

1. Planning Commission Special Meeting Agenda

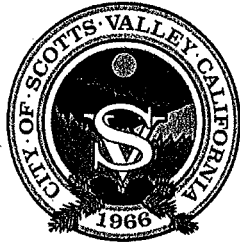
Documents:

[JANUARY 18, 2018.PDF](#)

2. Planning Commission Meeting Material

Documents:

[ATTACHMENT - PART 2.PDF](#)
[ATTACHMENT - PART 1.PDF](#)
[STAFF REPORT - PART 2.PDF](#)
[STAFF REPORT - PART 1.PDF](#)



A G E N D A

Meeting of the Scotts Valley Planning Commission

Date: January 18, 2018

Time: 6pm

CITY OF SCOTTS VALLEY 1 Civic Center Drive Scotts Valley, CA 95066 831-440-5630	MEETING LOCATION City Council Chambers 1 Civic Center Drive Scotts Valley, CA 95066	POSTING: The agenda was posted on January 12, 2018, at City Hall, SV Senior Center, SV Library and on the Internet at www.scottsvalley.org .
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Appointed Officials	City Staff Members
Derek Timm, Chair Carlos Arcangeli, Vice Chair Robin Donovan, Commissioner Rosanna Herrera, Commissioner Deborah Muth, Commissioner	Taylor Bateman, Acting Community Development Director Michelle Edwards, Senior Planner Brenda Stevens, Assistant Planner

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.

Agenda and Agenda Packet Materials:

The Planning Commission agenda is available for review the Friday before the Thursday meeting on the Internet at the City's website: www.scottsvalley.org and in the lobby of City Hall at 1 Civic Center Drive, Scotts Valley, CA. Pursuant to Government Code §54957.5, materials related to an agenda item, submitted after distribution of the agenda packet, are available for public inspection in the lobby of City Hall during normal business hours, Monday-Friday, 8am-Noon and 1-5pm. In accordance with AB 1344, such documents will be posted on the City's website at www.scottsvalley.org.

CALL TO ORDER 6pm

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

PLEDGE OF ALLEGIANCE and MOMENT OF SILENCE

(The Planning Commission Chair leads the pledge of allegiance.)

ROLL CALL

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

ELECTION OF OFFICERS: *The Planning Commission elects a Chair and Vice-Chair for the calendar year.*

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.)

- A. Approve the Action Meeting Minutes from the December 14, 2017, meeting.
- B. Approve Resolution No. 1724 denying an appeal of the Acting Community Development Director's determination of the Oak Creek Park Application located at 3640 Glen Canyon Road/APN 022-162-76, from the December 14, 2017, meeting.

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. **(This item was re-agendized from the October 12, 2017 meeting.)**
Title: Shell Gasoline Station
Address: One Hacienda Drive
Applicant / Property Owner: Peninsula Petroleum, LLC
Planning Permit Application Nos.: U16-005, DR16-014 & 015
Project Description: Consideration of Use Permit and Design Review applications to demolish an existing convenience store, build a new store, build a new self-serve drive-thru car wash, remove the high-rise pylon sign and include new signage.
Staff: Brenda Stevens, Asst. Planner, 831-440-5635, bstevens@scottsvally.org

ALTERATIONS TO REGULAR AGENDA

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

REGULAR AGENDA

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

None.

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

(City Council Minutes or other items are provided if available.)

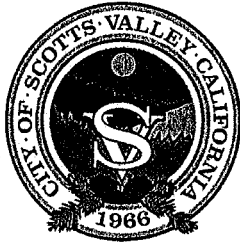
DIRECTOR UPDATES

(The Acting 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

Special Meeting of the Scotts Valley Planning Commission

Date: December 14, 2017

Time: 6:00 PM

CITY OF SCOTTS VALLEY 1 Civic Center Drive Scotts Valley, CA 95066 (831) 440-5630	MEETING LOCATION City Council Chambers 1 Civic Center Drive Scotts Valley, CA 95066	POSTING: The agenda was posted at City Hall, SV Senior Center, SV Library and on the Internet at www.scottsvally.org .
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Appointed Officials	City Staff Members
Derek Timm, Chair Carlos Arcangeli, Vice Chair Robin Donovan, Commissioner Rosanna Herrera, Commissioner Deborah Muth, Commissioner	Taylor Bateman, Acting Community Development Dir. Michelle Edwards, Senior Planner Brenda Stevens, Assistant Planner

CALL TO ORDER: Meeting called to order at 6:05 p.m.

PLEDGE OF ALLEGIANCE and MOMENT OF SILENCE: The Planning Commission Chair led the pledge of allegiance.

ROLL CALL: Present: Timm, Herrera, Muth, (Arcangeli, arrived at 8:05) Absent: Donovan with cause.

PUBLIC COMMENT: None.

ALTERATIONS TO CONSENT AGENDA: None.

CONSENT AGENDA: The Commission approved the minutes in one motion.

Action Meeting Minutes from the November 9, 2017 meeting.

M/S: Herrera/Muth

To approve the Consent Agenda.

Carried: 3/0/2 (AYES: Herrera, Muth, Timm; NOES: None; ABSENT: Arcangeli and Donovan with cause.

ALTERATIONS TO REGULAR AGENDA: None

PUBLIC HEARING AGENDA:

M/S: Herrera/Muth

To hear items 2 and 3 before item 1.

Carried: 3/0/2 (AYES: Herrera, Muth, Timm; NOES: None; ABSENT: Arcangeli and Donovan with cause).

2. Project Name: Hertz Car Rental

Address: 5500-5520 Scotts Valley Drive / APN 022-042-17

Applicant: Karl Ryan with "Professional Touch Auto Body"

Property Owner: Vincent & JoAnne Cimera Revocable Trust

Planning Permit Application No: U17-006

Project Description: Consideration of a Use Permit application to locate an existing "Hertz" car rental business in the former "Ferrell's Donuts" building located on the same property as the "Professional Touch Auto Body" business in the Service-Commercial (C-S) zone. **Staff:** Michelle Edwards, Sr. Plnr., (831) 440-5632, medwards@scottsvally.org

M/S: Herrera/Muth

To approve Use Permit No. U17-006, subject to amended Conditions by adding Condition #9 regarding parking, via Resolution No. 1723.

Carried: 3/0/2 (AYES: Herrera, Muth, Timm; NOES: None; ABSENT: Arcangeli and Donovan with cause).

REGULAR AGENDA:

3. Project Name: Oak Creek Park Application Appeal

Address / APN: 3640 Glen Canyon Road / 022-162-76

Appellant: Charlie Eadie of Eadie Consultants

Property Owner: Granum Partners

Project Description: Consideration of an appeal of the Acting Community Development Director's determination that a submitted development application for residential and commercial uses is inconsistent with the City's General Plan.

Staff Planner: Taylor Bateman, Acting Community Planning Director, (831) 440-5630, tbateman@scottsvally.org

M/S: Muth/Herrera

To deny the appeal.

(The Planning Department will prepare a Resolution for Planning Commission approval at the next Planning Commission meeting.)

Carried: 3/0/0

(AYES: Muth, Herrera, Timm; NOES: None; ABSENT: Arcangeli and Donovan)

The Planning Commission took a break and resumed the meeting at 8:05pm. Chair Timm recused himself from item No. 1 due to a potential conflict and left the meeting. Commissioner Arcangeli arrived at 8:05pm.

PUBLIC HEARING AGENDA:

- 1. Project Name:** Bay Mountain Mixed-use
Address / APN: 4803 Scotts Valley Drive / 022-082-76
Applicant / Property Owner: Robert Kim
Planning Permit Application Nos.: U17-002, DR17-003, DR17-004,
Project Description: Consideration of a Use Permit, Design Review, Sign Design Review, and reduced (shared) parking to allow a mixed-use development on a 0.41-acre site in the C-S Service Commercial Zone. The project proposes a new three-story building with approximately 1,800 square feet of ground floor retail space; 2,530-square feet of second floor office space; and six apartment units on the third floor. Site improvements and amenities include: 19 parking stalls, landscaping, enclosed trash, recycling area, bicycle parking, and a public art feature.
Staff: Scott Harriman, Contract Planner, skharriman@sbcglobal.net

M/S: Arcangeli/Herrera
To approve Resolution No. 1725 amending conditions of approval to delete Condition No. 36 (deleting the EV charging station requirement) and adding a condition to limit the one bedroom units to one vehicle parking per unit and granting a two year approval for the Use Permit (Per Section 17.50.020 (F) (1) of the SVMC) to run concurrent with the Design Review approval.
Carried: 2/1/2 (AYES: Arcangeli, Herrera; NOES: Muth; ABSENT: Timm and Donovan)

DISCUSSION ITEMS AND FUTURE AGENDA ITEMS: None.

WRITTEN COMMUNICATIONS – FOR INFORMATION ONLY: None.

DIRECTOR UPDATES: None.

ADJOURNMENT: 9:05

**City of Scotts Valley
PLANNING COMMISSION
FOLLOW-UP STAFF REPORT**

Date: January 18, 2018

Appellant: Charlie Eadie of Eadie Consultants

Property Owner: Granum Partners

Location / APN: 3640 Glen Canyon Road / 022-162-76
(and all C-S zoned lots in the City)

General Plan / Zoning: Service Commercial / Service-Commercial (C-S)

Staff Planner: Taylor Bateman, Acting Community Planning Director, at
(831) 440-5630, or tbateman@scottsvalley.org

SUMMARY OF ISSUE

At a public meeting on December 14, 2017, the Planning Commission considered an appeal of the Acting Community Development Director's determination that a submitted development application for residential and commercial uses ("Oak Creek Park") was inconsistent with the City's General Plan. The Commission heard the appellant's and public testimony and upheld the determination of the Acting Community Development Director, and denied the appeal. In the January 18, 2018, Planning Commission Agenda packet, a copy of the Planning Commission Action Meeting Minutes is provided in Agenda Item No. A. of the agenda packet.

Pursuant to the City's Municipal Code, findings of the denial via a resolution are required. Therefore, the attached resolution provides those findings.

STAFF RECOMMENDATION

It is recommended that the Planning Commission approve the attached resolution via the consent agenda.

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| 2. | Planning Commission Action Meeting Minutes, 12/14/17..... | See agenda packet |

RESOLUTION NO. 1724

**A RESOLUTION OF THE PLANNING COMMISSION OF THE
CITY OF SCOTTS VALLEY DENYING THE APPEAL OF THE
ACTING COMMUNITY DEVELOPMENT DIRECTOR'S DECISION
THAT A PROPOSED RESIDENTIAL AND COMMERCIAL
DEVELOPMENT APPLICATION WAS NOT CONSISTENT WITH
THE CITY OF SCOTTS VALLEY GENERAL PLAN AND COULD NOT
BE ACCEPTED BY THE CITY, FOR THE "OAK CREEK PARK"
APPLICATION LOCATED AT 3640 GLEN CANYON ROAD /
APN 022-162-76**

WHEREAS, Granum Partners is the property owner of that certain vacant property located at 3640 Glen Canyon Road / APN 022-162-76 (the "Property"); and

WHEREAS, the Property has a Scotts Valley General Plan land use designation of Commercial Service; and

WHEREAS, the Property is zoned Service Commercial (C-S); and

WHEREAS, the Property was included in the Scotts Valley 2002-2007 Housing Element as an opportunity site on which mixed use is permitted by right; and

WHEREAS, pursuant to the Scotts Valley General Plan and Zoning Ordinance, mixed use development in the Commercial Service zoning district may include residential uses, provided that the residential uses are secondary to the commercial uses; and

WHEREAS, on May 3, 2017, on behalf of Granum Partners, Charlie Eadie submitted a planning permit applications to build a residential and commercial development consisting of approximately 74,100 square feet of residential space, 24,841 square feet of commercial space, and related property improvements on the Property; and

WHEREAS, on June 22, 2017, the Acting Community Development Director informed the applicant that he could not accept the application because the residential use of the Property as proposed was not secondary to the commercial use on the Property, which is inconsistent with the City's General Plan or Zoning Ordinance; and

WHEREAS, on October 26, 2017, the applicant appealed the decision of the Acting Community Development Director pursuant to Scotts Valley Municipal Code ("SVMC") Section 17.50.060, Appeals; and,

WHEREAS, on December 14, 2017, at a regularly scheduled meeting, the Planning Commission considered the appeal, heard the appellant's and public testimony, and upheld the determination of the Acting Community Development Director and denied the appeal.

NOW THEREFORE, be it resolved by the Planning Commission as follows:

The decision of the Acting Community Development Director is hereby affirmed and the appeal is denied based on the following findings:

The subject property is designated for Service Commercial uses in the City's General Plan and it is zoned Service-Commercial. Per General Plan Land Use Element Page Land Use-8, very-high density mixed use residential is permitted, providing adjacent uses are compatible and the residential use is secondary to the retail use. In this case, the residential use is not secondary to the commercial use because the amount of residential use far outweighs the amount of commercial use of the property.

THE ABOVE AND FOREGOING RESOLUTION NO. 1724 was duly adopted and passed by the Planning Commission of the City of Scotts Valley at a regularly scheduled meeting held on the 18th day of January, 2018, by the following vote:

AYES: Herrera, Muth, and Timm

NOES:

ABSTAIN:

ABSENT: Arcangeli, Donovan

Approved:

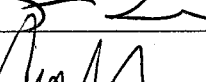
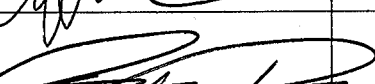
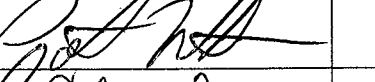
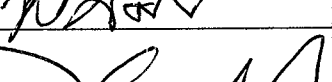
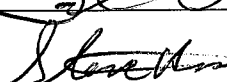
Derek Timm,
Planning Commission Chair

Attest:

Taylor Bateman,
Acting Community Development Director

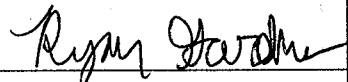
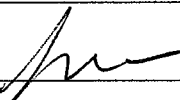
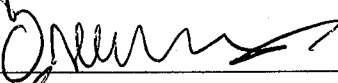
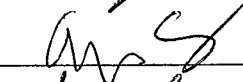
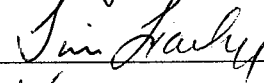
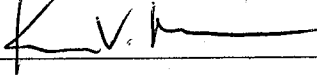
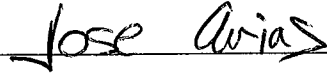
Petition to Improve Scotts Valley Community Services

Proposition – Add Car Wash Offering to Hacienda Shell

Petition summary and background	Peninsula Petroleum, LLC, owner and operator of the Shell gas station located at 1 Hacienda Drive in Scotts Valley, CA, is committed to meeting customer needs and expectations. To that end, the Company wishes to add an improved store and car wash services. The rebuilt facility will be state of the art and operate with the latest energy efficiencies. The facility will beautify the location, improve the image of the City of Scotts Valley, increase tax revenues, provide additional employment opportunities, enhance store offerings, and deliver environmentally friendly car wash services.			
Action petitioned for	We, the undersigned, are residents of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Street Address	Email	Date
Jose Rodas		, Scotts Valley, CA	Jose.Rodas@scottsvall.ca.gov	10/29/16
Julie Arevalo		, Scotts Valley, CA		10/29/16
Brian Glass		, Scotts Valley, CA		10/29/16
Casey McManus		, Scotts Valley, CA		10/29/16
KEVIN SMITH		, Scotts Valley, CA		10/29/16
COLTER WHITE		, Scotts Valley, CA		10/29/16
Christian Sweeney		, Scotts Valley, CA		10/29/16
Kiran Patel		, Scotts Valley, CA		10/29/16
Daniel Gillebert		, Scotts Valley, CA		10/29/16
Steve Heredia		, Scotts Valley, CA		10/29/16

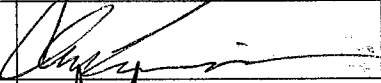
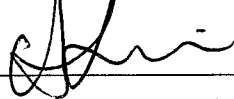
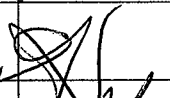
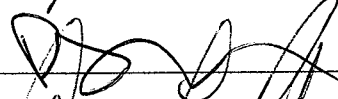
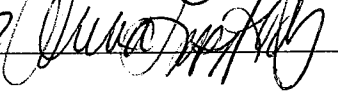
Petition to Improve Scotts Valley Community Services

Proposition – Add Car Wash Offering to Hacienda Shell

Petition summary and background	Peninsula Petroleum, LLC, owner and operator of the Shell gas station located at 1 Hacienda Drive in Scotts Valley, CA, is committed to meeting customer needs and expectations. To that end, the Company wishes to add an improved store and car wash services. The rebuilt facility will be state of the art and operate with the latest energy efficiencies. The facility will beautify the location, improve the image of the City of Scotts Valley, increase tax revenues, provide additional employment opportunities, enhance store offerings, and deliver environmentally friendly car wash services.			
Action petitioned for	We, the undersigned, are residents of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Street Address	Email	Date
Ryan Gardner		, Scotts Valley, CA	rgardner96@gmail.com	10/25/16
TIM ALBUQUERQUE		, Scotts Valley, CA		10/25/16
Jesus Garcia		, Scotts Valley, CA		10/29/16
Fernando Chaves		, Scotts Valley, CA		10/29/16
OSCAR MARIAS		, Scotts Valley, CA	Oscar.S.Marias@gmail.com	10/29/16
PAUL GARCIA		, Scotts Valley, CA		10/29/16
ANTHONY ANTONIO		, Scotts Valley, CA		10/29/16
Tim Farley		, Scotts Valley, CA	William@surfnetc.com	10/29/16
Keith Miller		, Scotts Valley, CA		10/29/16
Markus		, Scotts Valley, CA		10/29/16

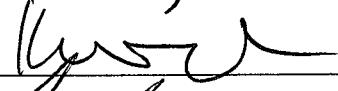
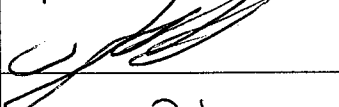
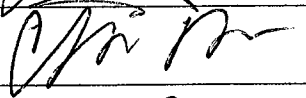
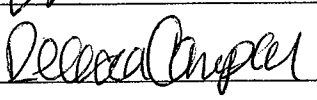
Petition to Improve Scotts Valley Community Services

