1) REQUIRED
SCALE: 3/4" = 1'-0"

1 SIDE VIEW
SCALE: 3/4" = 1'-0"

- SPECIFICATIONS:
- LOGO: INTERNALLY ILLUMINATED WALL MOUNT LOGO DISK
RETURNS: 3" (76MM) DEEP, FABRICATED ALUMINUM RETURNS AND BACK.
RETAINERS: 1-1/2" ALUMINUM PAINTED BLACK
FACES: 3/16" (5MM) #7328 WHITE WITH 3M #3630-76 HOLLY GREEN VINYL OVERLAY.
SIREN TO SHOW THRU WHITE.
ILLUMINATION: PRISM ENLIGHTEN WHITE 6500K LEDS WITH 60WATT POWER SUPPLIES
- NOTES: FIELD VERIFY ALL MEASUREMENTS AND CONDITIONS PRIOR TO ANY FABRICATION.



2 WIRING DIAGRAM
SCALE: 1/2" = 1'-0"



3 TYPICAL SECTION DETAIL
SCALE: NTS

Note to All Contractors

120 Sign Voltage
This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign. All wall penetrations to be sealed with UL Listed silicone sealant.

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Account Manager:
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Scale: T.A.:
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Reg. No.:

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R1 11/1/18 BK revise per redlines
R2 11/12/18 MH (.5) arrow info to back

ELECTRIC SIGN

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• CONSTRUCTION APPROVALS •
Acct. Mgr: Date:

Design: Date:

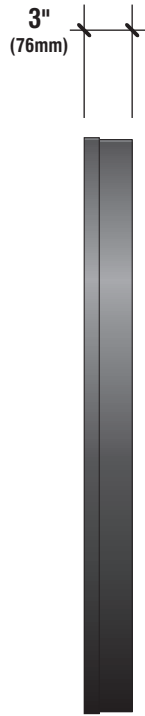
Mfg/QC: Date:

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COLOR SPECIFICATIONS	
	#7328 WHITE ACRYLIC
	3M # 3630-76 HOLLY GREEN VINYL
	PRE-PAINTED BLACK RETURN (GLOSSY) BLACK TRIMCAP

PLEASE REFER TO THE NUMBERED ITEMS BELOW FOR INCORPORATED INSTALL INSTRUCTIONS. LISTED INSTRUCTIONS TO BE FOUND WITH ACTUAL SIGNAGE (NUMBERED ITEMS CORRESPOND TO SECTION DETAIL)	
ITEM NUMBER	DESCRIPTION
1	CHANNEL LOGO
2	SELF CONTAINED POWER SUPPLY
3	DISCONNECT SWITCH
4	THREADED NIPPLE AND COUPLING (FLEX CONNECTOR)

120 V SIGN VOLTAGE
ELECTRICAL SPECIFICATIONS:

THIRTY-NINE (39 MODULES - 26'-0") PRISM ENLIGHTEN WHITE 6500K LED MODULES (UL#215393)
ONE (1) 60 WATT POWER SUPPLY (UL#215393)
ONE (1) 100'-0" ROLL OF JACKETED CABLE

60WATT POWER SUPPLY POWER SUPPLY 12VDC
WATTS PER MODULE: 0.75
PRIMARY SYSTEM POWER: 36.56 WATTS
LED MODULE POWER USAGE: 29.25 WATTS

TOTAL CIRCUIT LOAD: 0.6 AMPS @ 120 VOLTS
(1) CUSTOMER PROVIDED 20 AMP, 120V DEDICATED CIRCUITO AMP,
120VAC DEDICATED CIRCUIT

C

SIGN ELEVATION /SELF-CONTAINED SINGLE FACE ILLUMINATED WALL MOUNT LOGO DISK

sq. ft.

QUANTITY: ONE (1) SIGN REQUIRED

SCALE: 3/4"=1'-0"

1

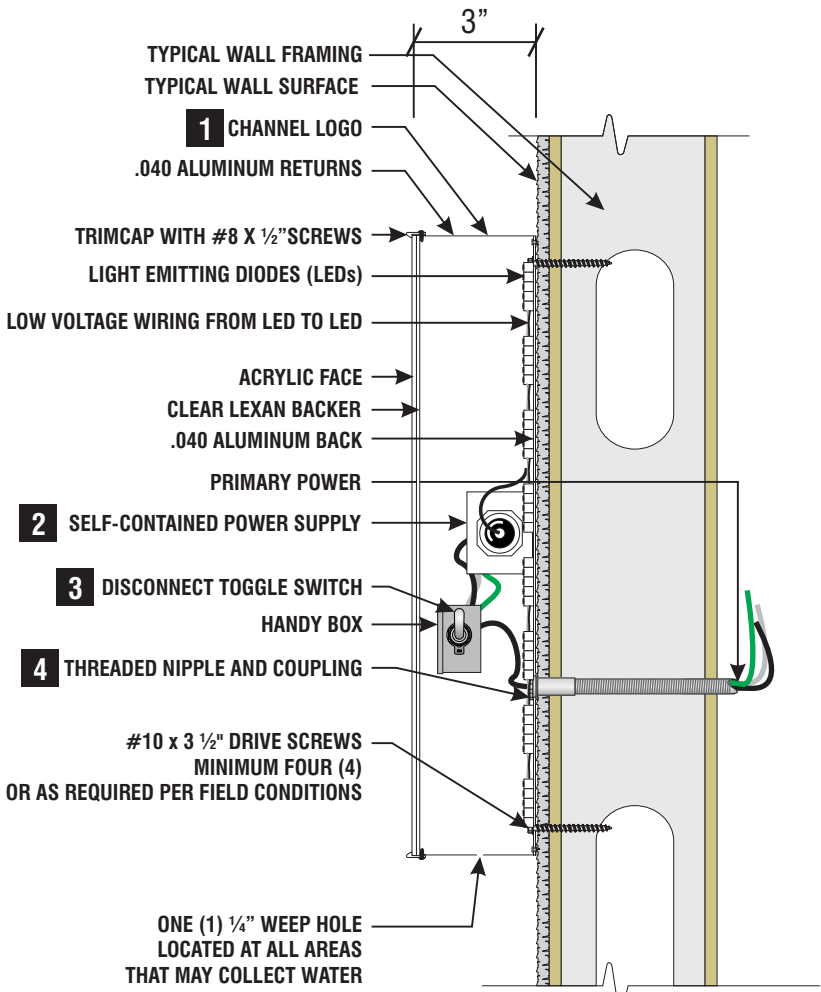
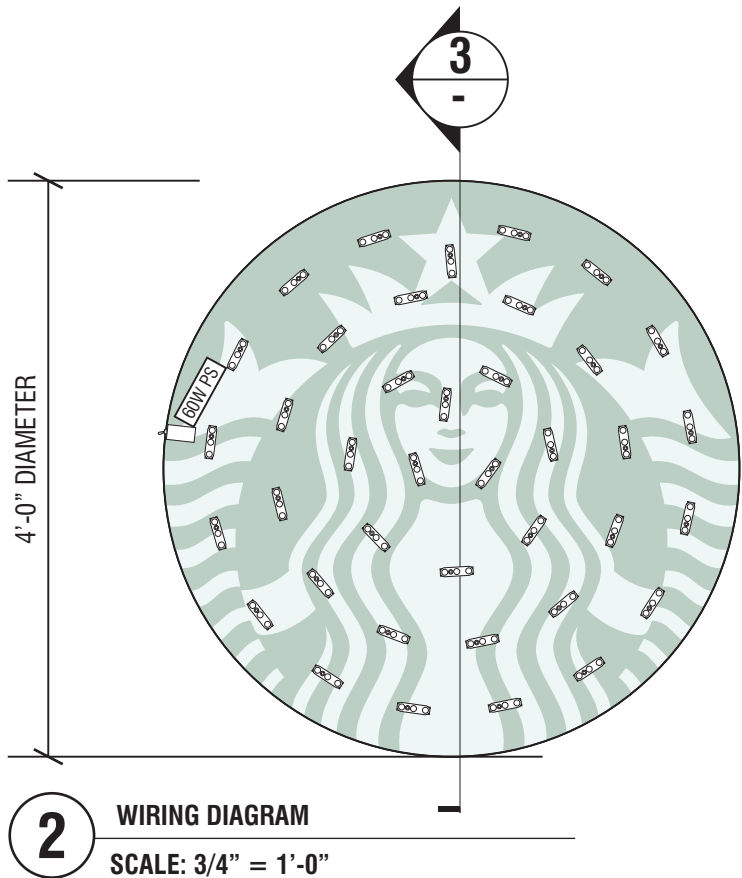
SIDE VIEW