Proposition – Add Car Wash Offering to Hacienda Shell

Petition summary and background	Peninsula Petroleum, LLC, owner and operator of the Shell gas station located at 1 Hacienda Drive in Scotts Valley, CA, is committed to meeting customer needs and expectations. To that end, the Company wishes to add an improved store and car wash services. The rebuilt facility will be state of the art and operate with the latest energy efficiencies. The facility will beautify the location, improve the image of the City of Scotts Valley, increase tax revenues, provide additional employment opportunities, enhance store offerings, and deliver environmentally friendly car wash services.			
Action petitioned for	We, the undersigned, are residents of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Street Address	Email	Date
Gonzalez Saez		, Scotts Valley, CA		10/29/16
Reggie Stephens		, Scotts Valley, CA		11/1/16
Ian Cummins		, Scotts Valley, CA		10/29/16
Amari Singh		, Scotts Valley, CA		11/1/16
DAN WATKINS		, Scotts Valley, CA		11/1/16
		, Scotts Valley, CA		11/1/16
Eve Truitt		, Scotts Valley, CA		10/29/16
Andrew Feist		, Scotts Valley, CA		11/1/16
DIAN Mc		, Scotts Valley, CA		11/1/16
ANNA LOPEZ		, Scotts Valley, CA		11/1/16

Petition to Improve Scotts Valley Community Services

Proposition – Add Car Wash Offering to Hacienda Shell

Petition summary and background	Peninsula Petroleum, LLC, owner and operator of the Shell gas station located at 1 Hacienda Drive in Scotts Valley, CA, is committed to meeting customer needs and expectations. To that end, the Company wishes to add an improved store and car wash services. The rebuilt facility will be state of the art and operate with the latest energy efficiencies. The facility will beautify the location, improve the image of the City of Scotts Valley, increase tax revenues, provide additional employment opportunities, enhance store offerings, and deliver environmentally friendly car wash services.			
Action petitioned for	We, the undersigned, are residents of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Street Address	Email	Date
Jeff Cook		, Scotts Valley, CA		10/22/16
Eric Bayona		, Scotts Valley, CA		10/29/16
Karen Winford		, Scotts Valley, CA		10/30/16
		, Scotts Valley, CA		___/___/16
Kyle Pulskamp		, Scotts Valley, CA		10/30/16
Lasoro Perez		, Scotts Valley, CA		___/___/16
Adam Toney		, Scotts Valley, CA		10/30/16
ROBT RADOVICH		, Scotts Valley, CA		10/30/16
CHRIS VEJR		, Scotts Valley, CA		10/30/16
Rebecca Campbell		, Scotts Valley, CA		10/30/16

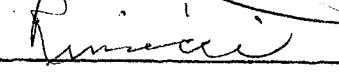
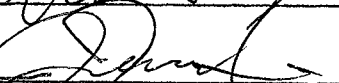
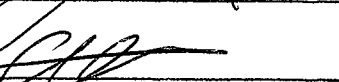
Petition to Improve Scotts Valley Community Services

Proposition – Add Car Wash Offering to Hacienda Shell

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Action petitioned for	We, the undersigned, are residents of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Street Address (Optional)	Email	Date
Daniel Rogers	[Signature]	Scotts Valley, Scotts Valley, CA		8/22/17
Shay Rasmussen	[Signature]	SCOTT VALLEY, Scotts Valley, CA		8/22/17
Stephen T. Marinari	[Signature]	, Scotts Valley, CA		8/22/17
[Signature]	Steve Gehm	Scotts Valley, Scotts Valley, CA		8/23/17
TARA MARK GIOVANNI	[Signature]	Scotts Valley, Scotts Valley, CA		8/23/17
Debra Kasse	[Signature]	, Scotts Valley, CA		8/23/17
[Signature]	Michael McDonald	, Scotts Valley, CA		8/23/17
Anthony Snyder	[Signature]	Scotts Valley, Scotts Valley, CA		8/24/17
Chris Morton	[Signature]	Scotts Valley, Scotts Valley, CA		8/24/17
Lindsey Morton	Lindsey Morton	Scotts Valley, Scotts Valley, CA		8/24/17

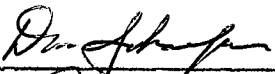
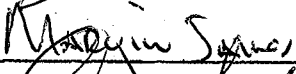
Petition to Improve Scotts Valley Community Services

Proposition – Add Car Wash Offering to Hacienda Shell

Petition summary and background	Peninsula Petroleum, LLC, owner and operator of the Shell gas station located at 1 Hacienda Drive in Scotts Valley, CA, is committed to meeting customer needs and expectations. To that end, the Company wishes to add an improved store and car wash services. The rebuilt facility will be state of the art and operate with the latest energy efficiencies. The facility will beautify the location, improve the image of the City of Scotts Valley, increase tax revenues, provide additional employment opportunities, enhance store offerings, and deliver environmentally friendly car wash services.			
Action petitioned for	We, the undersigned, are patrons of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Address (Optional)	Email	Date
Michael George		Santa Cruz		8/22/17
FRANK Lobo		Santa Cruz		8/22/17
Donna Peters		Santa Cruz		8/22/17
Nick Chambers		Scotts Valley		8/22/17
FRANK Rimisci		SANTA CRUZ,		08/22/17
Sc.				___/___/17
NOB MARTELL		Pleasanton, CA		8/22/17
Jon Allen				8/22/17
ANDREW LUNA		Santa Cruz, CA		8/22/17
pyben				___/___/17

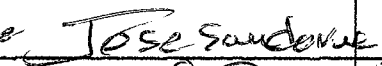
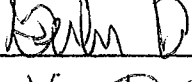
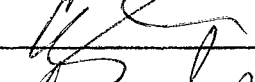
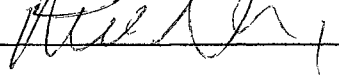
Petition to Improve Scotts Valley Community Services

Proposition – Add Car Wash Offering to Hacienda Shell

Petition summary and background	Peninsula Petroleum, LLC, owner and operator of the Shell gas station located at 1 Hacienda Drive in Scotts Valley, CA, is committed to meeting customer needs and expectations. To that end, the Company wishes to add an improved store and car wash services. The rebuilt facility will be state of the art and operate with the latest energy efficiencies. The facility will beautify the location, improve the image of the City of Scotts Valley, increase tax revenues, provide additional employment opportunities, enhance store offerings, and deliver environmentally friendly car wash services.			
Action petitioned for	We, the undersigned, are patrons of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Address (Optional)	Email	Date
Daniel Moore		9824 Key Way Discovery Bay CA 94505		8/22/17
Dan Schreier		Scotts Valley, Ct.		8/22/17
Aaron Black		Santa Cruz CA		8/22/17
Maria Jesus		Grace Way		8/23/17
Daniel Thier		229 E St Concentra CA 95648		8/23/17
Rebecca		2265 WALLACE AVE		8/22/17
Jaime Del Angel		2240 Scott Valley		8/22/17
Elsa Rodal		Clifford Watson		8/22/17
Giancarlo Antenucci				8/23/17
GEORGE SERRA				8/22/17

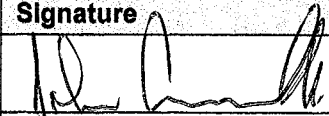
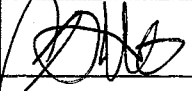
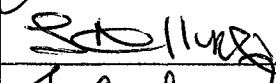
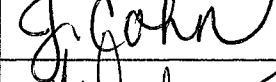
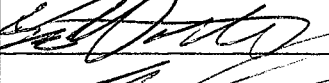
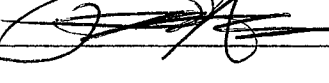
Petition to Improve Scotts Valley Community Services

Proposition – Add Car Wash Offering to Hacienda Shell

Petition summary and background	Peninsula Petroleum, LLC, owner and operator of the Shell gas station located at 1 Hacienda Drive in Scotts Valley, CA, is committed to meeting customer needs and expectations. To that end, the Company wishes to add an improved store and car wash services. The rebuilt facility will be state of the art and operate with the latest energy efficiencies. The facility will beautify the location, improve the image of the City of Scotts Valley, increase tax revenues, provide additional employment opportunities, enhance store offerings, and deliver environmentally friendly car wash services.			
Action petitioned for	We, the undersigned, are patrons of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Address (Optional)	Email	Date
D. Cels		1 Henry Adams	dcels17@gmail.com	2/18/17
José Sandoval		11395 OLiver CT		8/21/17
Ann Salisbury		104 Bordeaux Ln	annsalisbury@yahoo.com	8/21/17
Kelsey Jones				8/21/17
Francisco Trujillo				—/—/17
Simon BARSBY		50 Mountain 95033	SimonBairdy100@gmail.com	8/21/17
Galen Beall		24675 Glenwood Dr	galen8849@gmail.com	8/21/17
Kenji O'Snow		6011 Scotts Valley	Stowerbb@aol.com	8/21/17
Kyle Matson		6 Fox Sparrow Ct	kmatson214@gmail.com	2/21/17
Michael Nolan				8/21/17

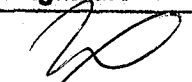
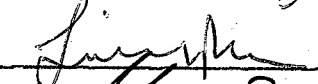
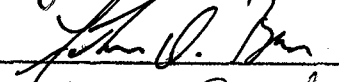
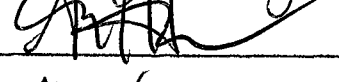
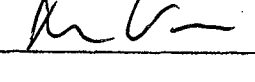
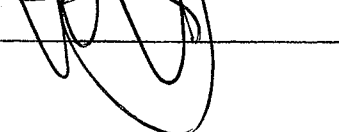
Petition to Improve Scotts Valley Community Services

Proposition – Add Car Wash Offering to Hacienda Shell

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Action petitioned for	We, the undersigned, are residents of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Street Address (Optional)	Email	Date
John Crivello		Scotts Valley, Scotts Valley, CA		___/___/17
Adam Alvarez		Scotts Valley, Scotts Valley, CA		8/22/17
SPENCER KIRKMAN		Scotts Valley, Scotts Valley, CA		8/22/17
MARIO GARCIA		Scotts Valley, Scotts Valley, CA		8/22/17
Lisa Allin		Scotts Valley, Scotts Valley, CA		8/22/17
J. Cohn		95067, Scotts Valley, CA		8/22/17
Nicholas Chambers		95066, Scotts Valley, CA		8/17/17
Scott Justesen		95066, Scotts Valley, CA		8/22/17
Andrew Lopez		95066, Scotts Valley, CA		___/___/17
Phil Adams		95010, Scotts Valley, CA		___/___/17

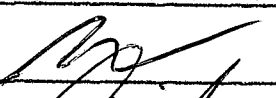
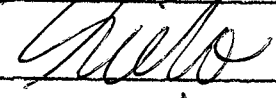
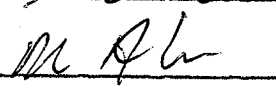
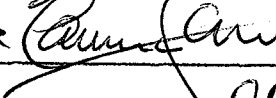
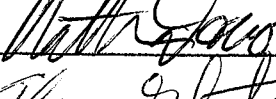
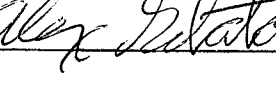
Petition to Improve Scotts Valley Community Services

Proposition – Add Car Wash Offering to Hacienda Shell

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Action petitioned for	We, the undersigned, are patrons of Scotts Valley and request the City of Scotts Valley approve this Initiative.			
Printed Name (First, Last)	Signature	Address (Optional)	Email	Date
Robert Wood			Wood87@yahoo.com	8/22/17
MIKEL BORAY			MIKELBORAY@YAHOO.COM	8/23/17
Linh Pham		Montgomery		8/23/17
Nate Beck			Crazy8/23@yahoo.com	8/23/17
Cheryl P.				8/23/17
Ann Harriss		Hacienda DR		8/23/17
Rick Varnen				8/23/17
Chris Mo				8/23/17
Deborah Reed		1840 41st Ave. #105, Carlsbad, CA		8/24/17
KEVIN RODRIGUEZ			KEVIN RODRIGUEZ@yahoo.com	8/24/17

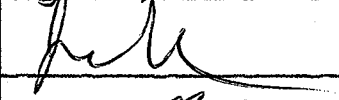
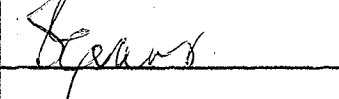
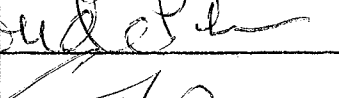
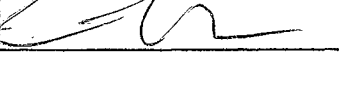
Petition to Improve Scotts Valley Community Services

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Action petitioned for	We, the undersigned, are patrons of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Address (Optional)	Email	Date
Greg Miller			gregmiller@comcast	8/24/17
Nicko			/ /	8/24/17
Matthew Harker			//	8/24/17
Nick Martin			" "	8/24/17
Ray Cochran			" "	8/24/17
Cameron Strasser			" "	8/24/17
Dita Weist			—	8/24/17
Jordin Carson				8/24/17
Nathan Dorman				8/24/17
Alex Gelatos				8/24/17

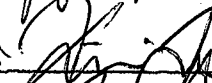
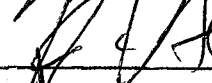
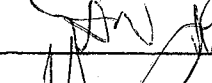
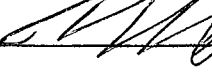
Petition to Improve Scotts Valley Community Services

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Printed Name (First, Last)	Signature	Address (Optional)	Email	Date
Yuri Correa				8/24/17
Tucker Hall		Scott Santacru		8/24/17
Jeff Horn				8/25/17
Kevin Rendon			rendonk26@yahoo.com	8/27/17
Sandy Evans				8/29/17
Jim Fenty		Norman		9/19/17
Peradentien				8/28/17
Tracey				8/28/17
Nancy Goudier				8/28/17
Conx (P) m		217 Sherman Dr		8/28/17

Petition to Improve Scotts Valley Community Services

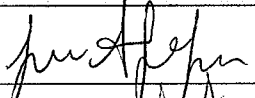
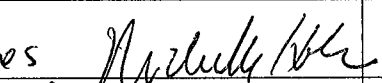
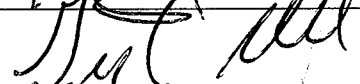
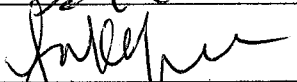
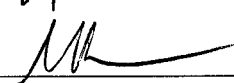
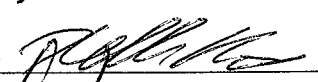
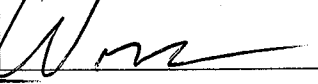
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Action petitioned for	We, the undersigned, are residents of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Street Address (Optional)	Email	Date
Jorge Hernandez		, Scotts Valley, CA		8/23/17
Marisol Ramos		, Scotts Valley, CA		8/24/17
Kimberly Treana		, Scotts Valley, CA		___/___/17
James Flores		, Scotts Valley, CA		___/___/17
Justin Dava		, Scotts Valley, CA		8/24/17
Steve Rebollaro		, Scotts Valley, CA		8/25/17
Erin Schmitt		, Scotts Valley, CA		8/25/17
Sean Boxguit		, Scotts Valley, CA		8/25/17
Virginia Petrakis		, Scotts Valley, CA		8/26/17
		, Scotts Valley, CA		8/28/17

*** SCOTTS VALLEY RESIDENTS ONLY ***

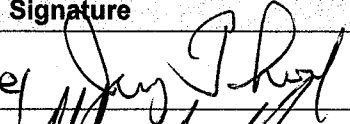
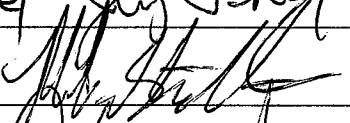
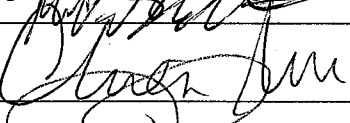
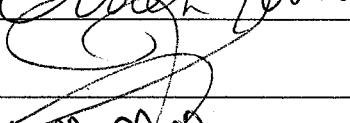
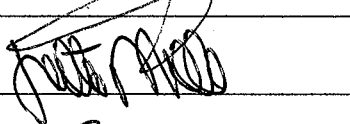
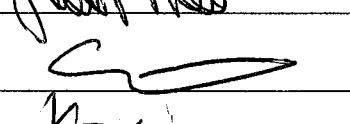
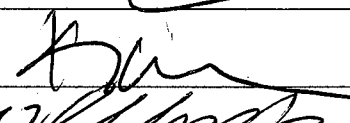
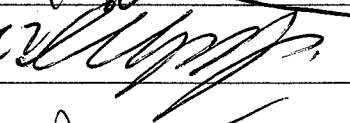
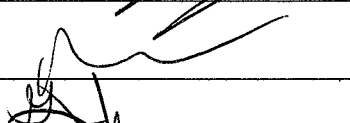
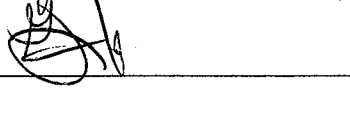
Petition to Improve Scotts Valley Community Services

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Action petitioned for	We, the undersigned, are patrons of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Address (Optional)	Email	Date
Joan Lopez			junior_9914@yahoo.com	8/21/16
Vanessa Smith				8/31/16
Michelle Holmes		Felton		8/31/16
Anthony Sosna				___/___/16
Guy Collins		S.V.		8/2/16
Rasa Jankova		S.V.		09/02/16
Nicole Caldwell		S.V.		9/2/16
Mari Ann		SV		___/___/16
Kellen Rieg		SV		___/___/16
Wendy		S.V.		___/___/16

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Printed Name (First, Last)	Signature	Street Address (Optional)	Email	Date
Jeery Thorale		, Scotts Valley, CA		8/30/16
Mike Stoltz		, Scotts Valley, CA		8/30/16
Chasten Maxwell		, Scotts Valley, CA		8/30/16
Semita Boone		, Scotts Valley, CA		8/30/16
Jonathan Norwell		, Scotts Valley, CA		8/31/16
Chelsey Parry		, Scotts Valley, CA		8/31/16
Krista Abel		, Scotts Valley, CA		8/31/17
Emma Sanchez		, Scotts Valley, CA		8/31/16
Rob Bryson		, Scotts Valley, CA		8/31/16
Greg Hansen		, Scotts Valley, CA		___/___/16

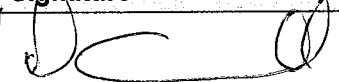
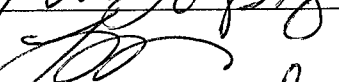
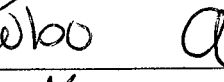
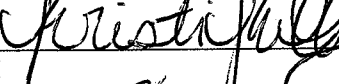
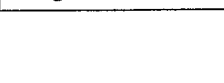
Petition to Improve Scotts Valley Community Services

Proposition – Add Car Wash Offering to Hacienda Shell

Petition summary and background	Peninsula Petroleum, LLC, owner and operator of the Shell gas station located at 1 Hacienda Drive in Scotts Valley, CA, is committed to meeting customer needs and expectations. To that end, the Company wishes to add an improved store and car wash services. The rebuilt facility will be state of the art and operate with the latest energy efficiencies. The facility will beautify the location, improve the image of the City of Scotts Valley, increase tax revenues, provide additional employment opportunities, enhance store offerings, and deliver environmentally friendly car wash services.			
Action petitioned for	We, the undersigned, are patrons of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Address (Optional)	Email	Date
JAMES MOORE	<i>Jim Moore</i>			8/25/16
LEVI POLAND	<i>Levi Poland</i>		LeviPoland831@gmail.com	8/25/16
Justin Williams	<i>Justin Williams</i>		OUTKASTN408@AOL.com	8/25/16
Teresa Marbo	<i>Teresa Marbo</i>		teresa@montereybayprop.com	8/26/16
Karen Lockwood	<i>Karen Lockwood</i>		28shades@gmail.com 23 shades of K	8/28/16
Michael Ehrlich	<i>Michael Ehrlich</i>			___/___/16
Alex Daniels	<i>Alex Daniels</i>		Redfire877877@gmail.com	8/28/16
Karla Diaz	<i>Karla Diaz</i>		Karla.diaz46@yahoo.com	___/___/16
Mary Telles	<i>Mary Telles</i>			8/30/16
Jon & Nancy	<i>Jon & Nancy</i>			___/___/16

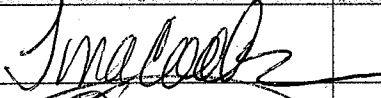
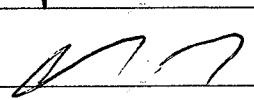
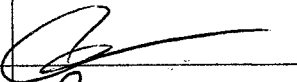
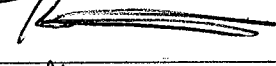
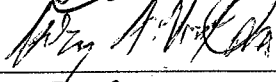
Petition to Improve Scotts Valley Community Services

Proposition – Add Car Wash Offering to Hacienda Shell

Petition summary and background	Peninsula Petroleum, LLC, owner and operator of the Shell gas station located at 1 Hacienda Drive in Scotts Valley, CA, is committed to meeting customer needs and expectations. To that end, the Company wishes to add an improved store and car wash services. The rebuilt facility will be state of the art and operate with the latest energy efficiencies. The facility will beautify the location, improve the image of the City of Scotts Valley, increase tax revenues, provide additional employment opportunities, enhance store offerings, and deliver environmentally friendly car wash services.			
Action petitioned for	We, the undersigned, are residents of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Street Address (Optional)	Email	Date
DAVID CEZUE		, Scotts Valley, CA		8/27/16
Joanne Kess		, Scotts Valley, CA		8/27/16
David Cezue		, Scotts Valley, CA		8/27/16
Scott Barry		, Scotts Valley, CA		8/27/16
Kim Lopez		, Scotts Valley, CA		8/28/16
Lynn		, Scotts Valley, CA		8/29/16
Annalisa Jacobo		, Scotts Valley, CA		8/29/16
Kristi Kelly		, Scotts Valley, CA		8/29/16
Paul Vreborg		, Scotts Valley, CA		8/29/16
Andrew Luna		, Scotts Valley, CA		8/16/16

Petition to Improve Scotts Valley Community Services

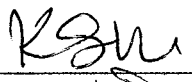
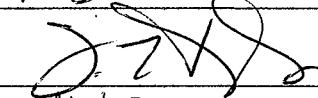
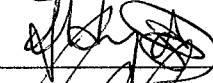
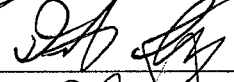
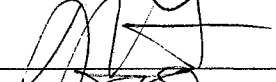
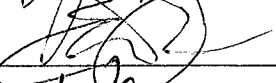
Proposition – Add Car Wash Offering to Hacienda Shell

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Action petitioned for	We, the undersigned, are residents of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Street Address (Optional)	Email	Date
Tina Cooks		, Scotts Valley, CA	tina.cooks1964@gmail	8/24/17
K. Koomen		, Scotts Valley, CA	kathryn.koomen@gmail	8/24/17
Star Fowler		, Scotts Valley, CA		8/24/17
FARAZ R		, Scotts Valley, CA		8/24/17
Jacob Kujal		, Scotts Valley, CA		8/25/17
Chris Vot		, Scotts Valley, CA		8/26/17
Michael Lin		, Scotts Valley, CA		8/25/17
Claudia Bobicchio		, Scotts Valley, CA		8/25/17
Anthony Vantone		, Scotts Valley, CA		8/27/17
Rebekah Cross		, Scotts Valley, CA		8/27/17

*** SCOTTS VALLEY RESIDENTS ONLY ***

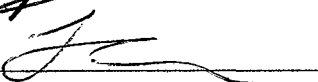
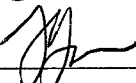
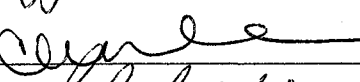
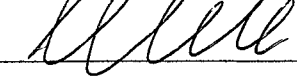
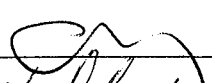
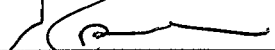
Petition to Improve Scotts Valley Community Services

Proposition – Add Car Wash Offering to Hacienda Shell

Petition summary and background	Peninsula Petroleum, LLC, owner and operator of the Shell gas station located at 1 Hacienda Drive in Scotts Valley, CA, is committed to meeting customer needs and expectations. To that end, the Company wishes to add an improved store and car wash services. The rebuilt facility will be state of the art and operate with the latest energy efficiencies. The facility will beautify the location, improve the image of the City of Scotts Valley, increase tax revenues, provide additional employment opportunities, enhance store offerings, and deliver environmentally friendly car wash services.			
Action petitioned for	We, the undersigned, are patrons of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Address (Optional)	Email	Date
Kalani Stone			KalaniStone83@gmail.com	9/21/17
W. Hauskens			Wendyhauskens@gmail.com	8/21/17
Julia Hyde			Vericho94@gmail.com	8/21/17
Michael Pardon			md95065@gmail.com	9/14/17
Jason Cecil				8/21/17
Austin Thompson				8/21/17
Jeannette Hatch				8/22/17
Eric Olson			eeolson_stuff76@hotmail.com	8/22/17
Kimberly Arias		Karias@csunbakers	PO Box 2966 Santa Cruz CA 95065	8/23/17
Jim Farley			william@sunfnote.com	8/24/17

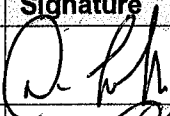
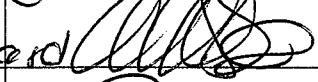
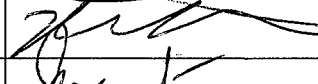
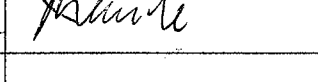
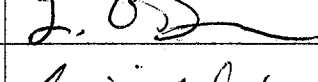
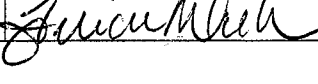
Petition to Improve Scotts Valley Community Services

Proposition – Add Car Wash Offering to Hacienda Shell

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Action petitioned for	We, the undersigned, are residents of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Street Address (Optional)	Email	Date
Chris Leitch		, Scotts Valley, CA		8/21/17
Justin Walls		, Scotts Valley, CA		8/21/17
AARON SPELLBERG		, Scotts Valley, CA		8/21/17
Lernah Arnold		, Scotts Valley, CA		8/21/17
Julie Yang		, Scotts Valley, CA		8/21/17
Chusker		, Scotts Valley, CA		8/21/17
PABLO PISANETUNY		, Scotts Valley, CA		8/22/17
Jeremy Kirby		, Scotts Valley, CA		8/22/17
Kelly Clark		4340 SV Drive, Scotts Valley, CA		8/22/17
Marianne Perhad		, Scotts Valley, CA		8/23/17

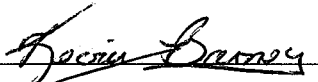
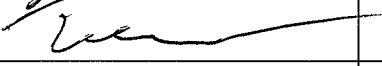
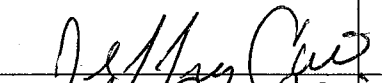
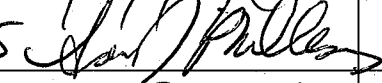
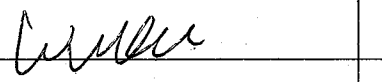
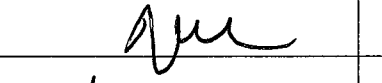
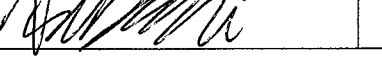
Petition to Improve Scotts Valley Community Services

Proposition – Add Car Wash Offering to Hacienda Shell

Petition summary and background	Peninsula Petroleum, LLC, owner and operator of the Shell gas station located at 1 Hacienda Drive in Scotts Valley, CA, is committed to meeting customer needs and expectations. To that end, the Company wishes to add an improved store and car wash services. The rebuilt facility will be state of the art and operate with the latest energy efficiencies. The facility will beautify the location, improve the image of the City of Scotts Valley, increase tax revenues, provide additional employment opportunities, enhance store offerings, and deliver environmentally friendly car wash services.			
Action petitioned for	We, the undersigned, are residents of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Street Address (Optional)	Email	Date
DANE LOBB		58 PASATIEMPO DR, Scotts Valley, CA	DANE LOBB@COMCAST.NET	8/22/17
Aspen Stone-Shepherd		834 Park dr. Scotts Valley, CA	aspenstone@spcfish.net	8/23/17
John Vary		121, Scotts Valley, CA		8/23/17
Treble, SL		108 Lucia, Scotts Valley, CA		8/23/17
Pinkerton, M.H.		, Scotts Valley, CA		8/23/17
MARITE DUNN		—, Scotts Valley, CA		8/23/17
Bernyce Premi	Bernyce Premi	, Scotts Valley, CA		8/23/17
Karen Nace		, Scotts Valley, CA		8/23/17
Loralee O'Donnell		, Scotts Valley, CA		8/23/17
Felicia Wilkens		, Scotts Valley, CA		8/23/17

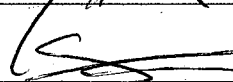
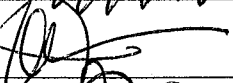
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Action petitioned for	We, the undersigned, are patrons of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Address (Optional)	Email	Date
KEVIN BARNEY				9/2/16
Tanner Kelly				9/2/16
JEFF CHAIRES				___/___/16
Sara J Phillips				___/___/16
Fabienne Rodet				9/4/16
Kakavalli mka				9/4/16
Will Phue				___/___/16
Bryan Barone				9/5/16
Amy Bassi				9/5/16
Hayden Bahini				9/6/16

Petition to Improve Scotts Valley Community Services

Proposition – Add Car Wash Offering to Hacienda Shell

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Action petitioned for	We, the undersigned, are patrons of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Address (Optional)	Email	Date
Neil Abell		55 Quail Dr Santa Cruz, CA 95060		9/6/16
Sheena Layne		1136 Glen Canyon Rd.		9/7/16
S. Kloepper		800 Huntington Dr Apts		9/7/16
S. Sullivan	Sharon Sullivan	1568 El Dorado Ave		9/7/16
CAROLA ZAPPA	Carola Zappa	P.O. BOX 1178 BEN LOMOND CA.		9/7/16
Bryan Hinkle	Bryan Hinkle	42 Arabian Way SV CA		9/7/16
Renée Nell		7 Tuscan Ct. SV CA		9/7/16
Jamie Pennington		P.O. BOX 61353 SV 95067		9/8/16
Stacey P				9/8/16/17
				___/___/16

Petition to Improve Scotts Valley Community Services

Proposition – Add Car Wash Offering to Hacienda Shell

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Action petitioned for	We, the undersigned, are residents of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Street Address (Optional)	Email	Date
Gretchen Wiat	<i>Gretchen Wiat</i>	, Scotts Valley, CA		10/4/16
KEITH CARPENTER	<i>Keith Carpenter</i>	, Scotts Valley, CA		10/7/16
Barrie King	<i>Barrie King</i>	, Scotts Valley, CA		10/7/16
KATHLEEN MURPHY	<i>Kathleen</i>	, Scotts Valley, CA		10/7/16
Jason Porto	<i>Jason Porto</i>	, Scotts Valley, CA		10/8/16
Noelle Remoaldo	<i>Noelle Remoaldo</i>	, Scotts Valley, CA		10/08/16
Lori Goldberg	<i>Lori Goldberg</i>	, Scotts Valley, CA		10/8/16
<i>Kim [unclear]</i>	<i>Kim [unclear]</i>	, Scotts Valley, CA		10/9/16
<i>[unclear]</i>	<i>[unclear]</i>	, Scotts Valley, CA		1/1/16
<i>[unclear]</i>	<i>[unclear]</i>	, Scotts Valley, CA		10/10/16

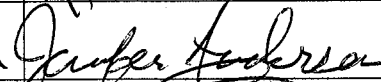
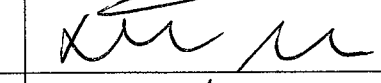
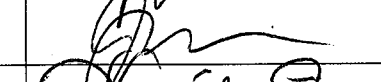
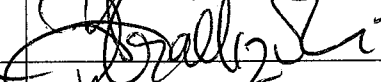
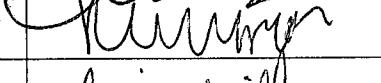
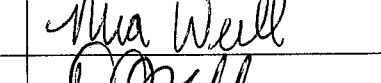
Petition to Improve Scotts Valley Community Services

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Action petitioned for	We, the undersigned, are patrons of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Address (Optional)	Email	Date
Jeff Jones	<i>Jeff Jones</i>		<i>Jeff.McCabe@comcast.net</i>	9/14/16
Chloe Ame	<i>Chloe Ame</i>			9/14/16
Jeff Pave	<i>Jeff Pave</i>			___/___/16
Naomi Hegardt	<i>Naomi</i>			9/15/16
Carol Ann Fawcett	<i>Carol Ann Fawcett</i>			___/___/16
Nyama Stringfield	<i>Nyama</i>			___/___/16
D. Cooley	<i>D. Cooley</i>			___/___/16
Russell Page	<i>Russell Page</i>			9/15/16
Ernest Sanchez	<i>Ernest Sanchez</i>			9/15/16
Jonathan Urquiza	<i>Jonathan Urquiza</i>		<i>johnnyurquiza@gmail.com</i>	9/15/16

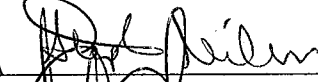
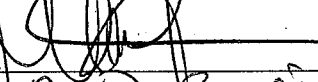
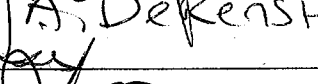
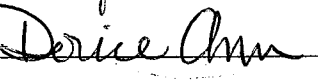
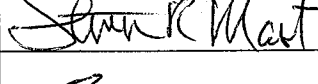
Petition to Improve Scotts Valley Community Services

Proposition – Add Car Wash Offering to Hacienda Shell

Petition summary and background	Peninsula Petroleum, LLC, owner and operator of the Shell gas station located at 1 Hacienda Drive in Scotts Valley, CA, is committed to meeting customer needs and expectations. To that end, the Company wishes to add an improved store and car wash services. The rebuilt facility will be state of the art and operate with the latest energy efficiencies. The facility will beautify the location, improve the image of the City of Scotts Valley, increase tax revenues, provide additional employment opportunities, enhance store offerings, and deliver environmentally friendly car wash services.			
Action petitioned for	We, the undersigned, are patrons of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Address (Optional)	Email	Date
Kurt Brown		13156 Hwy 9 BC		9/23/16
Jennifer Andersen		14206 Big Basin Wy		9/23/16
SEAN SMITH		305 Bowler BL		9/24/16
Deidre				___/___/16
John Mark				9/25/16
Jordan Motta				9/25/16
NGALLER		11040 Sd	mtlife@yahoo.com	9/25/16
Hummer				9/26/16
Mia Weill				___/___/16
Nancy Bell				___/___/16

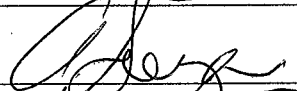
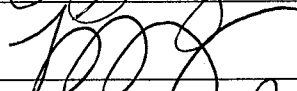
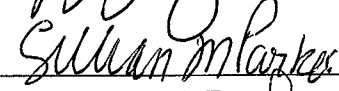
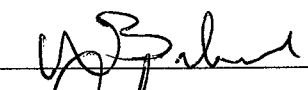
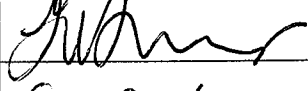
Petition to Improve Scotts Valley Community Services

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Action petitioned for	We, the undersigned, are patrons of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Address (Optional)	Email	Date
Stephanie Nields		301 Ranch View Rd Santa Cruz CA		9/12/16
Mary Ann		370 Mantia Road		9/12/16
Alexander DeRens		1000 Santa Cruz Ave		9/12/16
Jenn Schilling		800 Green Hill Rd 95060		9/20/16
Doug Waidhofer		508 Shasta Park Ct		9/12/16
Dorice Ann		13150 Bear Creek Rd Bc		9/12/16
Steve Mast				9/12/16
Sean Ranch				9/12/16
Scott Smith				9/13/16

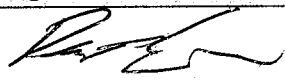
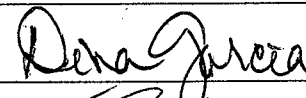
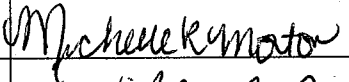
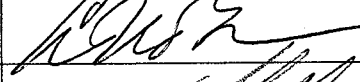
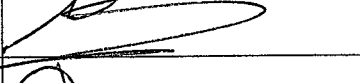
Petition to Improve Scotts Valley Community Services