SCALE: 3/4" = 1'-0"

SPECIFICATIONS:

- LOGO:
- FACE:
- TRIMCAP:
- RETURNS:
- ILLUMINATION:
- INTERNALLY ILLUMINATED WALL MOUNT LOGO DISK
- #7328 WHITE ACRYLIC PLASTIC WITH 3M #3630-76 HOLLY GREEN VINYL OVERLAY
ALL WHITE TO BE REVERSED OUT TO SHOW THRU WHITE ACRYLIC PLASTIC
W/1/8" CLEAR LEXAN BACKER
- 1" BLACK TRIMCAPS
- 3" DEEP BLACK RETURNS
- PRISM ENLIGHTEN WHITE 6500K LEDS WITH 60WATT POWER SUPPLIES

NOTES:



Note to All Contractors

120 Sign Voltage

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Scale: T.A.:
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R2 11/12/18 MH (.5) arrow info to back

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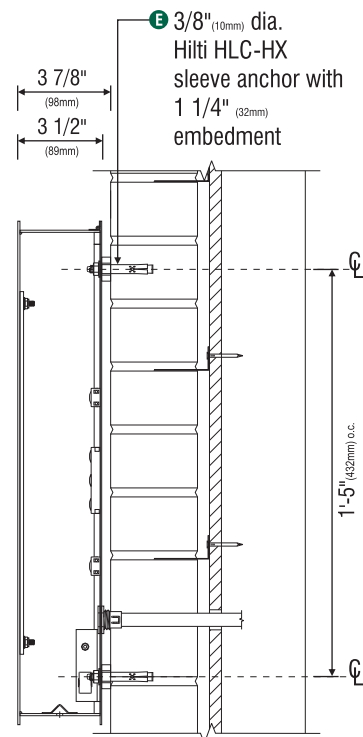
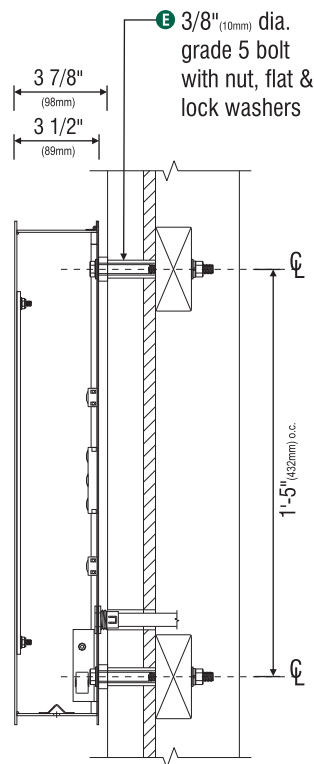
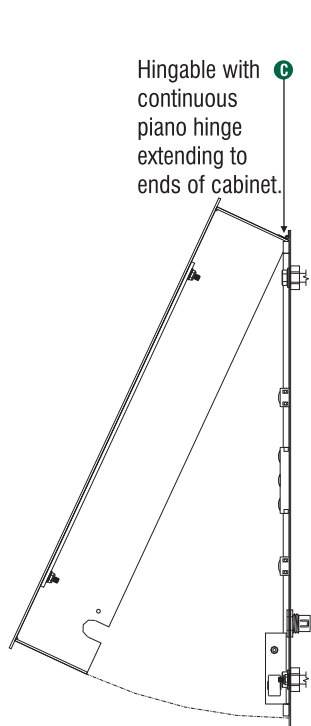
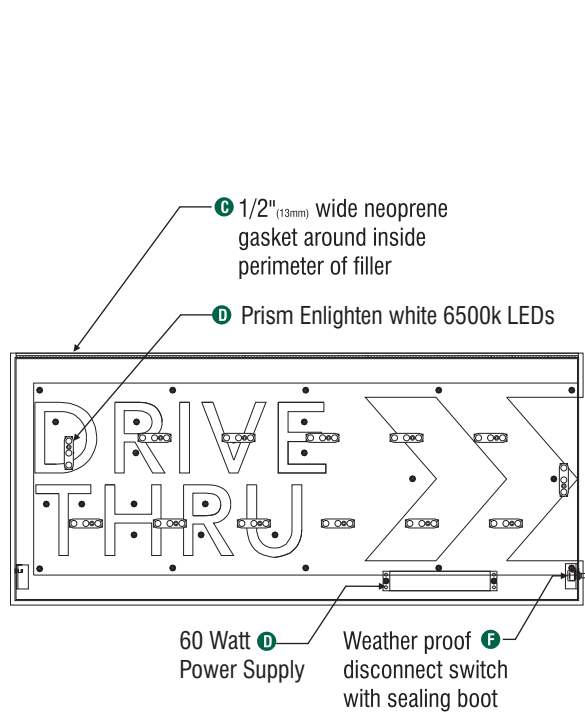
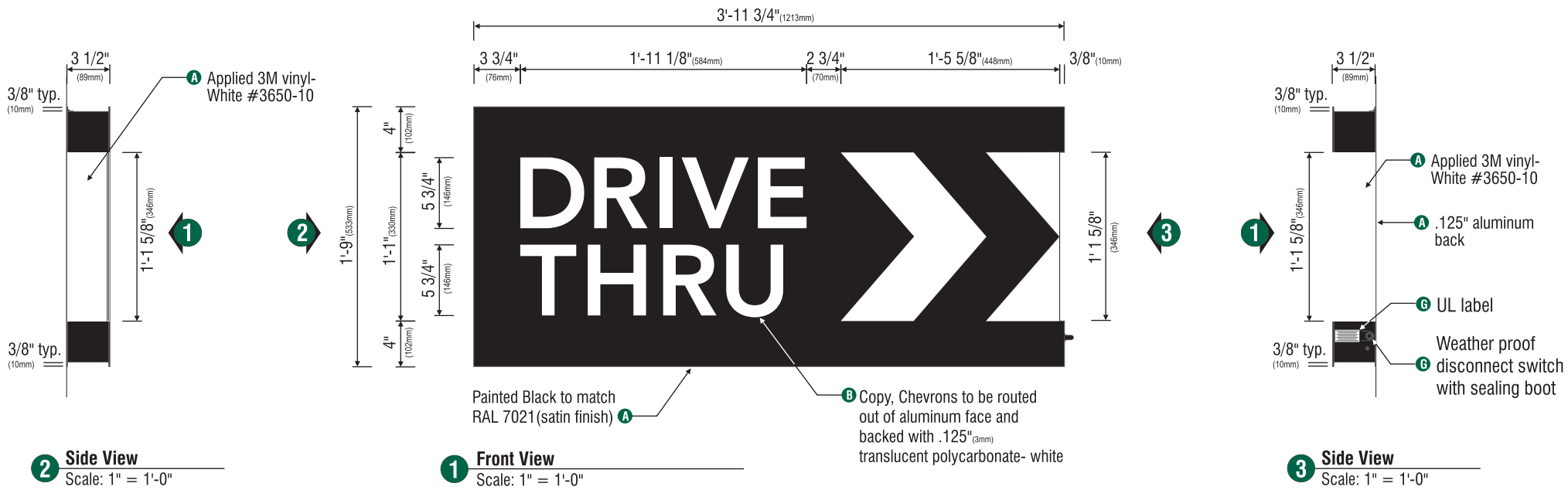
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D1 D2 - Design ID #14099

(Qty: 2) Single faced illuminated drive thru wall mounted cabinet signs.

Fabricate and install:

- A** Cabinet to be fabricated from .090" aluminum, painted Black to match RAL 7021M(satin finish), with Applied 3M vinyl- White #3650-10 end caps.
- B** Arrow Graphics and "DRIVE THRU" copy to be routed out of aluminum face and backed with 125" translucent polycarbonate-White. Note: all polycarbonate elements to be attached to back of aluminum faces with welded studs.
- C** Cabinet to be welded aluminum construction with no visible fasteners. Fasteners retaining the hinged face will be located on the bottom such that they are not visible. All fasteners used in assembly of internal components shall be coated to prevent corrosion. Internal structure shall be constructed as per approved shop drawings.
- D** Graphic elements are internally illuminated using Sloan Prism Enlighten 6500k white LED modules or Starbucks approved equal. LEDs to be mounted to sign back with self contained power supply. All electrical components are removable for service.
- E** Attach flush to wall. Anchor fasteners as required for existing wall structure. Support structure be constructed as per approved shop drawings and shall be integral to the sign cabinet.
- F** Sign must meet all regulations in the National Electric Sign Code as well as any local or state codes. As per NEC 600.6 sign is equipit with a service disconnect switch. Sign must be listed as an Electrical Sign per Underwriters Laboratories UL48 and/or CSA and bear the appropriate UL, CUL, or CSA relevant certification marks. Primary power by electrical contractor per NEC.

120 V SIGN VOLTAGE ELECTRICAL SPECIFICATIONS:

THIRTEEN (13 MODULES - 9'-0") PRISM ENLIGHTEN WHITE
6500K LED MODULES (UL#215393)
ONE (1) 60 WATT POWER SUPPLY (UL#215393)
ONE (1) 100'-0" ROLL OF JACKETED CABLE

60WATT POWER SUPPLY POWER SUPPLY 12VDC
WATTS PER MODULE: 0.75
PRIMARY SYSTEM POWER: 12.19 WATTS
LED MODULE POWER USAGE: 9.75 WATTS

TOTAL CIRCUIT LOAD: 0.6 AMPS @ 120 VOLTS
(1) CUSTOMER PROVIDED 20 AMP, 120V DEDICATED CIRCUIT, 120VAC DEDICATED CIRCUIT



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UL
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ELECTRIC SIGN

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CONSTRUCTION APPROVALS
Acct. Mgr: Date:

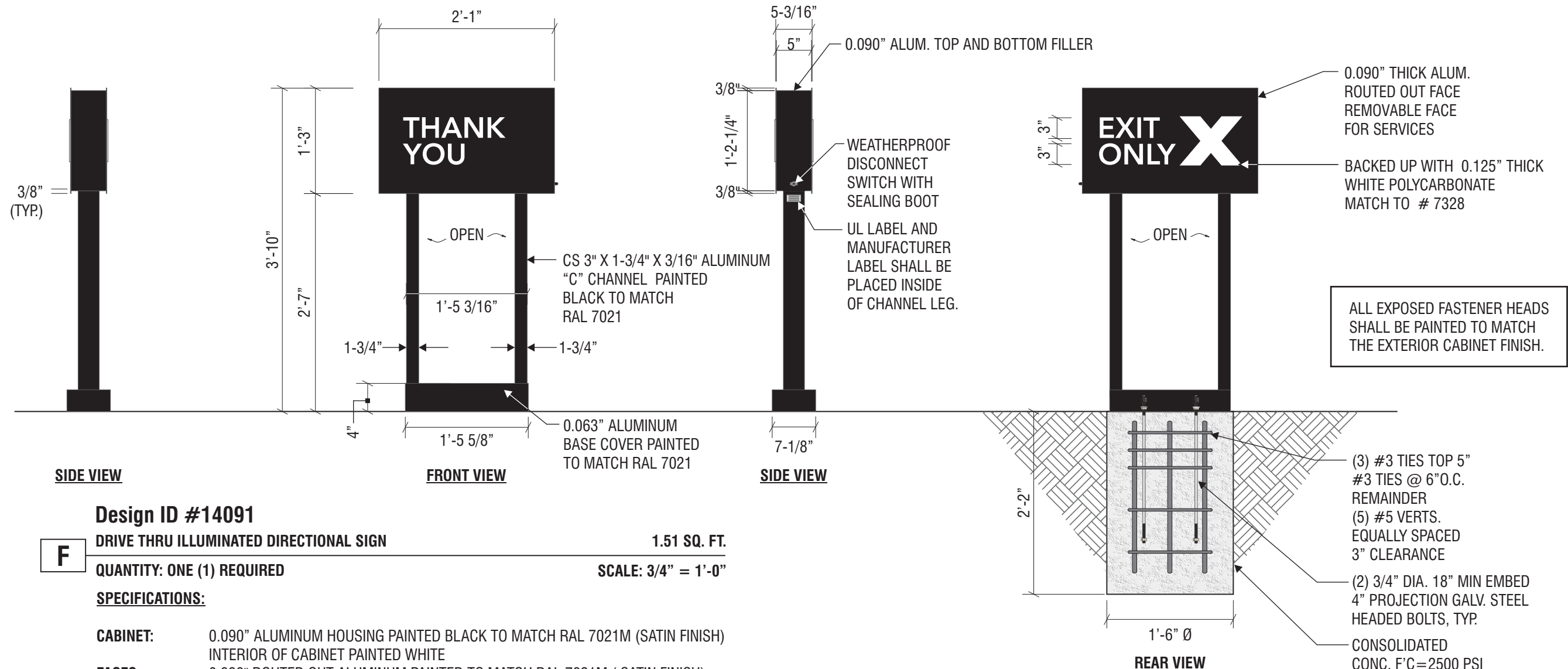
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Design ID #14091

DRIVE THRU ILLUMINATED DIRECTIONAL SIGN

1.51 SQ. FT.

QUANTITY: ONE (1) REQUIRED

SCALE: 3/4" = 1'-0"

SPECIFICATIONS:

- CABINET:** 0.090" ALUMINUM HOUSING PAINTED BLACK TO MATCH RAL 7021M (SATIN FINISH)
INTERIOR OF CABINET PAINTED WHITE
- FACES:** 0.090" ROUTED OUT ALUMINUM PAINTED TO MATCH RAL 7021M (SATIN FINISH)
- THANK YOU AND EXIT ONLY:** COPY TO BE ROUTED OUT OF ALUMINUM FACE AND BACKED-UP WITH 1/8" TRANSLUCENT WHITE POLYCARBONATE TO MATCH WHITE # 7328
- RETURNS:** 5" DEEP ALUMINUM PAINTED TO MATCH RAL 7021M (SATIN FINISH)
- ILLUMINATION:** WHITE LEDS WITH POWER SUPPLIES

NOTES:

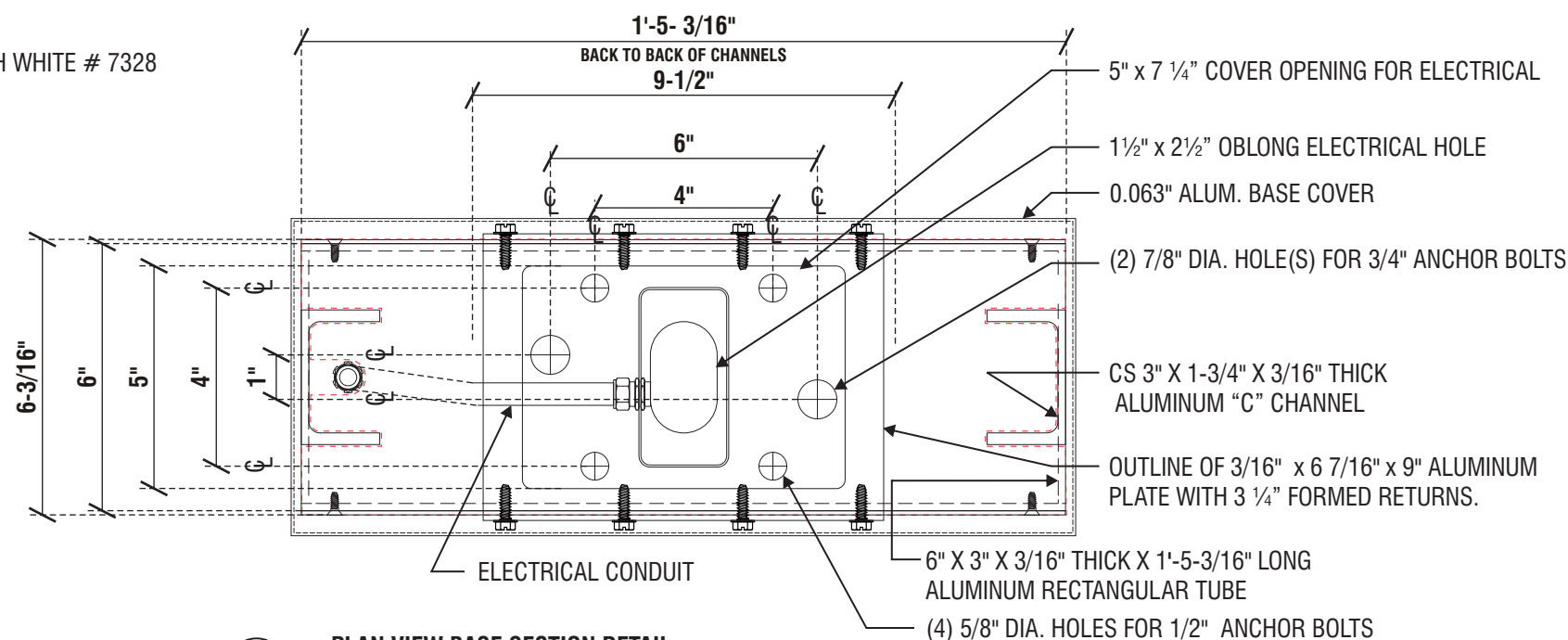
Note to All Contractors

120 Sign Voltage

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign. All wall penetrations to be sealed with UL Listed silicone sealant.

DT Directional Exit Sign Illuminated Arrow Series - 46in 1170mm #14091

Size	Sq. Ft. ¹	Sq. Ft. ²	Volts	Amps
46" (1170mm)	1.51	9.90	120	0.85



1 PLAN VIEW BASE SECTION DETAIL

SCALE: 3" = 1'-0"



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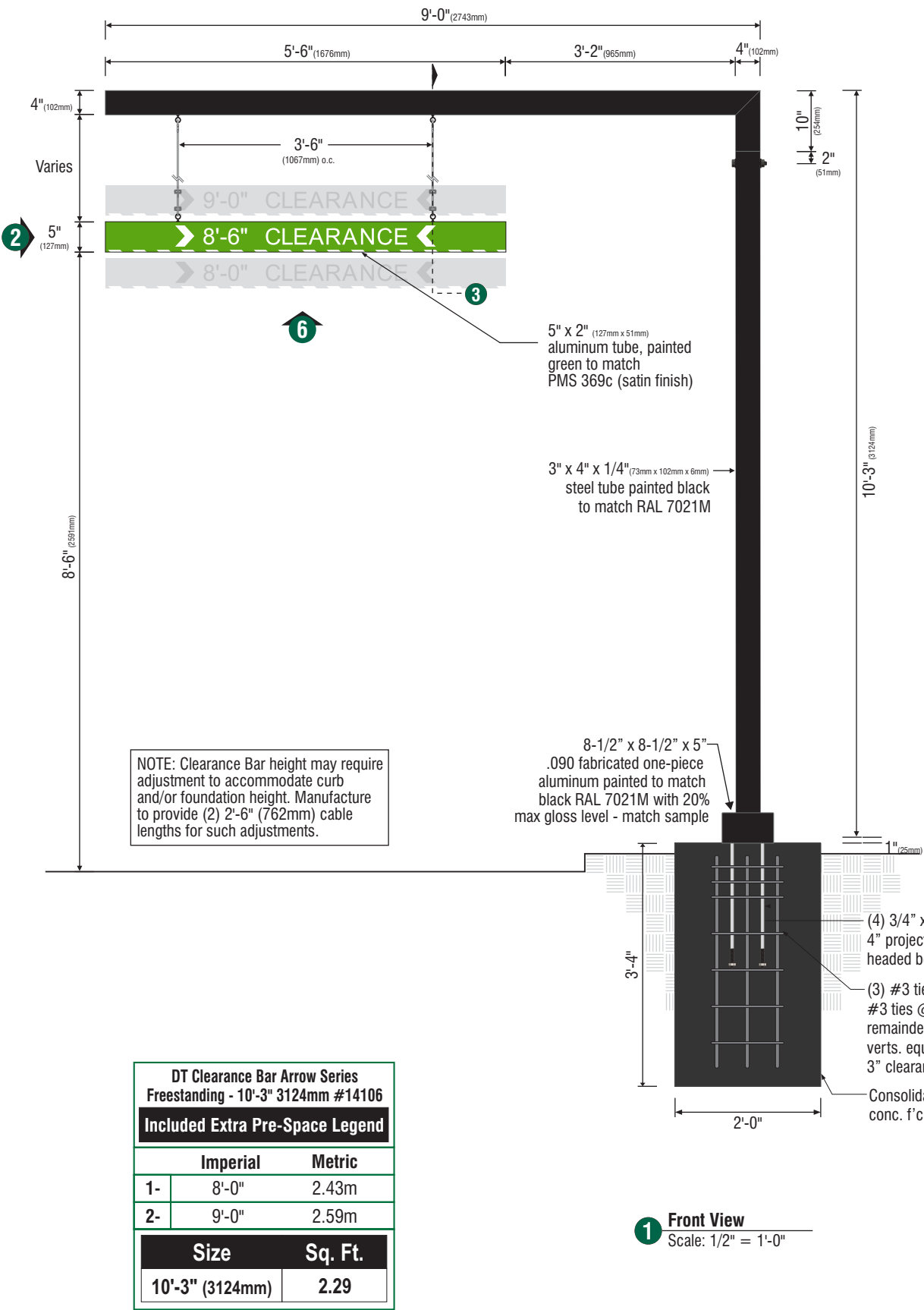
Page: 10 of 13

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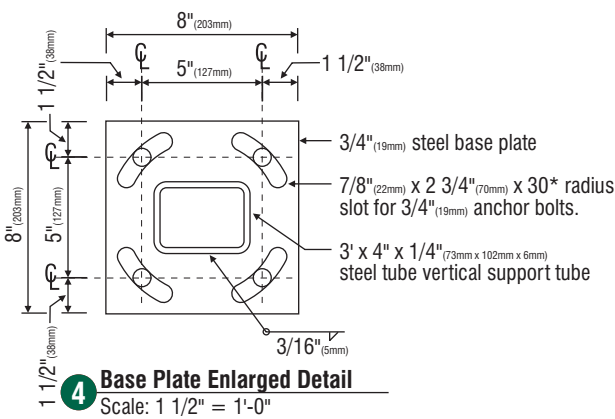
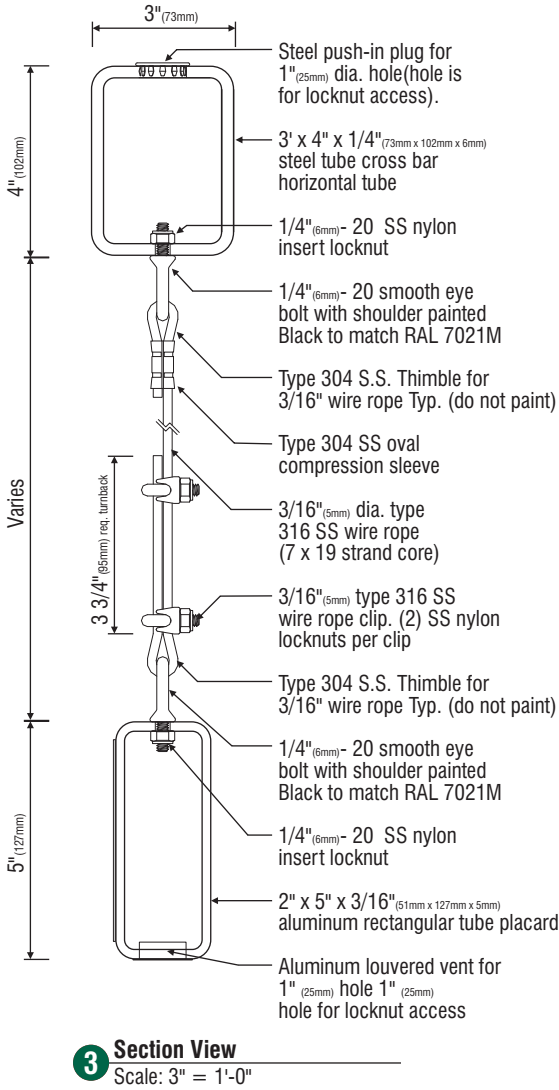
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0030