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Action petitioned for	We, the undersigned, are residents of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Street Address (Optional)	Email	Date
HEATHER BRADICK		—, Scotts Valley, CA	—	9/12/16
I-CHING CHEN		—, Scotts Valley, CA		9/12/16
Anna Maria		3C, Scotts Valley, CA		9/12/16
Megan Castro		Watsonville, Scotts Valley, CA		9/12/16
GILLIAN PARKER		—, Scotts Valley, CA		9/12/16
Barbara Barthel		—, Scotts Valley, CA		—/—/16
W Rasch		Riverwood, Scotts Valley, CA		—/—/16
Julie Rasmussen		—, Scotts Valley, CA	—	9/13/16
Jessica Ramirez		—, Scotts Valley, CA		9/13/16
Sue Yancey	SUE Yancey	FELTON, Scotts Valley, CA		9/13/16

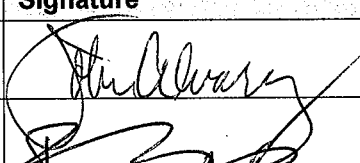
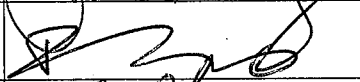
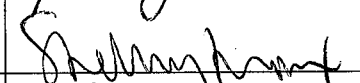
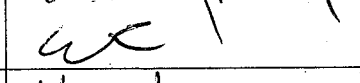
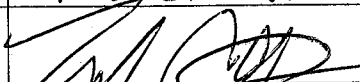
Petition to Improve Scotts Valley Community Services

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Action petitioned for	We, the undersigned, are residents of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Street Address (Optional)	Email	Date
Patrick		, Scotts Valley, CA		8/1/16
Dina Garcia		, Scotts Valley, CA		9/1/16
VENANCIO RODARTE		, Scotts Valley, CA		9/1/16
Michelle Morton		4602 SV DR. , Scotts Valley, CA		9/1/16
William RUE		, Scotts Valley, CA		9/10/16
Christine Clement		, Scotts Valley, CA		9/9/16
Anna Gouyer		1550 Lockhart , Scotts Valley, CA		9/9/16
William M...		307 Lockhart , Scotts Valley, CA		9/12/16
Greg C...		30 Birch Dr. , Scotts Valley, CA		1/1/16
Cory MASTRO		, Scotts Valley, CA		1/1/16

Petition to Improve Scotts Valley Community Services

Proposition – Add Car Wash Offering to Hacienda Shell

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Action petitioned for	We, the undersigned, are patrons of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Address (Optional)	Email	Date
		Morgan Hill		___/___/16
Randy Corpuz		SCOTT VALLEY DR		___/___/16
Nicole Glazier				___/___/16
Shelley Marx				___/___/16
Walker Robustelli				___/___/16
Mark Goodrich				___/___/16
Jonathan Milano				9/19/16
Don Riva		Scotts Valley		___/___/16
Maggi Greenwell	MAGGI GREENWELL	Ben Lomond, CA		___/___/16
Mark Crafton		Scotts Valley		___/___/16

Petition to Improve Scotts Valley Community Services

Proposition – Add Car Wash Offering to Hacienda Shell

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Action petitioned for	We, the undersigned, are residents of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Street Address	Email	Date
Pat Reader	<i>Pat Reader</i>	703 Happy Valley Dr, Scotts Valley, CA	patpet28@hotmail.com	10/7/16
Carl Riddle	<i>Carl Riddle</i>	225 Willowbrook Dr, Scotts Valley, CA		10/7/16
Michael Olhaver	<i>Michael Olhaver</i>	444 La Costa, Scotts Valley, CA	MichaelOlhaver@me.com	10/7/16
Bethany Montes	<i>Bethany Montes</i>	5403 Scotts Valley Dr #1, Scotts Valley, CA	BethMontes@aol.com	10/10/16
ERNEST ROST	<i>Ernest Rost</i>	905 BETHANY DR, Scotts Valley, CA	ErnestRost1958@gmail.com	10/10/16
GWILL Bamber	<i>GW Bamber</i>	100 Blossom W., Scotts Valley, CA		10/10/16
Carol Proudfoot	<i>Carol Proudfoot</i>	275 Rabbits Run, Scotts Valley, CA		10/11/16
KARA FERGUSON	<i>Kara Ferguson</i>	300 FERN DR, Scotts Valley, CA		10/11/16
Andres Aguilar	<i>Andres Aguilar</i>	Boulder Creek, CA 95066, Scotts Valley, CA	Andy081786@gmail.com	10/11/16
MARCISSA Jones	<i>MarciSSA Jones</i>	4110 Scotts Valley Dr, Scotts Valley, CA	marissatinyt3t@yahoo.com	10/22/16

Petition to Improve Scotts Valley Community Services

Proposition – Add Car Wash Offering to Hacienda Shell

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Action petitioned for	We, the undersigned, are residents of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Street Address	Email	Date
Cooley Grubbs	<i>[Signature]</i>	313 S. Navarra Dr., Scotts Valley, CA		9/29/16
Armando Toledo	<i>[Signature]</i>	609 1/2 GRACE, Scotts Valley, CA		9/30/16
Rachel Murphy	<i>[Signature]</i>	23 Jones Way, Scotts Valley, CA		9/30/16
Cory Stephenson	<i>[Signature]</i>	100 Entomaz Way, Scotts Valley, CA		9/30/16
Justin Demora	<i>[Signature]</i>	8750 Carmel Valley Rd, Scotts Valley, CA		9/30/16
Jennifer Rasmussen	<i>[Signature]</i>	5300 Southview Way, Scotts Valley, CA		9/30/16
John B	<i>[Signature]</i>	126 S Navarra Dr, Scotts Valley, CA		9/30/16
George Bamber	<i>[Signature]</i>	100 Blossom Wy, Scotts Valley, CA		10/01/16
Allen Keener	<i>[Signature]</i>	1233 La Madrina, Scotts Valley, CA		10/01/16
ANDRE HARMON		, Scotts Valley, CA		___/___/16

Petition to Improve Scotts Valley Community Services

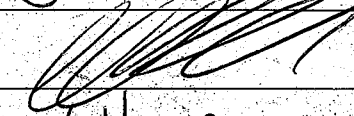
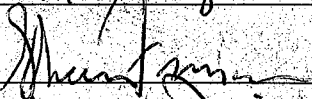
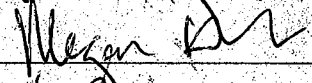
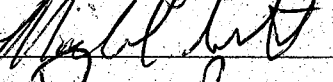
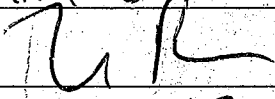
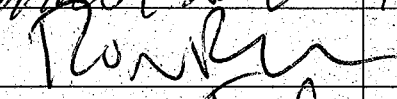
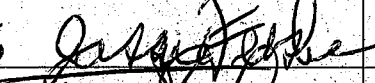
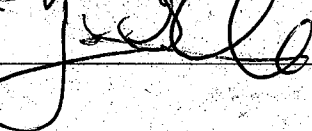
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Printed Name (First, Last)	Signature	Address (Optional)	Email	Date
Beth Taylor	Beth Taylor	5744 S Moraga Way Orinda CA 94563	Fun 2b Fit 4 life@ yahoo.com	11/24/16
Jane Dreeszen	Jane Dreeszen			11/24/16
Chantel Marie Jordan	Chantel Marie Jordan	P.O.B 66643 SV CA 95067		11/25/16
Lily Finch	Lily Finch			11/25/16
Gianna Parker	Gigil013@gmail.com			___/___/16
Emile Baniel	Emile Baniel			11/26/16
Vinny Puto		480 Tabor Dr		11/26/16
Dawnne Keeney				11/26/16
Kelly Miller				11/26/16
Hector Quintana		330 Canham Rd SV CA 95066		11/28/16

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Petition to Improve Scotts Valley Community Services

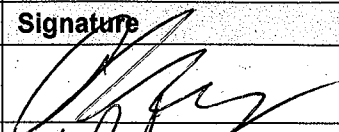
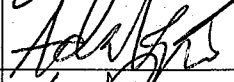
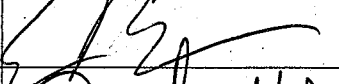
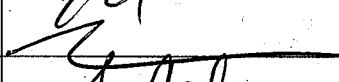
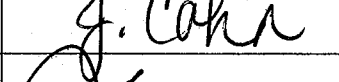
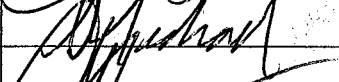
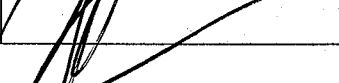
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Action petitioned for	We, the undersigned, are patrons of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Address (Optional)	Email	Date
Rick Davis		4343 Anderson Ave Oakridge 94061	RLD4343@YAHOO.COM	11/28/16
Hudson Ryan		196 Ben creek road	HudsonRyan10@Yahoo	12/1/16
Kelly Hansen	K-Hansen			11/30/16
Shawn Frazer		309 Wilkes Cir SC	SFrazer7@gmail.com	11/25/16
MEGAN DEVIVO				12/1/16
Karen Biagini				12/1/16
Mike Seftl		1170 Whitewater Cove		12/1/16
				1/1/16
JASON Fenster		4041 Soquel Dr Ste A214	SLAYER.Fenster	12/1/16
Jonathan Urquijo		250 Main St. Ben Lomond CA 95005	@GMAIL.COM johnnyurquijo@gmail.com	12/3/16

Petition to Improve Scotts Valley Community Services

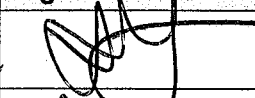
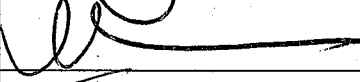
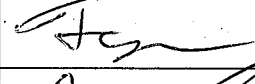
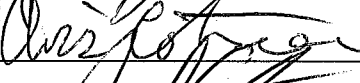
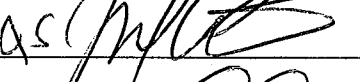
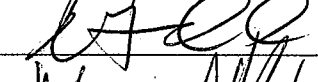
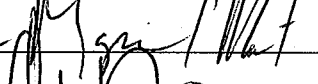
Proposition – Add Car Wash Offering to Hacienda Shell

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Printed Name (First, Last)	Signature	Street Address (Optional)	Email	Date
Wes Koenig		3 Scott Ct, Scotts Valley, CA	WesKoenig@windstream.net	11/1/16
		10, Scotts Valley, CA		1/1/16
Elijah Dowd		, Scotts Valley, CA	SHADETREE@earthlink.net	11/4/16
Carol Martin		3004 Kern Creek, Scotts Valley, CA		1/1/16
DAN GARCIA		4000 Alameda , Scotts Valley, CA	DAN.GARCIA@hmail.com	11/6/16
WINDY DUM		430 TABOR, Scotts Valley, CA	WINDY424@GMAIL.COM	11/6/16
Jennifer Cohn		PO BOX 66135, Scotts Valley, CA		11/8/16
Jenn Schilling		, Scotts Valley, CA	SHAVAT31@yahoo.com	11/8/16
Michael		, Scotts Valley, CA		1/1/16
Steve Holst		40 Deerfield, Scotts Valley, CA	stebetter@comcast.net	11/9/16

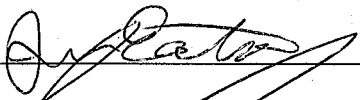
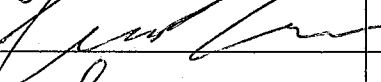
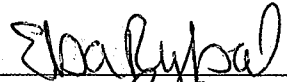
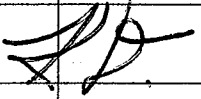
Petition to Improve Scotts Valley Community Services

Proposition – Add Car Wash Offering to Hacienda Shell

Petition summary and background	Peninsula Petroleum, LLC, owner and operator of the Shell gas station located at 1 Hacienda Drive in Scotts Valley, CA, is committed to meeting customer needs and expectations. To that end, the Company wishes to add an improved store and car wash services. The rebuilt facility will be state of the art and operate with the latest energy efficiencies. The facility will beautify the location, improve the image of the City of Scotts Valley, increase tax revenues, provide additional employment opportunities, enhance store offerings, and deliver environmentally friendly car wash services.			
Action petitioned for	We, the undersigned, are patrons of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Address (Optional)	Email	Date
Leah Seldon			leahseldon@gmail.com	10/27/16
Maria D. Lora			maradilora@yahoo.com	10/27/16
Tyler Benson		Bean Creek Road	Tyler Benson@gmail.com	10/27/16
Gagan		83 Madison Hwy	gagan408@gmail.com	10/30/16
Chris Contreras			chancecontreras@yahoo.com	10/31/16
Michael Contreras				10/31/16
NEIL TOLAND		945 EAGLE RD, SU, 95066	NEILSCZC@YAHOO	10/31/16
Mrs. Martin		237 Manfre		___/___/16
Winsty Noble				___/___/16
Maya Churchill		Bean Creek	mayaron0411@gmail.	11/1/16

Petition to Improve Scotts Valley Community Services

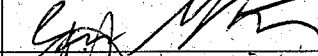
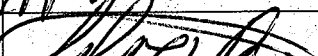
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Printed Name (First, Last)	Signature	Address (Optional)	Email	Date
Adriana Blanco				11/7/16
JIM EATON				___/___/16
Chad Sessen				___/___/16
Carol Chou				11/9/16
Daniel Kim				11/9/16
EISA Raybal				11/10/16
Aleksey Boyko				11/10/16
Dennis Williams Dennis Williams				11/10/16
Please do not do this 				___/___/16
Chad Harris				11/10/16

Petition to Improve Scotts Valley Community Services

Chloe?

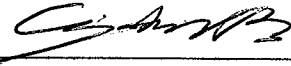
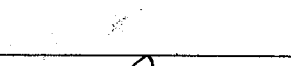
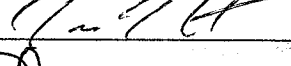
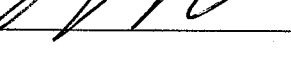
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Printed Name (First, Last)	Signature	Address (Optional)	Email	Date
MIKE MARZOLF				12/7/16
BRENT WITMER				12/12/16
Keith Hayes				12/9/16
Daniel Bolanos				12/11/16
Vic Ramirez				12/12/16
Guillermo Marmen				12/12/16
Kerim Munoz				1/1/16
Will Carrillo				12/13/16
Tyler Robinson				12/15/16
Collin Geiger				12/18/16

Mt. Hermon

Petition to Improve Scotts Valley Community Services

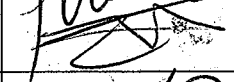
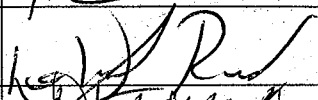
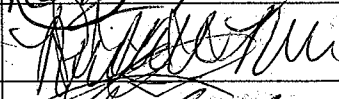
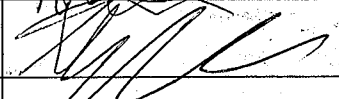
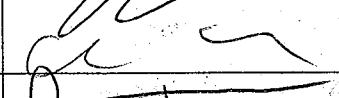
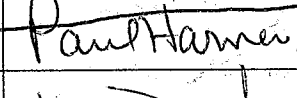
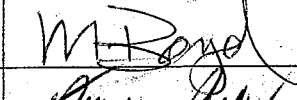
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Action petitioned for	We, the undersigned, are residents of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Street Address	Email	Date
Crystal Bobadilla		, Scotts Valley, CA	crys bobadilla321@live.co	10/30/16
Gerardo Mendoza		, Scotts Valley, CA		10/30/16
Jim Georgeson		, Scotts Valley, CA		10/30/16
Scott Halpern		, Scotts Valley, CA		___/___/16
Ty Newcomb		, Scotts Valley, CA		10/30/16
Ryan Smith		, Scotts Valley, CA		10/31/16
Tim Hvilcar		, Scotts Valley, CA		10/31/16
Eusebio Salas		, Scotts Valley, CA		___/___/16
Linda Thompson		, Scotts Valley, CA		11/1/16
J. Hayes		, Scotts Valley, CA		1/1/16

41 3

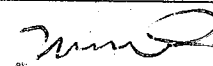
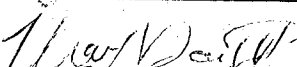
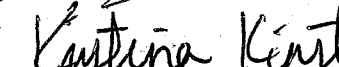
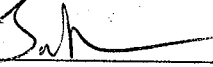
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Printed Name (First, Last)	Signature	Address (Optional)	Email	Date
Phoebe Walls		485 Quail Ridge Rd Scotts Valley CA	WallsPhoebe@gmail.com	11/10/16
Ever Torres		3300 Portola Dr	Ever831@live.com	11/11/16
Deborah Reed		1810 41 st Ave #108 Cap. St.	torresdeb@gnail	11/14/16
Kendall Kuera		19 Kitchell Rd.	kkueras@gmail.com	___/___/16
Kyla Munn		25 Casa Way	_____	___/___/16
Clinton Kerr		295 hacienda dr	clinton.kerr@food@gmail.com	11/17/16
PAUL HARPER			happyharper@gmail	11/18/16
Megan Boyd		412 Woodrow Ave	dboyd5090@gmail.com	11/20/16
Steve Gehm		Weston	_____	11/21/16
				___/___/16

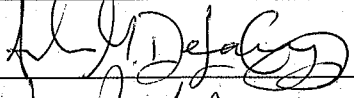
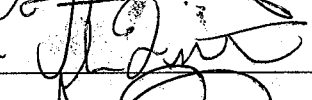
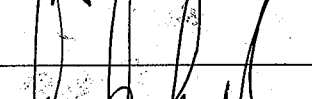
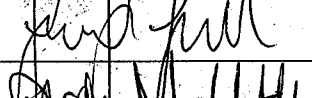
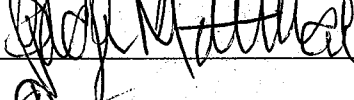
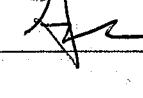
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Action petitioned for	We, the undersigned, are residents of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Street Address	Email	Date
Mike Cennise		101 SUTTON RANCH, Scotts Valley, CA	MICHAEL.C@AOL	10/3/16
Mark Duncan		213 Sherman Dr., Scotts Valley, CA		10/3/16
Max Dean III		325 Chalk Mountain, Scotts Valley, CA	Falkonking25@gmail	10/3/16
BEZA DABIR		220 Esmeralda, Scotts Valley, CA	BEZAMDABIR@YAHOO	10/4/16
Kristina Kinster		5003 Granite Creek Dr., Scotts Valley, CA		10/4/16
Ashey Phelps		1605 Parkman Ave., Scotts Valley, CA		___/___/16
Mia Weill		104 Bordeaux Ln., Scotts Valley, CA		10/5/16
Sam Deez		104 Archibald Oaks, Scotts Valley, CA	Davis.Jen@aol	10/6/16
WILLIAM WESTERMAN William Westerman		122 GOETHWOOD DR., Scotts Valley, CA	FIXITWILL60@GMAIL	10/16/16
		, Scotts Valley, CA		___/___/16