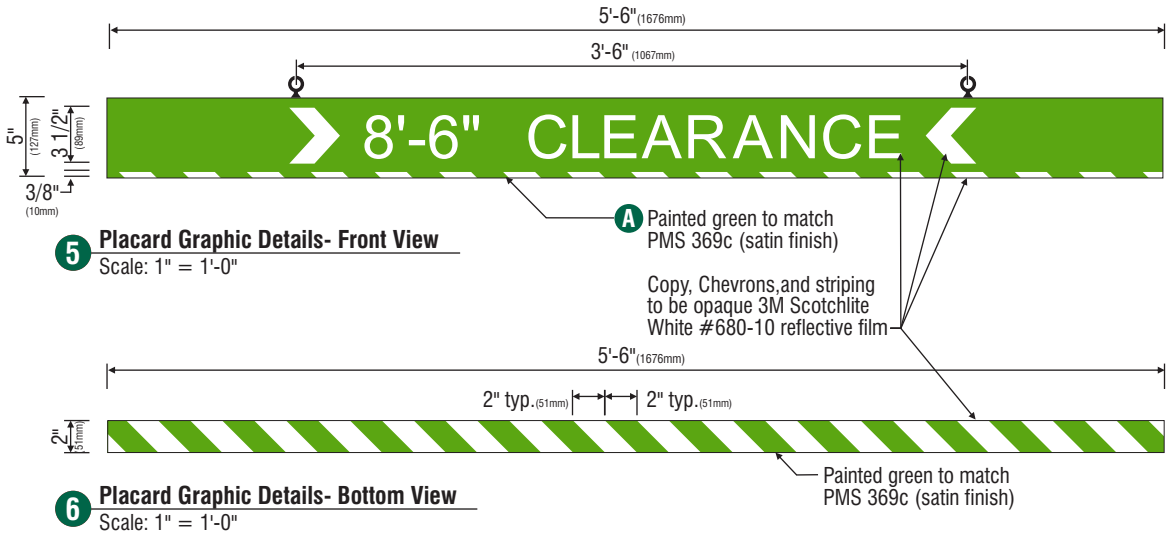
DT Clearance Bar Arrow Series Freestanding - 10'-3" 3124mm #14106		
Included Extra Pre-Space Legend		
	Imperial	Metric
1-	8'-0"	2.43m
2-	9'-0"	2.59m
Size		Sq. Ft.
10'-3" (3124mm)		2.29



G - Design ID #14106

(Qty: 1) Single faced non- illuminated drive thru clearance Bar sign.
Fabricate and install:

- A** Scraper Bar to be 2" x 5" x 1/4" aluminum rectangular tube, ends to be flush capped with aluminum, painted Green to match PMS 369c (satin finish).
- B** Copy to be opaque 3M Scotchlite White #680-10 reflective film (field apply).
- C** Chevrons to be opaque 3M Scotchlite White #680-10 reflective film.
- D** Striping to be opaque 3M Scotchlite White #680-10 reflective film. Striping extends 3/8" onto front face.
- E** Suspend sign face from support arm with 3/16" s.s. cable and attachment hardware.
- F** Support structure to be welded 3' x 4" x 1/4" steel rectangular tube construction, painted Black to match RAL 7021M(satin finish). Support structure be constructed as per approved shop drawings and shall be retro-fittable to existing sign foundations. All foundations, existing and new must be analyzed for suitability and must meet local city and state code regulations.





superior
electrical advertising

1700 West Anaheim Street
Long Beach, California
90813-1195
Phone: 562.495.3808
Facsimile: 562.435.1867
www.superiorsigns.com

Project:
**Starbucks Coffee
Mt. Hermon & Kings Village**

Address:
**260 Mount Hermon Road
Scotts Valley, CA 95066**

Account Manager:
JIM STERK

Scale: T.A.:
AS NOTED 3.00

Design No.:
18-10-5131-02

Reg. No.:

Revision History:
R0 10/22/18 BK New Drawing
R1 11/1/18 BK revise per redlines
R2 11/12/18 MH (.5) arrow info to back



ELECTRIC SIGN

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

• CONSTRUCTION APPROVALS •
Acct. Mgr: Date:

Design: Date:

Mfg/QC: Date:

Page: 11 of 13

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Mfg/QC: Date:

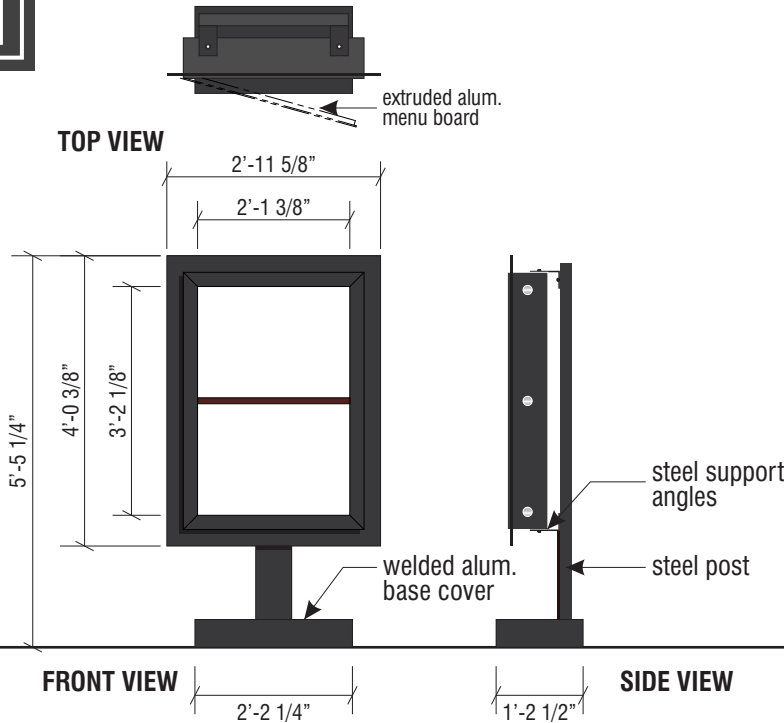
Page: 12 of 13

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H

SCALE: 3/8" = 1'-0"

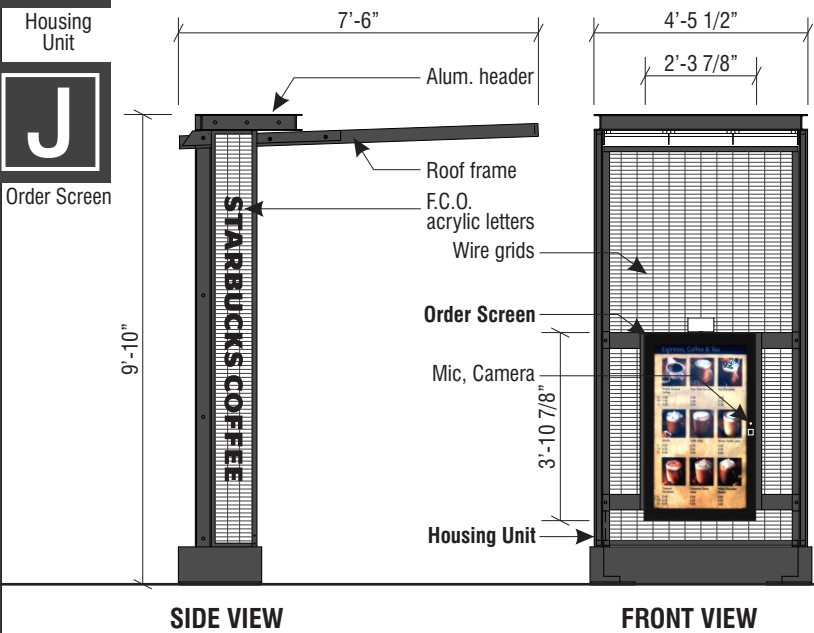


Preview Board

Sq.Ft.	Volts	Amps	Quantity
6.72	120	1.1	1

I

SCALE: 1/4" = 1'-0"

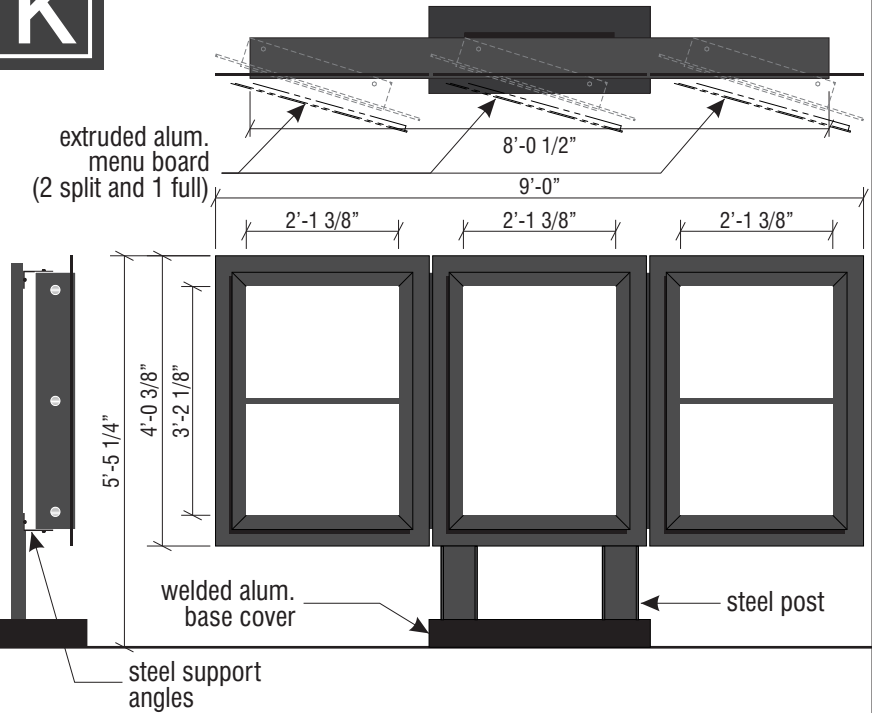


Order Screen w/ Housing Unit

Sq.Ft.	Volts	Amps	Quantity
43.75	120	1.1	1

K

SCALE: 3/8" = 1'-0"



Menu Board

Sq.Ft.	Volts	Amps	Quantity
20.16	120	3.3	1

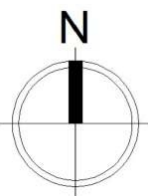
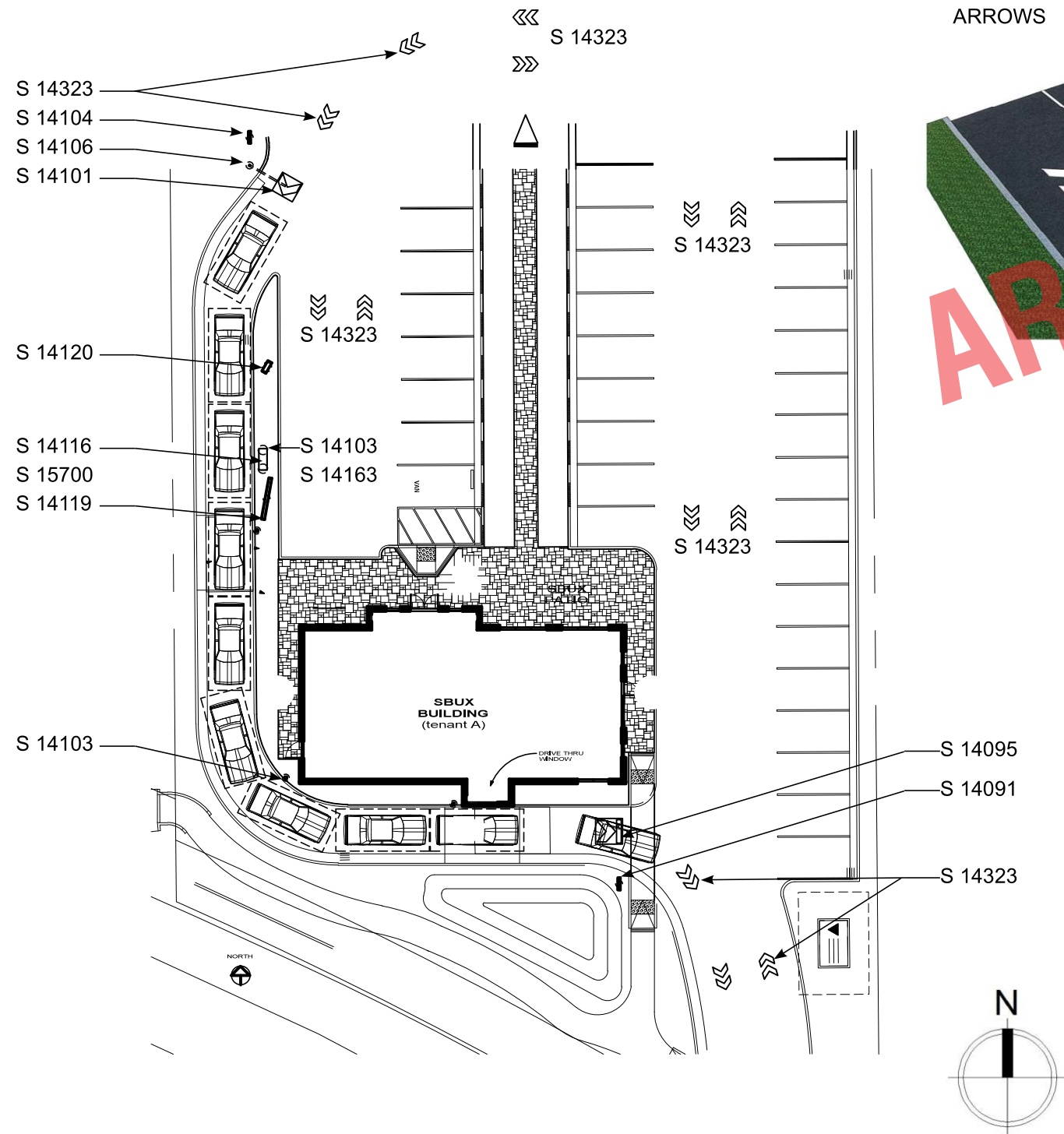
EVOLVED DT SIGNAGE

NOTE: MANUFACTURED BY OTHERS, INSTALLED BY SEA

1

OVERVIEW OF ARROWS DONE BY OTHERS

SCALE: 1/32" = 1'-0"