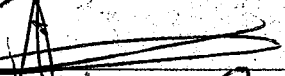
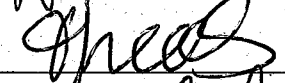
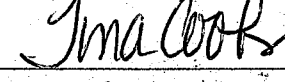
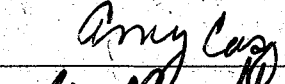
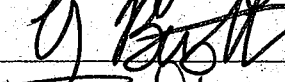
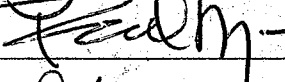
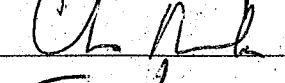
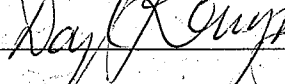
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Printed Name (First, Last)	Signature	Address (Optional)	Email	Date
Arlene De La Cruz		Scotts Valley	arlenadlc@gmail.com	12/23/16
Jon Patterson		n/A	solathabpet@yahoo.com	12/1/17
Fiermonke Tom		Douglas City CA		1/1/17
Allysia Ogden		Capitola		1/2/18
Mitorle				1/1/16
Taylor Trueblood				1/2/18
Page Mitchell		Scotts valley		1/5/18
Russ Smedley		Scotts Valley		1/17/17
Alexis Nixon		4732 SU DRILL #1	alexis Nixon	1/9/17
				1/1/17

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Printed Name (First, Last)	Signature	Street Address	Email	Date
Naomi Rollins		Scotts Valley, CA		10/9/16
Melanie Wamain		4355 Navara Dr. Scotts Valley, CA	mwamain@yahoo.com	10/14/16
Thea Suresh		Scotts Valley, CA		10/14/16
TINA COOKS		284 Springfield Rd. Scotts Valley, CA	tinacooks1964@gmail.com	10/14/16
Am. Casey		310 Canby Scotts Valley, CA	cretancrossroads@gmail.com	10/15/16
Gio Bustichi		3 Sunset Ter Scotts Valley, CA	bustichig@gmail.com	10/15/16
PAUL HASE		101 KENDALL AVE Scotts Valley, CA	paulhase@msn.com	10/16/16
Chris Murdoch		22160 Loma Prieta Scotts Valley, CA	Chris.murdoch35@gmail.com	10/17/16
Susan Laccabue		220 Sims Rd Scotts Valley, CA	Slaccabue@yahoo.com	10/18/16
Daryl Tempest		433 Silverwood Dr. Scotts Valley, CA		10/22/16

*** SCOTTS VALLEY RESIDENTS ONLY ***

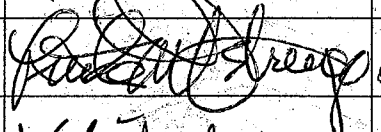
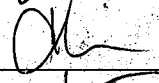
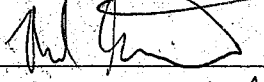
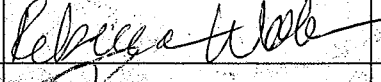
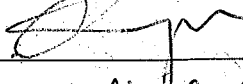
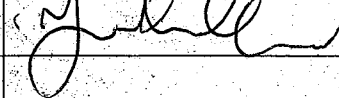
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Printed Name (First, Last)	Signature	Street Address	Email	Date
Usana A	[Signature]	[Signature], Scotts Valley, CA		10/22/16
Ana Harris	[Signature]	Hacienda Dr., Scotts Valley, CA		10/22/16
Rueben B...	[Signature]	New Dasher, Scotts Valley, CA		10/23/16
Jed Long	[Signature]	Tabor Dr., Scotts Valley, CA		10/23/16
Gena Nahr	[Signature]	Burnwood, Scotts Valley, CA		10/23/16
CYDE COWDEN	[Signature]	SUNSET TERRACE, Scotts Valley, CA		10/24/16
CHARICE STUBBERG	[Signature]	23 VINE HILL RD., Scotts Valley, CA		10/24/16
Leslie Calderon	[Signature]	1495 Glenwood, Scotts Valley, CA		10/24/16
Valerie Chavez	[Signature]	Scotts Valley, CA		10/24/16
Hector Val	Hector Val	, Scotts Valley, CA		10/27/16

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Printed Name (First, Last)	Signature	Street Address	Email	Date
ALEXANDER BARSS		143 HATHAWAY AVE ⁹⁷⁰³ Scotts Valley, CA	JOHN.RIDEN@homerail.com	3/24/17
Linda Ostrenga		6011 Scotts Valley Dr. Scotts Valley, CA		1/17
Kaia		Scotts Valley, CA		3/1/17
Angel Gonzalez		Scotts Valley, CA		3/26/17
Cameron Eder		7330 Old Santa Cruz Hwy (Los Gatos) Scotts Valley, CA		3/21/17
IAN SMITH		17800 MONROE AVE Scotts Valley, CA		1/17
Rebecca Waller		Scotts Valley, CA		3/15/17
Ryan		12829 NW 1st Scotts Valley, CA		3/5/17
Julia Cull		5121 51st Scotts Valley, CA	SLYALEX@5011	1/17
		Scotts Valley, CA		

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Printed Name (First, Last)	Signature	Street Address (Optional)	Email	Date
June House	[Signature]	, Scotts Valley, CA		1/1/17
Jimia Reed	[Signature]	, Scotts Valley, CA	Jimiareed24@gmail.com	3/6/17
Diana Kolar	[Signature]	, Scotts Valley, CA		2/8/17
Nick Torres	[Signature]	, Scotts Valley, CA		3/11/17
Corinna Reyes	[Signature]	, Scotts Valley, CA		1/1/17
A. Apesos	[Signature]	, Scotts Valley, CA		3/13/17
George Skidmore	[Signature]	, Scotts Valley, CA		1/1/17
James Patton	[Signature]	, Scotts Valley, CA		3/14/17
Lindy Bremer	[Signature]	, Scotts Valley, CA		
		, Scotts Valley, CA		

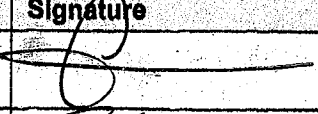
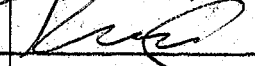
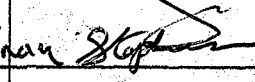
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Printed Name (First, Last)	Signature	Address (Optional)	Email	Date
<i>[Signature]</i>	<i>[Signature]</i>			9/15/17
<i>[Signature]</i>	<i>[Signature]</i>			1/1/17
Cecilia F.	<i>[Signature]</i>		CVfernandez200@gmail.com	10/1/17
Marc Sandoz	<i>[Signature]</i>		marc@sandoz.net	10/2/17
Ross Allen	<i>[Signature]</i>	119 Vine Hill School Rd		1/1/17
Erik Perales	<i>[Signature]</i>		eperales16v@gmail.com	1/1/17
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				1/1/17
				1/1/17

Petition to Improve Scotts Valley Community Services

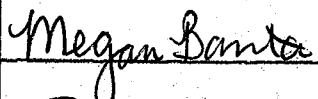
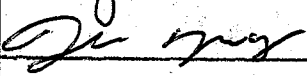
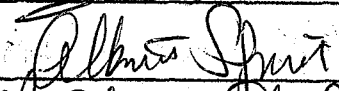
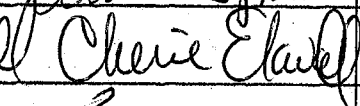
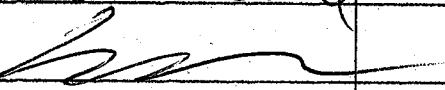
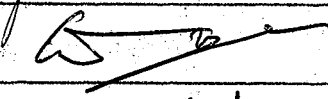
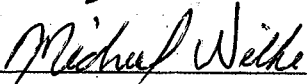
Proposition – Add Car Wash Offering to Hacienda Shell

Petition summary and background	Peninsula Petroleum, LLC, owner and operator of the Shell gas station located at 1 Hacienda Drive in Scotts Valley, CA, is committed to meeting customer needs and expectations. To that end, the Company wishes to add an improved store and car wash services. The rebuilt facility will be state of the art and operate with the latest energy efficiencies. The facility will beautify the location, improve the image of the City of Scotts Valley, increase tax revenues, provide additional employment opportunities, enhance store offerings, and deliver environmentally friendly car wash services.			
Action petitioned for	We, the undersigned, are residents of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Street Address (Optional)	Email	Date
MANUEL CLEMENT		FELTON, Scotts Valley, CA		10/02/17
Frank Jaz		, Scotts Valley, CA		10/16/17
Thurford		Scotts Valley, Scotts Valley, CA		10/10/17
Stephen Todd Marinan		Scotts Valley, Scotts Valley, CA		___/___/17
		, Scotts Valley, CA		___/___/17
		, Scotts Valley, CA		___/___/17
		, Scotts Valley, CA		___/___/17
		, Scotts Valley, CA		___/___/17
		, Scotts Valley, CA		___/___/17
		, Scotts Valley, CA		___/___/17

Petition to Improve Scotts Valley Community Services

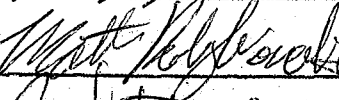
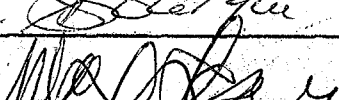
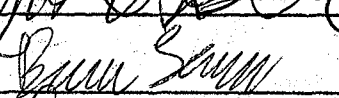
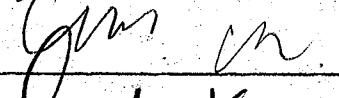
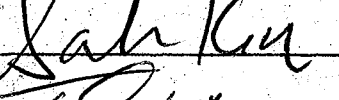
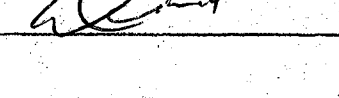
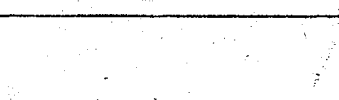
70

Proposition – Add Car Wash Offering to Hacienda Shell

Petition summary and background	Peninsula Petroleum, LLC, owner and operator of the Shell gas station located at 1 Hacienda Drive in Scotts Valley, CA, is committed to meeting customer needs and expectations. To that end, the Company wishes to add an improved store and car wash services. The rebuilt facility will be state of the art and operate with the latest energy efficiencies. The facility will beautify the location, improve the image of the City of Scotts Valley, increase tax revenues, provide additional employment opportunities, enhance store offerings, and deliver environmentally friendly car wash services.			
Action petitioned for	We, the undersigned, are patrons of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Address (Optional)	Email	Date
Megan Banks			megs1280@hotmail.com	9/8/17
Jesse Yrigor			JYV16021@SBC	9/8/17
Tom R			603AL.NET	9/1/17
Casey Davis			caseyrdavis143@yahoo	9/13/17
Alberto Silvestre			ag.silvestre@att.net	9/13/17
Cherie Elwell			cherie1@pacbell.net	9/13/17
Staci Wilcox			Staci.Terry29@yahoo	9/14/17
Joshua Terry				9/14/17
Anthony Berlinga			JeepwithTone	
Michael Wilke				

Petition to Improve Scotts Valley Community Services

Proposition – Add Car Wash Offering to Hacienda Shell

Petition summary and background	Peninsula Petroleum, LLC, owner and operator of the Shell gas station located at 1 Hacienda Drive in Scotts Valley, CA, is committed to meeting customer needs and expectations. To that end, the Company wishes to add an improved store and car wash services. The rebuilt facility will be state of the art and operate with the latest energy efficiencies. The facility will beautify the location, improve the image of the City of Scotts Valley, increase tax revenues, provide additional employment opportunities, enhance store offerings, and deliver environmentally friendly car wash services.			
Action petitioned for	We, the undersigned, are patrons of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Address (Optional)	Email	Date
Sean Becker			seanbecker86@yahoo.com	9/2/17
Matt Polychronakis			mtpoly@aol.com	9/2/17
Nat Feltz				9/2/17
Michelle Bourque				9/2/17
Maïe Franich			maierats123@gmail.com	9/2/17
Beau Laurie			beaulaurie@yahoo.com	9/2/17
Christian Alvarez			Christianalvarez199@gmail.com	9/5/17
Sabrina Kear			callieefrisc	
Tim Gembrell			SK.F.	

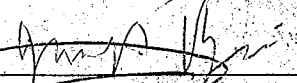
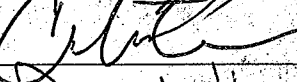
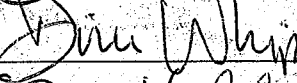
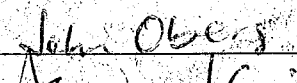
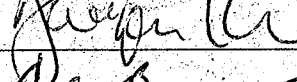
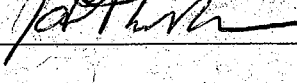
Petition to Improve Scotts Valley Community Services

Proposition – Add Car Wash Offering to Hacienda Shell

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Action petitioned for	We, the undersigned, are patrons of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Address (Optional)	Email	Date
Aurora S. ...	[Signature]			9/16/17
Witt Steyer	[Signature]			9/18/17
DOUGLAS MARI	[Signature]			9/18/17
Edm Lopez	[Signature]			9/20/17
James Elliot	[Signature]			9/21/17
Michelle Stewart	[Signature]			9/21/17
STEVE LEONARD	[Signature]			9/21/17
Joshua Johnson	[Signature]			9/21/17
Jim Lishman	[Signature]			
PAUL DANCE	[Signature]			

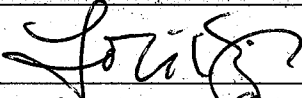
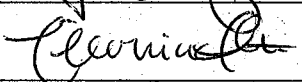
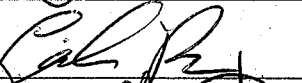
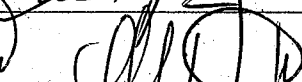
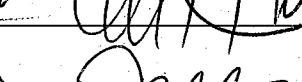
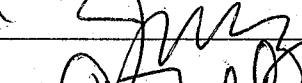
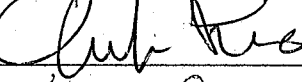
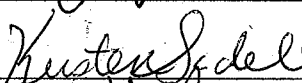
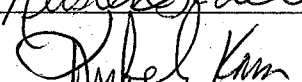
Petition to Improve Scotts Valley Community Services

Proposition – Add Car Wash Offering to Hacienda Shell

Petition summary and background	Peninsula Petroleum, LLC, owner and operator of the Shell gas station located at 1 Hacienda Drive in Scotts Valley, CA, is committed to meeting customer needs and expectations. To that end, the Company wishes to add an improved store and car wash services. The rebuilt facility will be state-of-the-art and operate with the latest energy efficiencies. The facility will beautify the location, improve the image of the City of Scotts Valley, increase tax revenues, provide additional employment opportunities, enhance store offerings, and deliver environmentally friendly car wash services.			
Action petitioned for	We, the undersigned, are residents of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Street Address (Optional)	Email	Date
JAMES BARONI		23430 CLEGG RD, Scotts Valley, CA		1/1/17
Daniel Lind		8 Cabernet Court, Scotts Valley, CA		1/9/17
Albert Kest		253 B Kings Road, Scotts Valley, CA		1/1/17
Christine Garcia		4253 Ashcroft Ln, Scotts Valley, CA		1/17/17
Dina Whipple		103 San Augustine #1, Scotts Valley, CA		1/17/17
Mark Vanderhoof		832 Pinecone Dr, Scotts Valley, CA		1/19/17
John Ober		252 Kings Road, Scotts Valley, CA		1/19/17
Jaqueline Kain		218 Sherman Dr, Scotts Valley, CA		1/24/17
C.E. Brown		_____, Scotts Valley, CA		1/1/17
HENRIETTA ROSSMAN		1400 Weston Ridge, Scotts Valley, CA		1/1/17

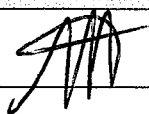
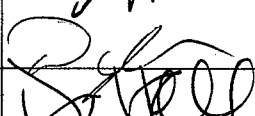
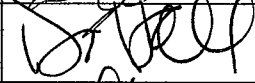
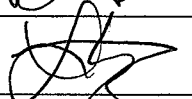
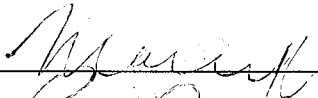
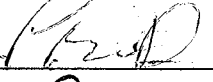
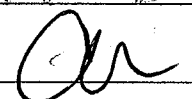
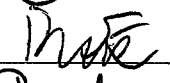
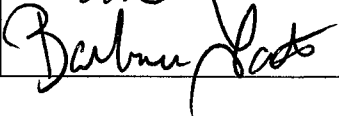
Petition to Improve Scotts Valley Community Services

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Action petitioned for	We, the undersigned, are patrons of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Address (Optional)	Email	Date
LORI ZINK		219 HIDDEN SEA GLENDR S. VALLEY 95066		9/26/16
Victoria Forrester		100 Enterprise way Scotts Valley, CA 95066		9/27/16
Carlos Reyes				9/27/16
Maulenillo		apto 8		9/28/16
Julie Zemekh		6011 Scotts Valley Dr #21 SV CA 95066		9/28/16
Carrie Trumbull		552 #67 SV 95066		9/28/16
Erik Perales				1/1/16
Kirsten Sadell		3600 Main St Sequoia, CA 95073		1/1/16
Kim Kaus		10374 Via Feltan		1/1/16
Bachel O'Connor		101 Aftonwood Lane Brookdale CA		10/4/16