S 14323 - DOUBLE
ARROWS



S 14101 - DRIVE LANE
DIRECTIONAL ARROW



S 14095 - DRIVE LANE
ARROW WITH STOP BAR



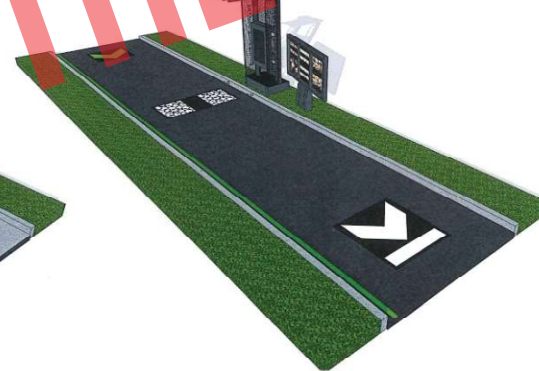
STAR PATTERN AT
ORDER POINT



DOUBLE ARROWS
ASPHALT



DRIVE LANE GRAPHICS
CONCRETE



DRIVE LANE GRAPHICS
ASPHALT

2

OVERVIEW OF ARROWS DONE BY OTHERS

SCALE: NTS



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This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

• CONSTRUCTION APPROVALS •

Acct. Mgr.:

Date:

Design:

Date:

Mfg/QC:

Date:

Page: **13** of **13**

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RESOLUTION NO. 1958

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SCOTTS VALLEY APPROVING A PLANNED SIGN PROGRAM FOR THE HANGAR DEVELOPMENT AT 260 MOUNT HERMON ROAD / APN'S 022-231-27 AND 022-231-28

WHEREAS, on March 21, 2018, the City Council approved "The Hangar" commercial development project located at 260 Mount Hermon Road which consists of a 2,412 square foot drive-through restaurant (Starbucks) and a 13,318 square foot commercial building with retail space and a restaurant use; and

WHEREAS, the Hangar project is located within the Town Center Specific Plan; and

WHEREAS, the City of Scotts Valley has received an application filed by Corbett Wright, for an amendment to Planned Development Permit (Planned Development Permit No. PD17-002.1) and Design Review No. DR19-001 for a Planned Sign Program for The Hangar Development at 260 Mount Hermon Road // APNs 022-231-27 & 28; and

WHEREAS, the project is determined to be categorically exempt from CEQA, Class 1 (Section 15301); and

WHEREAS, the project was reviewed by the City Council at a duly noticed public hearing on February 6, 2019.

NOW THEREFORE, the City Council of the City of Scotts Valley hereby resolves as follows:

SECTION 1: The environmental determination represents the independent judgement of the City.

SECTION 2: The categorical exemption is hereby approved.

SECTION 3: The City Council of the City of Scotts Valley does hereby specifically make the following findings, as further clarified in the City Council staff report dated February 6, 2019:

Planned Development Permit

1. ***The planned development permit as issued furthers the policies of the General Plan and the Town Center Specific Plan (TCSP).*** The project meets the requirements of this finding in that the project site will provide signage that is in keeping with the character of the TCSP and compatible with existing signage in the TCSP area.
2. ***The planned development permit, as issued, conforms in all respects to the planned development zoning of the property.*** The project meets the requirements of this finding in that approval of the PD Permit will allow development that is consistent with the TCSP.

3. ***The interrelationship between orientation, location, mass and scale of building volumes, and elevations or proposed buildings, structures and other uses on-site are appropriate, compatible, and aesthetically harmonious.*** The project meets the requirements of this finding in that the siting and size of the signs will be in scale and compatible with the adjacent shopping centers and the anticipated massing of the Town Center.
4. ***The environmental impacts of the project have been reviewed and considered.*** The project meets the requirements of this finding in that the City has determined that the project is categorically exempt.

Design Review

5. ***The signs serve primarily to identify the business or the activity conducted on the premises, or identifies the product or service offered thereon.*** All proposed signs serve to identify the development and the businesses conducted on the premises.
6. ***The signs are harmonious with the materials, color, texture, size, shape, height, location and design of the building, landscaping, property and environment of which it is a part. The proposed signs are harmonious with the materials, color, texture, size, shape, height, location and design of the building, landscaping, property and environment of which it is a part.*** The proposed Planned Sign Program specifies a consistent sign design standard that compliments the architecture of the development, surrounding properties and the anticipated Town Center.
7. ***The proposed Planned Sign Program facilitates the creation of through and integrated signing systems for three or more tenant developments, or for commercial property over one acre in size, or with two hundred fifty linear feet or more frontage. Furthermore, the proposed Planned Sign Program is of a high quality design which will enhance the character or value of the community.*** The proposed Planned Sign Program will facilitate the creation of a thorough and integrated signing system for these commercial properties. The Planned Sign Program includes consistent specifications for the individual tenant signs and the new center identification sign will match the architectural style and materials of the development.

Town Center Specific Plan

8. The proposed free standing sign is in character with the Town Center Specific Plan because it is compatible with existing signage used by surrounding shopping centers, such as wood and stone finishes, and metal which blends with the two new buildings on the subject property.

SECTION 4: Planned Development Permit PD17-002.1 and Design Review DR19-002 shall lapse and shall become void on February 6, 2020, unless within one (1) year from the date of this resolution, a building permit is issued by the Building Division and construction has commenced and diligently pursued toward completion, or an extension of this approval is granted by the Planning Commission.

NOW THEREFORE, BE IT FURTHER RESOLVED that, after careful consideration of the application and related materials, plans, maps, facts, exhibits, staff report, testimony and other evidence submitted in this matter, and incorporated herein by this reference, the City Council of the City of Scotts Valley approves Planned Development Permit PD17-002.1 and Design Review DR19-002 for a Planned Sign Program for The Hangar Development at 260 Mount Hermon Road // APN's 022-231-27 and 022-231-28, subject to the Conditions of Approval in Exhibit A, which are attached hereto and incorporated herein by this reference.

THE ABOVE AND FOREGOING RESOLUTION was duly and regularly passed by the City Council of the City of Scotts Valley at a meeting held on the 6th day of February 2019, by the following vote:

AYES: DILLES, JOHNSON, LIND, REED, TIMM

NOES: NONE

ABSTAIN: NONE

ABSENT: NONE

Approved: _____

Jack Dilles, Mayor

Attest: _____

Tracy Ferrara, City Clerk

Exhibit A – Resolution No. 1958

Conditions of Approval (Numbers 1 - 12)

Legal

1. The developer has agreed to and shall defend, indemnify and hold harmless the City of Scotts Valley, its officers, agents and employees from any claim, action or proceeding against the City or its officers, agents or employees to attach, set aside, void or annul any action of the City in connection with approvals under the California Environmental Quality Act or with respect to approval of the project, which action is brought within the time period(s) prescribed by law. The City shall promptly notify the developer of any such claim, action or proceeding and shall fully cooperate in defense.
2. The developer shall sign the Conditions of Approval agreeing to the Conditions of Approval prior to issuance of any grading/building permits, transfer of title, or within 30 days of approval of these planning permits, whichever occurs first.
3. All required building permits shall be obtained and the applicant shall pay all appropriate fees prior to commencement of any construction on the property.

Planning Department

4. The materials, size, location, and design of the improvements shall match the approved plans, however, the tenant identification signs can be modified on the freestanding sign with the approval of the Community Development Director, provided the same square footage and design is utilized. Modifications to the approved project may require approval by the Planning Commission at the discretion of the Community Development Director.
5. All signs on the property shall be per the project plans prepared by Lot C Architecture, dated October 15, 2018, and received by the City of Scotts Valley on December 3, 2018.
6. The column portion of the freestanding sign shall only be used for center identification and not for tenants.
7. A portion of the freestanding sign shall be used to identify the Scotts Valley Town Center (SVTC) to meet the TCSP goal of creating a sense of place and to ensure integration of this project into the SVTC, at the appropriate time as determined by the Community Development Director.
8. All tenant identification signs shall be approved by the property owner in writing prior to issuance of a Building Permit.

9. Property owners shall work with the City and future town center developers to integrate signage and structures as development occurs in the town center core area.