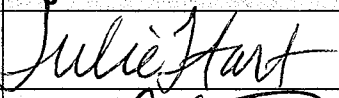
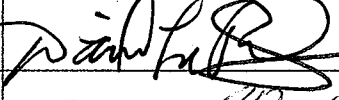
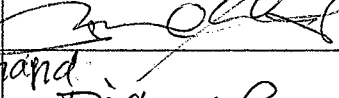
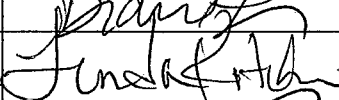
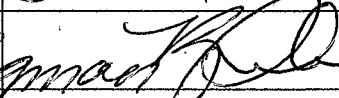
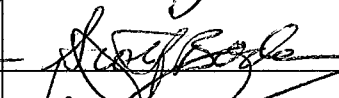
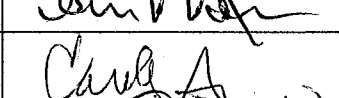
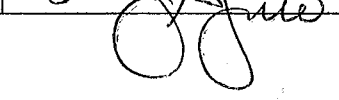
Petition to Improve Scotts Valley Community Services

Proposition – Add Car Wash Offering to Hacienda Shell

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Action petitioned for	We, the undersigned, are residents of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Street Address	Email	Date
Shannon Scott		1760 Jack Rabbit Rd, Scotts Valley, CA	sscott959@hotmail	10/1/16
Dylan Pfeifer		Manecla, CA, Scotts Valley, CA	dcpfeifer@gmail	10/1/16
Denise Hall		2311 Vine Hill Rd, Scotts Valley, CA	pdeenie@scvglobal	10/2/16
Sara Lorek		8450 Carmel Valley, Scotts Valley, CA	sloret@my.smccl.edu	10/1/16
James Gonzalez		40140, Scotts Valley, CA	JamesG-0507@ole	10/1/16
Marc Henny		470 Old uplander, Scotts Valley, CA	mullemark@co.sbc	10/1/16
Preston Dorrin		2316 West Juniper, Scotts Valley, CA	89scpistol50@gmail.com	10/1/16
Anna Borden ^{SV} market		14 Victor Sq, Scotts Valley, CA	annab@crowncafe catering.com	10/3/16
Devin Fleschute		120 Hacienda Dr, Scotts Valley, CA	dfleschute@gmail.com	10/3/16
Barbara Tate		128 Nankova, Scotts Valley, CA	barbtate1961@yahoo	10/3/16

Petition to Improve Scotts Valley Community Services

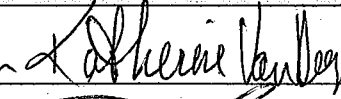
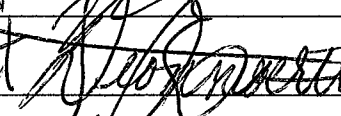
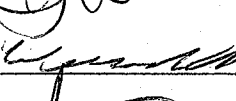
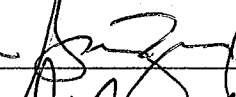
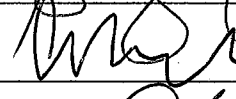
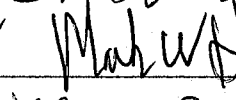
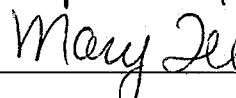
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Action petitioned for	We, the undersigned, are residents of Scotts Valley and request the City of Scotts Valley approve this initiative.			
Printed Name (First, Last)	Signature	Street Address	Email	Date
Julie Hart		5525 SV Dr. , Scotts Valley, CA		10/4/16
David Lee Roberts		111 Bean Cr. , Scotts Valley, CA		10/05/16
Paul Sussor		740 LOCKWOOD LN. , Scotts Valley, CA		10/15/16
Diane Lallemand		n/a , Scotts Valley, CA		10/15/16
Jane Ketchum		, Scotts Valley, CA		___/___/16
Wynne Seligman		309 Cummins , Scotts Valley, CA		___/___/16
Scott Bodema		303 Stanford , Scotts Valley, CA		___/___/16
Dan Spang		Twine Pines , Scotts Valley, CA		___/___/16
David Molgoss		Scotts VALLEY , Scotts Valley, CA		___/___/16
Carolyn Agnew		444 Whispering Pines Dr. , Scotts Valley, CA		10/7/16

*** SCOTTS VALLEY RESIDENTS ONLY ***

Petition to Improve Scotts Valley Community Services

Proposition – Add Car Wash Offering to Hacienda Shell

Petition summary and background	Peninsula Petroleum, LLC, owner and operator of the Shell gas station located at 1 Hacienda Drive in Scotts Valley, CA, is committed to meeting customer needs and expectations. To that end, the Company wishes to add an improved store and car wash services. The rebuilt facility will be state of the art and operate with the latest energy efficiencies. The facility will beautify the location, improve the image of the City of Scotts Valley, increase tax revenues, provide additional employment opportunities, enhance store offerings, and deliver environmentally friendly car wash services.				
Action petitioned for	We, the undersigned, are residents of Scotts Valley and request the City of Scotts Valley approve this initiative.				
Printed Name (First, Last)	Signature	Street Address	Email	Date	
Katherine Vandierpen		P.O. Box 67321, Scotts Valley, CA	KVandierpen@yahoo.com	9/30/16	
Johnathon Ciccho		100 Navona Dr., Scotts Valley, CA	johnathon_ciccho@yahoo.com	9/30/16	
Deanna Overat		102 Civic Center Dr., Scotts Valley, CA	_____	9/30/16	
Jody Hamlyn		20 Meadow Way #B, Scotts Valley, CA		9/30/16	
William Norman		307 Canyon Rd., Scotts Valley, CA		9/30/16	
Erzanne Silm		108 B Christel Oaks, Scotts Valley, CA		10/2/16	
Corinne Roknd		16575 Jamiso Creek, Scotts Valley, CA		10/3/16	
Melissa Thomas		444 Whispering Pines Dr #123, Scotts Valley, CA		10/3/16	
Mary Johnson		103 San Augustine Way, Scotts Valley, CA		10/4/16	
Mary Telles		174 Twin Pine Dr., Scotts Valley, CA		10/4/16	

PINNACLE TRAFFIC ENGINEERING
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PinnacleTE.com

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DEC 18 2017
CITY OF SCOTTS VALLEY

December 14, 2017

M.J. Castelo
Andretti Petroleum LLC
1324 5th Street
Eureka, CA 95501

RE: Shell Station Remodel Project (1 Hacienda Drive); City of Scotts Valley, California
Supplemental Traffic Analysis Material

Dear Mr. Castelo,

Pinnacle Traffic Engineering (PTE) prepared the initial Trip Generation Analysis and Evaluation of Potential Impacts Report for the proposed project (Sept. 8, 2017; copy attached). The project includes a remodel of the existing service station, removal of existing service bays and the addition of a car wash. The initial analysis of potential impacts concluded that based on the City's "level of significance" criteria the project will not have a potentially significant impact at the Scotts Valley Drive and Glenwood Drive - SR 17 Southbound Ramps intersection. The following supplemental material addresses various comments received from your office and the public. Comments from the public include concerns regarding existing traffic congestion (AM & PM peak hours, and school peak periods), existing vehicle delays, background traffic associated with the new hotel project, lack of a project traffic impact study, the project trip generation, and vehicle queues at the car wash.

The City's "Guidelines for Preparing Traffic Impact Studies" (Feb. 2009) indicates that a traffic study should typically be required for a project that generates 20 or more peak hour trips on a facility that is experiencing noticeable delays or approaching unstable traffic conditions (LOS C or D). Information in the initial Trip Generation Analysis and Evaluation of Potential Impacts Report documents that the project will generate fewer than 20 peak hour trips. The project will not increase the number of gas pump islands (fueling positions), which is typically used as the most reliable independent variable for trip generation purposes. However, at the project applicant's request the initial Trip Generation Analysis and Evaluation of Potential Impacts Report was prepared.

Project Trip Generation Analysis

The project trip generation estimates presented in the initial trip generation analysis were based on data contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition). The project trip generation estimates were derived for the various peak periods on average weekday (AM & PM peak hours on the adjacent street system, & the PM "peak hour of the generator"). The initial project trip generation analysis concluded that the proposed addition of a

car wash use would generate a negligible increase in trips during the peak hour periods on an average weekday.

Since the publication of the initial project trip generation analysis, ITE has released the 10th Edition of the Trip Generation Manual. ITE presented a webinar which provided an overview of the latest updates included in the 10th Edition Trip Generation Manual. The trip rates contained in the 10th Edition are based on the additional data received since the publication of the 9th Edition (2012). In addition, ITE deemed it appropriate to remove some data from older studies that may no longer be current (e.g. prior to 1990). ITE also combined the “service station with convenience market” (945) and “service station with convenience market and car wash” (946) land use categories. Data in the 9th Edition demonstrated that there was very little difference in the trip generation rates (+2-3%). There is no longer a separate category for the “without” or “with” a car wash use in the 10th Edition.

To quantify the actual trip generation associated with the existing Shell Station, new traffic count data was collected at the driveways on Scotts Valley Drive and Hacienda Drive between 2:00 and 6:00 PM. The data identified two (2) peak periods (2:00-3:00 PM & 5:00-6:00 PM). The existing trip generation rates were then derived based on the number of “fueling positions” (similar to the ITE Trip Generation Manual). A copy of the driveway traffic count data and trip generation rate calculations is attached. The ITE trip generation rates (7th Edition - 10th Edition) and the actual trip generation rates for the PM peak hour are provided in Table 1.

Table 1 - ITE Trip Generation Manual and Existing Shell Station Trip Rates

ITE Land Use Category	Trip Generation Rate per Fueling Position		
	PM Peak Hour (a)		
	Inbound	Outbound	Total
<u>ITE Trip Generation Manual (7th Ed. - 2003)</u>			
Service Sta. with Convenience Market	6.69	6.69	13.38
Service Sta. with Conv. Market & Car Wash	6.67	6.66	13.33
<u>ITE Trip Generation Manual (8th Ed. - 2008)</u>			
Service Sta. with Convenience Market	6.69	6.69	13.38
Service Sta. with Conv. Market & Car Wash	7.11	6.83	13.94
<u>ITE Trip Generation Manual (9th Ed. - 2012)</u>			
Service Sta. with Convenience Market	6.76	6.75	13.51
Service Sta. with Conv. Market & Car Wash	7.07	6.79	13.86
<u>ITE Trip Generation Manual (10th Ed. - 2017)</u>			
Service Sta. with Convenience Market (b)	7.13	6.86	13.99
<u>Existing Shell Station (1 Hacienda Drive)</u>			
Service Sta. with Convenience Market	4.50	4.25	8.75

(a) Highest hour of adjacent street traffic between 4:00-6:00 PM

(b) ITE Trip Generation Manual (10th Ed) no longer includes LU Category #946 (combined with LU Category #945)

The data in Table 1 demonstrates that the national average trip rates published in the ITE Trip Generation Manual have not changed significantly over the past 10-15 years. In addition, the data also demonstrates that the actual trip rates associated with the existing Shell service station are about 35% lower than the ITE national average rates (8.75 / 13.51). Based on the new ITE trip generation rate data (10th Edition) and actual trip rates associated with the existing Shell station, it is concluded that the addition of a car wash will generate a negligible increase in PM peak hour trips on the adjacent street system (same conclusion as in the initial trip generation analysis, net increase of 1-2 new single-purpose peak hour trips). As previously discussed, the remodel project includes removing the existing service bays (3) which have a potential to generate 2.17 vehicle trips per bay during the PM peak hour. Therefore, removal of the existing service bays theoretically reduces the potential trip generation by 6-7 vehicle trips during the PM peak hour.

Evaluation of Potential Project Impacts

The evaluation of potential project impacts in the initial Trip Generation Analysis and Evaluation of Potential Impacts Report was based on data in the Draft EIR Traffic & Circulation Section for the Enterprise Way Project (50 residential units & 121 room hotel). The "level of significance" criteria published by the City (2009) and Caltrans (2002) was used to determine if a potentially significant impact would be attributable to the project. The City and Caltrans both endeavor to maintain a target "level of service" (LOS) between the LOS C and LOS D range.

The traffic analysis prepared for the Enterprise Way Project documented LOS D operations for the existing and cumulative PM peak hour operations at the Scotts Valley Drive and Glenwood Drive - SR 17 Southbound Ramps intersection. The initial evaluation of the potential project (car wash) impacts was based on the "existing plus Enterprise Way Project" PM peak hour volumes. The initial analysis of the "existing plus Enterprise Way Project" plus the "project" traffic volumes did not detect any measurable change in vehicle delays during the AM (39.7 seconds / vehicle) or PM (39.4 seconds / vehicle) peak hour periods. Therefore, it was concluded that the project would not have a potentially significant impact at the Scotts Valley Drive and Glenwood Drive - SR 17 Southbound Ramps intersection. Based on the new ITE trip generation rate data (10th Edition) and actual trip rates associated with the existing Shell station, it is concluded that the analysis presented in the initial evaluation of potential project would not change.

To determine if peak period traffic demands have change significantly since April 2014, new traffic count data was collected at Scotts Valley Drive and Glenwood Drive - SR 17 Southbound Ramps intersection between 2:00 and 6:00 PM (Tuesday, Nov. 14, 2017). The new data identified two (2) peak periods (2:45-3:45 PM & 4:30-5:30 PM). The early afternoon peak is essentially associated with the traffic generated by the Scotts Valley High School (classes end at 3:00 PM; Monday, Tuesday, Thursday & Friday) and Vine Hill Elementary School (classes end at 2:20 & 2:40 PM; Monday, Tuesday, Thursday & Friday). Schools typically generate sharp peaks in demands (20-30 minutes) before classes start and after classes end. Due to the locations of the two (2) schools and configuration of the intersection longer than average delays (and queues) would be expected

during the AM peak hour on Hacienda Drive (at Glenwood Drive) and Glenwood Drive (at Scotts Valley Drive). In addition, moderate-long delays (and queues) would also be expected on Glenwood Drive (at Scotts Valley Drive) during the early afternoon peak period. The 2017 total intersection traffic volumes for the afternoon peak period(s) was compared to the 2014 data used in the Enterprise Way Project traffic analysis. The comparison demonstrates that the existing 2017 traffic volumes during the PM peak hour are approximately 6.3% higher than the 2014 traffic volumes (intersection total of 1884 vehicles / 1772 vehicles). This represents an annual increase of about 2% over a 3.5-year period. The 2017 count data also indicates that the total intersection volume during the early afternoon peak hour (2:45-3:45 PM) is approximately 6% lower than the commuter PM peak hour (4:30-5:30 PM), 1774 vehicles / 1884 vehicles. Copies of the 2017 and 2014 traffic count data are attached.

Vehicle Queues at Car Wash

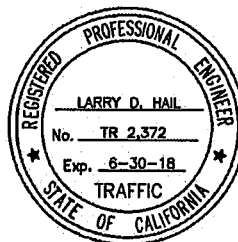
The current project site plan and video animation indicates that the staking for vehicles wishing to enter the car wash will be provided for 5-6 vehicles. As noted in the initial Trip Generation Analysis and Evaluation of Potential Impacts Report, the industry standard and requirement for most public agencies is staking for 4-5 vehicles. During the collection of new traffic count data vehicle queues were also observed between 2:00 and 6:00 PM at the existing Shell Station car wash located at 90 Mount Hermon Road. During this period the car wash queue never exceeded two (2) vehicles (representative of an average weekday afternoon). As noted in the initial trip generation and evaluation of impacts material, the nearest existing car wash (Scotts Valley Car Wash) is located about three-quarters (3/4) of a mile south of the project site. Therefore, it is reasonable to speculate that a new car wash on the project site has a potential to reduce related vehicle trips on Scotts Valley Drive and reduce car wash related trip lengths in the City of Scotts Valley.

Please contact my office with any questions regarding the supplemental material.

Pinnacle Traffic Engineering



Larry D. Hail, CE, TE, PTOE
President



ldh: msw

attachments:

- Shell Sta. Driveway Traffic Count Data on Hacienda Dr. & Scotts Valley Dr. (Nov. 14, 2017)
- Traffic Count Data for Scotts Valley Dr. & Glenwood Dr. - SR 17 SB Ramps (Nov. 14, 2017)
- Traffic Count Data for Scotts Valley Dr. & Glenwood Dr. - SR 17 SB Ramps (April 8, 2017)
- Project Trip Generation Analysis and Evaluation of Potential Impacts Report (Sept. 8, 2017)

National Data & Surveying Services

Intersection Turning Movement Count

Location: **Shell Station (#1) Dwy & Scotts Valley Dr**
 City: Scotts Valley
 Control:

Project ID: 17-07937-003
 Date: 11/14/2017 (Tuesday)

Total

NS/EW Streets:	Shell Station Dwy				Shell Station Dwy				Scotts Valley Dr				Scotts Valley Dr				Scotts Vly. Driveway PTE Hr. Totals
	NORTHBOUND (Inbound)				SOUTHBOUND (Outbound)				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0	0	6
	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	9
	0	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	5
	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7
	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	10
	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
4:00 PM	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	10
4:15 PM	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
5:15 PM	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6
5:30 PM	0	10	0	0	0	4	0	0	0	0	0	0	0	0	0	0	14
5:45 PM	0	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	9

Scotts Vly. Dr. Dwy. (IN) (OUT) Totals

2:00-3:00 PM -	16	17	33
5:00-6:00 PM -	20	15	35

National Data & Surveying Services

Location: Glenwood Dr & Scotts Valley Dr
City: Scotts Valley

Project ID: 17-07937-001
Date: 11/14/2017

Total

NS/EW Streets:		Glenwood Dr					Glenwood Dr					Scotts Valley Dr					Scotts Valley Dr									
PMI		NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND									
		NL	NT	NR	NU	0	SL	ST	SR	SU	0	EL	ET	ER	EU	0	WL	WT	WR	WU						
2:00 PM		34	3	9	0	2	14	28	0	0	51	65	83	0	25	27	3	0								
2:15 PM		43	8	10	0	6	12	30	0	48	50	62	1	11	46	1	0									
2:30 PM		41	5	7	0	3	10	41	0	66	49	78	0	23	59	5	0									
2:45 PM		58	10	9	0	2	25	34	0	99	58	59	0	26	79	6	0									
3:00 PM		56	10	7	0	3	39	79	0	97	58	62	0	11	42	5	0									
3:15 PM		42	7	8	0	6	43	87	0	78	43	63	2	19	51	3	0									
3:30 PM		46	5	6	0	1	26	45	1	48	37	109	0	21	41	2	0									
3:45 PM		61	9	6	0	1	15	23	0	53	54	72	1	15	40	3	0									
4:00 PM		63	11	15	0	3	15	32	0	41	34	105	1	12	42	4	0									
4:15 PM		63	13	14	0	3	18	29	0	59	56	70	0	30	40	6	0									
4:30 PM		78	11	9	0	6	12	50	0	69	84	80	1	13	36	1	0									
4:45 PM		77	18	14	0	3	21	35	0	80	69	91	0	17	47	11	1									
5:00 PM		64	13	11	0	3	24	59	0	67	62	120	0	14	47	1	0									
5:15 PM		58	16	16	0	1	23	54	0	61	59	112	0	23	40	1	0									
5:30 PM		65	14	15	0	7	19	27	0	56	43	89	1	9	32	7	0									
5:45 PM		61	11	15	0	9	28	63	0	58	47	78	0	12	36	3	0									
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL								
APPROACH %'s :		910	164	171	0	59	344	716	1	1031	868	1333	6	281	708	62	1	6655								
PEAK HR :		73.09%					5.27%					31.84%					26.71%					0.19%				
PEAK HR VOL :		277	58	50	0	13	80	198	0	277	274	403	0	67	172	14	1	1884								
PEAK HR FACTOR :		0.868	0.806	0.781	0.000	0.542	0.833	0.839	0.000	0.866	0.815	0.840	0.000	0.728	0.915	0.318	0.250	0.971								
		0.883																								
		0.958																								

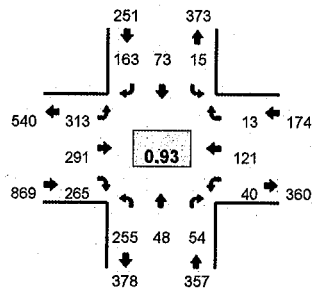
Time	58	50	13	80	198	277	274	403	67	172	14	1	1884
4:30-5:30 PM	277	58	50	13	80	198	277	274	403	67	172	14	1

Type of peak hour being reported: Intersection Peak

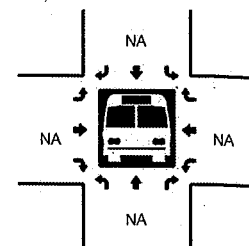
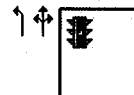
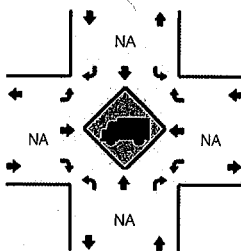
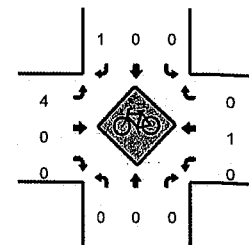
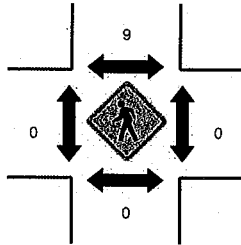
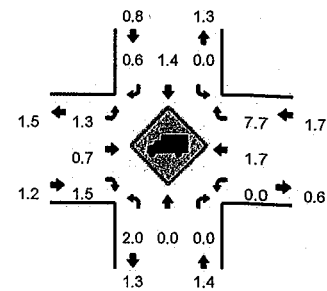
Method for determining peak hour: Total Entering Volume

LOCATION: Glenwood Dr -- Scotts Valley Dr
CITY/STATE: Scotts Valley, CA

QC JOB #: 12473206
DATE: Tue, Apr 08 2014



Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 4:45 PM -- 5:00 PM



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		
4:00 PM	60	6	13	0	1	23	41	0	57	55	73	0	10	35	1	0	375	
4:15 PM	57	13	10	0	2	25	33	0	55	54	59	0	13	25	2	0	348	
4:30 PM	76	7	8	0	1	19	32	0	52	45	59	0	6	26	6	0	337	
4:45 PM	70	11	7	0	5	22	36	0	76	67	47	0	9	32	7	0	433	1508
5:00 PM	73	12	15	0	5	16	43	0	76	70	85	0	9	33	1	0	438	1566
5:15 PM	57	9	17	0	1	18	39	0	67	72	80	0	10	27	2	0	399	1617
5:30 PM	55	16	15	0	4	17	45	0	59	62	53	1	12	29	3	0	371	1651
5:45 PM	71	12	12	0	5	24	52	0	51	57	63	0	11	34	1	0	393	1601
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	280	44	28	0	20	88	144	0	440	348	188	0	36	128	28	0	1772	
Heavy Trucks	0	0	0	0	0	4	4	0	4	0	8	0	0	8	4	0	32	
Pedestrians	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	16	
Bicycles	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
Railroad																		
Stopped Buses																		

Comments:

Report generated on 4/16/2014 6:39 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

PINNACLE TRAFFIC ENGINEERING

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PinnacleTE.com

September 8, 2017

M.J. Castelo
Peninsula Petroleum LLC
1710 Industrial Road
San Carlos, CA 94070

RE: Shell Service Station Remodel Project; City of Scotts Valley, California
Trip Generation Analysis and Evaluation of Potential Impacts

Dear Mr. Castelo,

Pinnacle Traffic Engineering (PTE) is pleased to submit the following material for the proposed project in the City of Scotts Valley. The project site is located on the west side of Scotts Valley Drive at the Glenwood Drive and Hacienda Drive intersection (1 Hacienda Drive). The site is currently occupied by a Shell service station, with 4 gas pump islands and a convenience market. The project will remodel of the existing service station and construct a self-service drive-through carwash (new). The remodel project will not increase the number of existing gas pump islands or fueling stations (2 per gas pump island). Access for the project site will continue to be provided via the existing driveways on Scotts Valley Drive and Hacienda Drive. On-site parking will be provided for seven (7) vehicles (in addition to the 8 spaces adjacent to the gas pump islands). A copy of the Conceptual Site Plan is attached.

The trip generation analysis presents an estimate of the “net” change in trip generation associated with the proposed project. At the request of the project applicant, an evaluation of the potential impacts is also provided. Information in the trip generation analysis and evaluation of impacts should provide City staff with adequate data to complete the project’s environmental check list as typically required by CEQA. Initial comments from the local public are also discussed.

Project Trip Generation Analysis

The project trip generation estimates have been derived using data in the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition). The peak hour trip rates for the typical morning (7-9 AM) and afternoon (4-6 PM) commuter peak periods (of the adjacent street traffic), and the afternoon “peak hour of the generator” rates are used to estimate the project site trip generation estimates. The applicable ITE trip generation rates are presented in Table 1.

Table 1 - Applicable ITE Trip Generation Rates

ITE Land Use Category	Trip Generation Rate per Fueling Position					
	AM Pk. Hr. (b)		PM Pk. Hr. of Generator		PM Pk. Hr. (b)	
	In	Out	In	Out	In	Out
Serv. Sta. w/ Conv. Market (a)	5.08	5.08	6.79	6.78	6.76	6.75
Serv. Sta. w/ Conv. Market & Car Wash (a)	6.04	5.80	7.26	7.26	7.07	6.79

(a) - ITE Land Use Category #945 and #946

(b) - Highest hour of adjacent street traffic (between 7-9 AM & 4-6 PM)

Data in the ITE Trip Generation Handbook demonstrates that a significant portion (85-90%) of the trips associated with a gas station are “pass-by” or “diverted-link” type trips coming from traffic already on the adjacent street system (an average of about 13% are new primary single purpose trips). Therefore, it is considered reasonable to assume that 15% of the project site trips will be new primary single purpose trips, and 85% pass-by or diverted-link type trips. The project trip generation estimates are presented in Table 2, which also shows the “net” change in trips associated with the proposed project.

Table 2 - Project Site Trip Generation Estimates

Project Site Scenario	Number of Vehicle Trips / Fueling Position (a)					
	AM Pk. Hr. (b)		PM Pk. Hr. of Generator		PM Pk. Hr. (b)	
	In	Out	In	Out	In	Out
Serv. Sta. w/ Conv. Market	41	41	54	54	54	54
Serv. Sta. w/ Conv. Market & Car Wash	48	46	58	58	57	54
Total “Net” Change:	+7	+5	+4	+4	+3	0
<i>Estimated 85% Pass-By Trips:</i>	6	4	3	3	2	0
New Primary Single-Purpose Trips:	+1	+1	+1	+1	+1	0

(a) - Existing and proposed number of fueling positions (8)

(b) - Highest hour of adjacent street traffic (between 7-9 AM & 4-6 PM)

The data in Table 2 indicates that the proposed project will result in a “net” increase of about 1-2 vehicle trips during the various peak hour periods. Typically, the “PM peak hour of the generator” represents the highest hour of trip generation during the afternoon (e.g. when local schools get out). The trip generation analysis demonstrates that the project will generate a negligible increase in trips during the peak hour periods on an average weekday.

Evaluation of Potential Project Impacts

The evaluation of potential project impacts was conducted using data in the Draft EIR Traffic & Circulation Section for the Enterprise Way Project (50 residential units & 121 room hotel), and Scotts Valley Shell Sta_R01

Pinnacle Traffic Engineering

criteria in the City's (2009) and Caltrans (2002) Traffic Impact Study Guidelines. It is noted that a formal traffic impact study for the project was not required by the City since the estimated trip generation is lower than the threshold defined by the City. The City and Caltrans both endeavor to maintain a target "level of service" (LOS) between the LOS C and LOS D range.

The City's "level of significance" criteria states that for intersection operating at LOS C or better under "Cumulative Conditions," a proposed project would result in a significant impact if it would result in intersection operations of LOS D, LOS E, or LOS F. For intersections that already operate at an unacceptable level (LOS D, E, or F) under "Existing Conditions" or "Cumulative Conditions," the City considers project impacts to be significant if congestion would worsen measurably at the intersection with the addition of project traffic. This criterion is applied to intersections within the City's jurisdiction, as well as Caltrans intersections. The Caltrans criterion indicates that a change in the LOS from acceptable operation (LOS A, B, or C) to deficient operation (LOS D, E, or F) or result in a change in LOS for a segment currently operating at a deficient level is considered a potentially significant impact.

The evaluation of potential project impacts focuses on the AM and PM peak hour operations at the Scotts Valley Drive and Glenwood Drive - State Route 17 (SR 17) Southbound Ramps intersection. The peak hour traffic volume and LOS data for existing conditions was obtained from the Enterprise Way Project Draft EIR (Traffic & Circulation Section). To present a worst-case analysis, the project evaluation was conducted assuming the completion of the Enterprise Way Project (existing plus project data in the EIR). The LOS analysis was conducted both without and with the additional traffic generated by the proposed project (+2 AM & PM peak hour trips; 1 inbound at the Scotts Valley Drive driveway & 1 outbound at the Hacienda Drive driveway going right to Glenwood Drive then left at Scotts Valley Drive). The LOS analysis was conducted using the Synchro 9 software. The analysis indicates that there will be no measurable change in vehicle delays during the AM (39.7 seconds / vehicle) or PM (39.4 seconds / vehicle) peak hours under the existing-plus-project conditions (without or with the project traffic). Copies of the LOS worksheets are attached. Since there is no measurable impact under the existing-plus-project scenario, there will also be no measurable impact under the cumulative scenario (project trips are a smaller part of the total volumes). The analysis is consistent with the data presented in the Enterprise Way Draft EIR. Based on the City's and Caltrans criterion, the project will not have a potentially significant impact at the Scotts Valley Drive and Glenwood Drive - SR 17 Southbound Ramps intersection.

Potential Traffic Congestion and Circulation

The majority of public comments (to-date) are directed at the proposed car wash component. There are concerns regarding the additional traffic that could be generated by the car wash and current congestion at the adjacent intersections. Data in the Enterprise Way Project Draft EIR does document congestion during the typical weekday AM and PM peak commuter periods. Traffic associated with the Scotts Valley High School (classes end at 3:00 PM) and Vine Hill Elementary School (classes end at 2:40 PM) also generate large demands along Glenwood Drive and at the

local intersections during the mid-day afternoon peak period (schools typically generate a sharp 20-30 peak in demands at local intersections).

The trip generation estimates in Table 2 indicate that the proposed project will generate additional traffic during the AM and PM peak hour periods (and mid-day afternoon). However, a majority of the new driveway trips will be pass-by or diverted-link trips coming from traffic already on the adjacent street system. Therefore, the proposed car wash will generate a negligible increase in trips during the peak hour periods on an average weekday. The intersection LOS analysis concluded that there will be no measurable change in delays during the AM or PM peak hour periods with the additional traffic associated with the car wash. It is noted that the nearest existing car wash (Scotts Valley Car Wash) is located about three-quarters (3/4) of a mile south of the project site. The addition of a car wash on the project site does have a potential to reduce peak hour vehicle trips on Scotts Valley Drive.

A brief review of the on-site circulation did not notice any potentially significant issues. Project driveways are provided on Scotts Valley Drive and Hacienda Drive, which allows good circulation to and from the site. Vehicle stacking (queuing) will be provided for 4-5 vehicles at the car wash, which is consistent with the industry standard and most public agency requirements. Industry data also indicates that most of the vehicles going to the car wash come from the gas pumps (either after purchasing gas or visiting the convenience market). Therefore, the additional of a car wash at an existing service station generates a negligible increase in trips.

Professional Qualifications

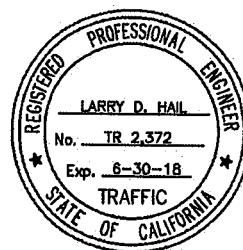
Mr. Hail is a registered professional civil (CE) and traffic (TE) engineer in the State of California, and holds a National Certification as a Professional Traffic Operations Engineer (PTOE). Mr. Hail has over 30 years of professional experience in the traffic engineering industry. A copy of the Statement of Qualifications (SOQ) for PTE is attached.

Please contact my office with any questions regarding the trip generation analysis or evaluation of potential project impacts.

Pinnacle Traffic Engineering



Larry D. Hail, CE, TE, PTOE
President



ldh: msw

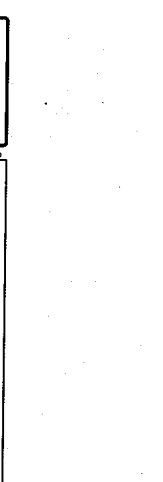
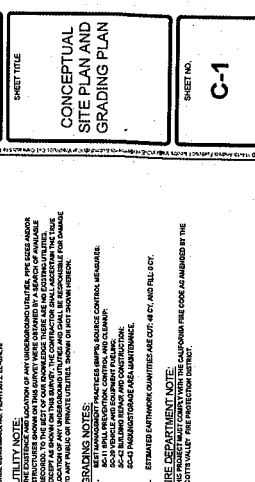
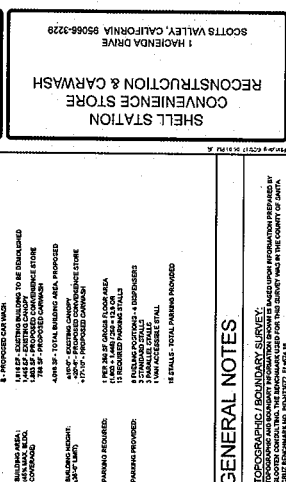
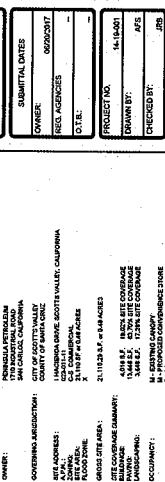
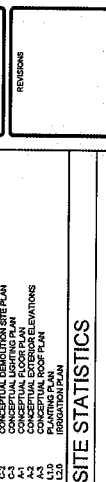
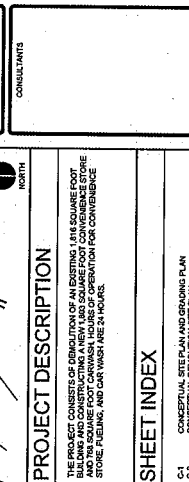
Attachment Material: Conceptual Site Plan

Synchro 9 - "Level of Service" (LOS) Analysis Worksheets

Pinnacle Traffic Engineering - Statement of Qualifications (SOQ)

Scotts Valley Shell Sta_R01

Pinnacle Traffic Engineering



HCM Signalized Intersection Capacity Analysis

1: SR 17 NB Ramps/Glenwood Dr & Scotts Vly Dr

09/09/2017

	↖	→	↗	↖	←	↗	↖	↑	↗	↘	↓	↘
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖↗	↖↗	↖↗	↖↗		↖↗	↖↗			↖↗	↖↗
Traffic Volume (vph)	398	335	265	112	303	40	181	14	19	12	156	316
Future Volume (vph)	398	335	265	112	303	40	181	14	19	12	156	316
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		0.95	0.95			1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.97			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97			1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	3478		1681	1665			1856	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.64	0.68			1.00	1.00
Satd. Flow (perm)	3433	3539	1583	1770	3478		1128	1168			1856	1583
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	452	381	301	127	344	45	206	16	22	14	177	359
RTOR Reduction (vph)	0	0	161	0	7	0	0	7	0	0	0	303
Lane Group Flow (vph)	452	381	140	127	382	0	119	118	0	0	191	56
Turn Type	Prot	NA	Perm	Prot	NA		custom	NA		Split	NA	Perm
Protected Phases	5	2		1	6					4	4	
Permitted Phases			2				8	8				4
Actuated Green, G (s)	20.6	51.1	51.1	13.6	44.1		17.8	17.8			18.5	18.5
Effective Green, g (s)	20.6	51.1	51.1	13.6	44.1		17.8	17.8			18.5	18.5
Actuated g/C Ratio	0.17	0.43	0.43	0.11	0.37		0.15	0.15			0.16	0.16
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	594	1519	679	202	1288		168	174			288	246
v/s Ratio Prot	c0.13	0.11		0.07	c0.11						c0.10	
v/s Ratio Perm			0.09				c0.11	0.10				0.04
v/c Ratio	0.76	0.25	0.21	0.63	0.30		0.71	0.68			0.66	0.23
Uniform Delay, d1	46.9	21.7	21.2	50.3	26.5		48.1	47.9			47.3	44.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	5.7	0.4	0.7	6.0	0.6		12.8	10.1			5.6	0.5
Delay (s)	52.6	22.1	21.9	56.3	27.1		60.9	58.0			53.0	44.5
Level of Service	D	C	C	E	C		E	E			D	D
Approach Delay (s)		34.2			34.3			59.4			47.4	
Approach LOS		C			C			E			D	