Building Department

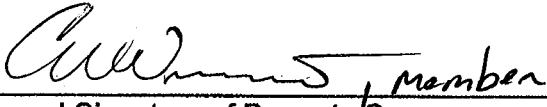
10. Energy Compliance documents for sign lighting shall be submitted with Building Permit application.
11. Structural design/details for footings and ground mounted signs shall be included with Building Permit application.
12. All hardware and attachment specifications shall be included with Building Permit application.

City Public Works Department- Engineering Division

13. The freestanding sign shall be located outside of Public Utility Easements.

Scotts Valley Fire Protection District

14. The property owners shall provide site addressing on signs and buildings. Final design and location of the address numbers are subject to Fire District approval.


Name and Signature of Property Owner

The Harbor At Sky Park, LLC

3/20/19
Date

RESOLUTION NO. 1770

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SCOTTS VALLEY APPROVING PLANNED DEVELOPMENT PERMIT PD 22-001 AND DESIGN REVIEW DR22-006 TO AMEND THE PLANNED SIGN PROGRAM FOR THE HANGAR DEVELOPMENT AT 260-262 MOUNT HERMON ROAD // APN 022-231-27 and 022-231-28

WHEREAS, the application was reviewed for completeness and is determined to be a “project” as defined by the California Environmental Quality Act (CEQA); and,

WHEREAS, the project is categorically exempt from CEQA [Class15301]; and,

WHEREAS, the project was reviewed by the Planning Commission in a duly noticed public hearing on Thursday, March 10, 2022.

NOW THEREFORE, the Planning Commission of the City of Scotts Valley hereby resolves as follows:

SECTION 1: The environmental determination represents the independent judgment of the City.

SECTION 2: The categorical exemption [Class15301] is hereby approved.

SECTION 3: The Planning Commission of the City of Scotts Valley does hereby specifically make the following findings, as further clarified in the staff report dated Thursday, March 10, 2022:

Planned Development Permit

1. ***The planned development permit as issued furthers the policies of the General Plan and the Town Center Specific Plan (TCSP).*** The project meets the requirements of this finding in that the project replaces a retail use in the Scotts Valley Square Shopping Center which accommodates a mix of retail and service commercial consistent with the environmental, service, and economic goals of the City, as called for in General Plan Land Use Element Policy LA-28. The proposed amendments to the Planned Sign Program for the Hangar development would benefit existing and future businesses within the TCSP. The increased letter height would increase visibility for businesses. The proposed project is consistent with the purpose and intent of the TCSP in that it supports commercial activities and economic development.
2. ***The planned development permit, as issued, conforms in all respects to the planned development zoning of the property.*** The proposed project amends an existing planned sign program and meets the requirements of this finding in

that approval of the PD Permit will allow the development consistent with the TCSP.

3. ***The interrelationship between orientation, location, mass and scale of building volumes, and elevations or proposed buildings, structures and other uses on-site are appropriate, compatible, and aesthetically harmonious.*** The proposed project updates an existing planned sign program to add additional signs to the north elevation and increase maximum letter height from 1.5 feet to 2 feet. The increase in size and additional signage is appropriate for the size of the commercial building.

Design Review

4. ***The siting of any structure on the property as compared to the siting of other structures in the immediate neighborhood is appropriate.*** The proposed project is to amend a planned sign program to allow additional signage on an elevation facing a parking lot and slightly increase the maximum letter height. The proposed project does not include new structures.
5. ***The materials, colors, proportion, mass and detail of all structures shall be in good proportion, have simplicity of mass and detail and be compatible in appearance with surrounding structures. There shall be an appropriate use of materials. Colors shall be appropriate within the context of use and should blend with surrounding structures.*** The project is to amend an existing planned sign program to allow additional signage on the north elevation and slightly increase letter height. Additional signage on the north elevation would further break up the massing on the north elevation.
6. ***Landscaping and irrigation plans shall be required on the site. Landscaping shall be in keeping with the character or design of the building. Existing trees shall be preserved wherever possible.*** The project does not impact landscaping.
7. ***The size, location and arrangement of on-site parking and paved areas shall be appropriate.*** The project would not change or impact parking or paved areas.
8. ***For ingress, egress and internal traffic circulation, all the above factors shall be related to the setting or established character of the neighborhood or surrounding area.*** The project does not impact the ingress, egress and internal traffic circulation of the existing shopping enter.

SECTION 4: After careful consideration of the application and related materials, plans, maps, facts, exhibits, staff reports, minutes, testimony and other evidence submitted in this matter, and incorporated herein by this reference, the Planning Commission of the City of Scotts Valley does hereby approve Planned Development

Permit PD22-001 and Design Review DR22-006 to amend the planned sign program for the Hangar development at 260-262 Mount Hermon Road// APN 022-231-27 and 022-231-28, subject to the conditions set forth in the attached Exhibit A, which are incorporated herein by this reference.

THE ABOVE AND FOREGOING RESOLUTION was duly adopted and passed by the Planning Commission of the City of Scotts Valley at a regularly scheduled meeting held on the 10th day of March 2022, by the following vote:

AYES: Gentile, Hodgins, Horlock, Maffia, Mosley

NOES: NONE

ABSTAIN: NONE

ABSENT: NONE

DocuSigned by:
Lori Gentile
A057069A57D847A...

Lori Gentile, Chair

DocuSigned by:
Taylor Bateman
756B18CF694D49D...

Taylor Bateman, Community Development Director

PD22-001, DR22-006
3/10/22 PC Meeting

Resolution No. 1770
260-262 Mount Hermon Road
APN 024-231-27 and 024-231-28

EXHIBIT A CONDITIONS OF APPROVAL

STANDARD

1. Developer has agreed to and shall defend, indemnify and hold harmless the City of Scotts Valley, its officers, agents and employees from any claim, action or proceeding against the City or its officers, agents or employees to attach, set aside, void or annul any action of the City in connection with approvals under the California Environmental Quality Act or with respect to approval of the project, which action is brought within the time period(s) prescribed by law. The City shall promptly notify the developer of any such claim, action or proceeding and shall fully cooperate in defense.
2. Property owner shall sign below (at the end of these conditions) agreeing to the Conditions of Approval noted above prior to issuance of the building permit.
3. Applicant shall obtain a building permit(s) and pay appropriate fees prior to commencement of work on the subject property. All trades of electrical, plumbing and mechanical will be issued under one building permit for said project (General Contractor permittee).

PLANNING DEPARTMENT

4. The materials, size, location, and design of the improvements shall match the approved plans. Modifications to the approved project may require approval by the Planning Commission at the discretion of the Community Development Director.
5. All signs on the property shall be per the project plans prepared by Lot C Architecture, dated October 15, 2018, and received by the City of Scotts Valley on December 3, 2018.

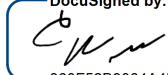
Revised and new plan sheets (Sheets A6.6, A6.6b, and A6.7) by Lot C Architecture dated January 31, 2022 shall be incorporated into the Planned Sign Program for the Hangar Development as a part of the approved plans and supersede Sheets A6.6 and A6.7 dated October 15, 2018.

Logo signs shall continue to be allowed as shown on the plans dated October 15, 2018. Future logo signs shall be subject to approval by the Community Development Director to ensure consistency and compatibility with other signage, the subject building and surrounding buildings.

PD22-001, DR22-006
3/10/22 PC Meeting

Resolution No. 1770
260-262 Mount Hermon Road
APN 024-231-27 and 024-231-28

6. Property owners shall work with the City and future town center developers to integrate signage and structures as development occurs in the town center core area.
7. All applicable conditions of approval from Resolution No. 1958 shall be incorporated into this Resolution.
8. All tenant identification signs shall be approved by the property owner in writing prior to issuance of a Building Permit.
9. The property owner shall work with the City and future town center developers to review new signs on the north side of the building as they are replaced to ensure that potential impacts to surrounding uses are minimized.

DocuSigned by:

860F52B9064A4FC...

Corbett Wright

Signature of Property Owner