Intersection Summary												
HCM 2000 Control Delay		39.7		HCM 2000 Level of Service				D				
HCM 2000 Volume to Capacity ratio		0.53										
Actuated Cycle Length (s)		119.0		Sum of lost time (s)				18.0				
Intersection Capacity Utilization		50.8%		ICU Level of Service				A				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: SR 17 NB Ramps/Glenwood Dr & Scotts Vly Dr

09/09/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	398	335	265	112	304	40	181	14	19	13	156	316
Future Volume (vph)	398	335	265	112	304	40	181	14	19	13	156	316
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		0.95	0.95			1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.97			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97			1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	3478		1681	1665			1855	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.64	0.68			1.00	1.00
Satd. Flow (perm)	3433	3539	1583	1770	3478		1127	1167			1855	1583
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	452	381	301	127	345	45	206	16	22	15	177	359
RTOR Reduction (vph)	0	0	161	0	7	0	0	7	0	0	0	303
Lane Group Flow (vph)	452	381	140	127	383	0	119	118	0	0	192	56
Turn Type	Prot	NA	Perm	Prot	NA		custom	NA		Split	NA	Perm
Protected Phases	5	2		1	6					4	4	
Permitted Phases			2				8	8				4
Actuated Green, G (s)	20.6	51.1	51.1	13.5	44.0		17.8	17.8			18.6	18.6
Effective Green, g (s)	20.6	51.1	51.1	13.5	44.0		17.8	17.8			18.6	18.6
Actuated g/C Ratio	0.17	0.43	0.43	0.11	0.37		0.15	0.15			0.16	0.16
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	594	1519	679	200	1285		168	174			289	247
v/s Ratio Prot	c0.13	0.11		0.07	c0.11						c0.10	
v/s Ratio Perm			0.09				c0.11	0.10				0.04
v/c Ratio	0.76	0.25	0.21	0.64	0.30		0.71	0.68			0.66	0.23
Uniform Delay, d1	46.9	21.7	21.2	50.4	26.6		48.1	47.9			47.3	43.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	5.7	0.4	0.7	6.4	0.6		12.8	10.1			5.7	0.5
Delay (s)	52.6	22.1	21.9	56.8	27.2		60.9	58.0			52.9	44.4
Level of Service	D	C	C	E	C		E	E			D	D
Approach Delay (s)		34.2			34.4			59.4			47.4	
Approach LOS		C			C			E			D	

Intersection Summary			
HCM 2000 Control Delay	39.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	119.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

1: SR 17 NB Ramps/Glenwood Dr & Scotts Vly Dr

09/08/2017

	↖	→	↗	↙	←	↖	↙	↑	↗	↘	↓	↘
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↗↗	↖	↖	↗↗		↖	↕			↖	↖
Traffic Volume (vph)	315	310	288	40	128	13	274	48	54	15	73	173
Future Volume (vph)	315	310	288	40	128	13	274	48	54	15	73	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		0.95	0.95			1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98			0.99	1.00
Satd. Flow (prot)	3433	3539	1583	1770	3490		1681	1656			1847	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.70	0.81			0.99	1.00
Satd. Flow (perm)	3433	3539	1583	1770	3490		1232	1367			1847	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	339	333	310	43	138	14	295	52	58	16	78	186
RTOR Reduction (vph)	0	0	158	0	5	0	0	13	0	0	0	168
Lane Group Flow (vph)	339	333	152	43	147	0	201	191	0	0	94	18
Turn Type	Prot	NA	Perm	Prot	NA		custom	NA		Split	NA	Perm
Protected Phases	5	2		1	6					4	4	
Permitted Phases			2				8	8				4
Actuated Green, G (s)	17.4	60.4	60.4	7.3	50.3		25.7	25.7			11.6	11.6
Effective Green, g (s)	17.4	60.4	60.4	7.3	50.3		25.7	25.7			11.6	11.6
Actuated g/C Ratio	0.14	0.49	0.49	0.06	0.41		0.21	0.21			0.09	0.09
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	485	1737	777	105	1427		257	285			174	149
v/s Ratio Prot	c0.10	0.09		0.02	0.04						c0.05	
v/s Ratio Perm			c0.10				c0.16	0.14				0.01
v/c Ratio	0.70	0.19	0.20	0.41	0.10		0.78	0.67			0.54	0.12
Uniform Delay, d1	50.3	17.6	17.6	55.8	22.4		46.0	44.7			53.2	51.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	4.4	0.2	0.6	2.6	0.1		14.3	5.8			3.4	0.4
Delay (s)	54.7	17.8	18.2	58.4	22.6		60.3	50.6			56.6	51.4
Level of Service	D	B	B	E	C		E	D			E	D
Approach Delay (s)		30.7			30.5			55.4			53.1	
Approach LOS		C			C			E			D	

Intersection Summary

HCM 2000 Control Delay	39.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	123.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	41.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

1: SR 17 NB Ramps/Glenwood Dr & Scotts Vly Dr

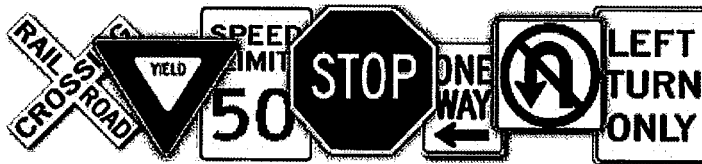
09/08/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱	↲	↰	↱	↲	↰	↱	↲	↰	↱	↲
Traffic Volume (vph)	315	310	288	40	129	13	274	48	54	16	73	173
Future Volume (vph)	315	310	288	40	129	13	274	48	54	16	73	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		0.95	0.95			1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98			0.99	1.00
Satd. Flow (prot)	3433	3539	1583	1770	3491		1681	1656			1846	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.70	0.81			0.99	1.00
Satd. Flow (perm)	3433	3539	1583	1770	3491		1231	1366			1846	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	339	333	310	43	139	14	295	52	58	17	78	186
RTOR Reduction (vph)	0	0	158	0	5	0	0	13	0	0	0	168
Lane Group Flow (vph)	339	333	152	43	148	0	201	191	0	0	95	18
Turn Type	Prot	NA	Perm	Prot	NA		custom	NA		Split	NA	Perm
Protected Phases	5	2		1	6					4	4	
Permitted Phases			2				8	8				4
Actuated Green, G (s)	17.4	60.3	60.3	7.3	50.2		25.7	25.7			11.7	11.7
Effective Green, g (s)	17.4	60.3	60.3	7.3	50.2		25.7	25.7			11.7	11.7
Actuated g/C Ratio	0.14	0.49	0.49	0.06	0.41		0.21	0.21			0.10	0.10
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	485	1734	776	105	1424		257	285			175	150
v/s Ratio Prot	c0.10	0.09		0.02	0.04						c0.05	
v/s Ratio Perm			c0.10				c0.16	0.14				0.01
v/c Ratio	0.70	0.19	0.20	0.41	0.10		0.78	0.67			0.54	0.12
Uniform Delay, d1	50.3	17.6	17.7	55.8	22.5		46.0	44.7			53.1	50.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	4.4	0.2	0.6	2.6	0.1		14.3	5.8			3.4	0.4
Delay (s)	54.7	17.9	18.2	58.4	22.6		60.3	50.6			56.5	51.3
Level of Service	D	B	B	E	C		E	D			E	D
Approach Delay (s)		30.7			30.5			55.4			53.0	
Approach LOS		C			C			E			D	

Intersection Summary												
HCM 2000 Control Delay		39.4		HCM 2000 Level of Service		D						
HCM 2000 Volume to Capacity ratio		0.47										
Actuated Cycle Length (s)		123.0		Sum of lost time (s)		18.0						
Intersection Capacity Utilization		41.6%		ICU Level of Service		A						
Analysis Period (min)		15										
c Critical Lane Group												

PINNACLE TRAFFIC ENGINEERING

- STATEMENT OF QUALIFICATIONS -



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PinnacleTE.com

March 2017

INTRODUCTION TO FIRM

Pinnacle Traffic Engineering was founded by Larry D. Hail in 2003. Mr. Hail is a registered "Civil" (CE) and "Traffic" (TE) engineer in the State of California, and holds a National certification as a Professional Traffic Operations Engineer (PTOE). Mr. Hail has 30 years of professional experience in the traffic engineering industry, and has worked on hundreds of transportation planning and design projects. Planning level studies have been completed for various environmental impact assessment documents (Initial Study, Environmental Impact Report, Project Study Report, etc). Transportation planning studies include the evaluation of traffic, circulation, parking and safety impacts. The evaluation of pedestrian and bicycle safety has also been completed for several Safe Routes to Schools programs. Pinnacle Traffic Engineering also specialize in the design and production of Plans, Specifications and Estimates (PS&E) for traffic signal and related civil engineering projects (intersection design, turn lane channelization, ADA access ramps, sidewalks, drainage, utility relocations, etc). Mr. Hail has been directly involved with the design of traffic signal improvements at over 150 intersections. Services also include the preparation of traffic control plans for any type of construction project. Pinnacle Traffic Engineering also provides offers Peer Review and Construction Support services. Clients include both public agencies and private development companies. The primary goal of Pinnacle Traffic Engineering is to provide the highest level of service, while producing a superior quality product at a competitive rate.

The professional services offered by Pinnacle Traffic Engineering include transportation planning, and traffic and civil engineering design. Pinnacle Traffic Engineering's geographic service area includes San Benito, Monterey, Santa Cruz, Santa Clara, San Luis Obispo, Santa Barbara, Merced, Fresno, Madera and Stanislaus Counties. The following material provides a description of Professional Services offered by Pinnacle Traffic Engineer, a Principal Profile and Resume for Larry D. Hail, PE, PTOE (Owner and Principal Engineer), and lists of Typical Projects and Selected Clients. Also available upon request is a list of professional references, copies of business licenses and insurance certificates.

PROFESSIONAL SERVICES

Pinnacle Traffic Engineering offers a full range of professional transportation planning, and traffic and civil engineering design services.

TRANSPORTATION PLANNING - Services include the preparation of traffic impact studies for public and private projects. The preparation of impact studies primarily includes an analysis of the potential project impacts, the identification of appropriate mitigation measures, an evaluation of feasible alternatives and a summary of recommendations. The layout and design of conceptual improvements needed to mitigate impacts are an essential component of the transportation planning services. Transportation planning services also include the preparation of access, circulation, parking and safety studies. The evaluation of pedestrian and bicycle safety is a major component on many planning projects. Transportation planning experience also includes the preparation of alternatives analyses for the Caltrans Project Study Report (PSR) process. Pinnacle Traffic Engineering offers professional services to public agencies, private developers and other consulting firms (i.e. civil, environmental, architectural, etc). All transportation planning services are performed according to current local, State and Federal guidelines.

TRAFFIC ENGINEERING DESIGN - Traffic engineering design services primarily including the design of pavement delineation (signing & striping), traffic signal and signal interconnect, street lighting, and traffic calming improvements. These services also include the preparation of complete Plans, Specifications and Estimates (PS&E), and all required construction contract documents. The design of traffic control measures and preparation of construction traffic control plans are included in the services offered by Pinnacle Traffic Engineering. Services are offered to public agencies, private developers, construction contractors and other consulting firms (i.e. civil, environmental, architectural, etc). All traffic engineering projects are designed according to current local, State and Federal standards.

CIVIL ENGINEERING DESIGN - To augment the traffic engineering design services, Pinnacle Traffic Engineering also offers related civil engineering design services. These services primarily focus on the design of related intersection improvements needed to facilitate the installation of traffic signal control (i.e. ADA pedestrian access ramps; curb, gutter & sidewalk; turn lane channelization, drainage, pavement overlay, bike paths, etc). Design services for grading, drainage, paving and utility relocation improvements are also offered. The preparation of all required PS&E and construction contract documents are included in the services offered by Pinnacle Traffic Engineering. All civil engineering projects are designed according to current local, State and Federal standards.

Pinnacle Traffic Engineering also offers professional **Peer Review, Construction Support** and **Expert Witness** services. Larry D. Hall, CE, TE, PTOE, has extensive experience in the review of transportation planning studies, intersection and roadway improvement plans, and traffic signal PS&E. Peer review and construction support services are offered to local public agencies and private developers to enhance the capabilities of their own staff, and to expedite the review and approval process.

PRINCIPAL PROFILE AND RESUME

- Larry D. Hail, CE, TE, PTOE -

PROFESSIONAL EXPERIENCE

Larry D. Hail founded Pinnacle Traffic Engineering in 2003. Mr. Hail has worked on a variety of planning studies, and traffic and civil engineering design projects. Transportation planning experience includes a variety of impact, access and circulation studies. Experience also includes the evaluation of alternatives for the Caltrans Project Study Report (PSR) process. Design experience includes the design of traffic signal, signal interconnect, street lighting, signing & striping, in-road lighting, roadway paving, curb & gutter, sidewalk, utility (storm drain, waterlines, sanitary sewer, etc.), and grading improvements. The majority of design projects include the preparation of construction plans, specifications and estimates (PS&E). Mr. Hail has been involved with the design of traffic signal improvements at over 150 intersections and has significant experience preparing construction traffic control plans. Improvements have been designed in Monterey, Santa Cruz, Santa Clara, San Luis Obispo, Stanislaus and Santa Barbara Counties. Many of the design projects included improvements on the California State Highway system. Mr. Hail also performs professional peer review and construction support services on local traffic signal improvement projects.

EDUCATION AND CONTINUING EDUCATION COURSES

Oklahoma State University; Stillwater, Oklahoma

Bachelor of Science in Civil Engineering (BSCE) - 1987

- Fundamentals of Traffic Engineering (1988) - Institute of Transportation Studies (ITS)
- Transportation Planning Models and Software Applications (1988) - ITS / UC Extension
- SYNCHRO Traffic Signal Analysis Software Training (1996) - University of Kansas Ext.
- Advanced Project Management (2001) - Zweig White Professional Consultants
- Achieving Excellence and Safety in Roundabout Design (2004) - ITS
- Safe Routes to School (2007) - Institute of Transportation Engineering (ITE) Web Seminar
- Using a Knowledge-Based System to Establish Speed Limits (2007) - TRB Web Seminar
- Current Practice for Signing and Marking Near Schools (2008) - ITE Web Seminar
- New Approach of Traffic Signal Timing Education and Training (2009) - ITS Web Seminar
- Advancing Traffic Signal Management Programs (2009) - ITS Web Seminar
- Roadside Design Online Course (2009) - ASCE Web Course Series
- ITE International Annual Meeting (2009) - Technical Sessions (9)
- MUTCD 2009: Pedestrians and Bicyclist (2010) - ITE Web Seminar
- I-Mobility: How Tech. & Innov. Shaping Future Trans. Sys. (2011) - So. CA Trans. Coalition Summit
- Solving the First & Last Mile Connection: Sustainable (2011) - So. CA Trans. Coalition Summit
- ITE Technical Conference and Exhibit (2012) - Technical Sessions (9)
- ITE Western District Annual Meeting (2012) - Technical Sessions (8)
- The Holy Grail: Moving Goods Using Low & Zero Emission Tech. (2012) - So. CA Trans. Summit
- Alt. Fuel Vehicles: Myth Verses Reality (2012) - So. CA Trans. Summit
- Adaptive Signal Control Initiatives & Validation Program (2012) - US DOT / ITS Webinar
- Integration of Transit into Traffic Operations (2012) - ITE Webinar
- Trans. Data Visualization: Innovations in PM & RT Situation Awareness (2012) - USDOT/ITS Webinar
- Law School for Engineers (2013) - ASCE Professional Development Course (SEAK Inc.)
- Guidance Tool for Imp. of Traffic Incident Man. PM NCHRP 07-20 (2014) - USDOT/T3 Webinar
- How to Start, Build & Run a Successful Expert Witness Practice (2015) - SEAK Inc.
- Roles of Trans. Man. Ct. (TMC) in Incident Man. on Managed Lanes (2015) - USDOT/T3 Webinar
- Tools for Ana. of Capacity and Efficient Flow for Roundabout Design Parts I-III (2015) - TRB Webinar
- ITE Western District Annual Meeting (2015) - Technical Sessions (8)

EMPLOYMENT HISTORY

Pinnacle Traffic Engineering; Venture & Hollister, California (Founded July 2003 to Present)
President and Principal Engineer - Mr. Hail manages and oversees all day-to-day operations for services in Northern California and the Central Coast. Duties involve all aspects of client relations, marketing, proposal production, contract administration, project scheduling, and proposal and project production.

Keith B. Higgins & Associates; Gilroy, California (April 1997 to June 2003)
Principal Associate - Mr. Hail managed the firm's design department, including preparing project proposals, design studies, construction PS&E and project billings. Responsibilities also included administrative duties, scheduling of projects and management of production staff. Professional "peer" review and "construction support" services were also performed.

Shafer, Kline & Warren; Kansas City, Kansas (Dec. 1995 to March 1997)
Project Design Engineering - Managed a project design team responsible for the production of PS&E for major roadway and highway widening improvement projects. Mr. Hail also provided a majority of the firm's traffic engineering services for the 5 offices, as well as prepared PS&E for a number of local traffic signal improvement projects.

Flowers & Associates; Santa Barbara, California (Dec. 1994 to Nov. 1995)
Assistant Design Engineer - Performed various engineering tasks on roadway and utility infrastructure improvement projects. Tasks included performing project calculations and the preparation of construction PS&E.

Associated Transportation Engineers; Santa Barbara, California (Sept. 1990 to Nov. 1994)
Associate Transportation Engineer - Prepared a variety of transportation planning documents (ie: traffic impact studies, corridor studies, etc). Mr. Hail also provided assistance in the design of traffic signal improvement projects.

Thomas S. Montgomery & Associates; Ventura, California
Associate Transportation Engineer (May 1987 to Aug. 1990) - Managed the collection of data and preparation of transportation planning studies. Duties included performing project study calculations and preparation of reports. **Engineer Intern (Summer 1986)** - Performed various data collection tasks and assisted in the production of transportation planning studies.

PROFESIONAL AFFILIATIONS

Institute of Transportation Engineers (ITE)
American Society of Civil Engineers (ASCE)
Traffic Signal Associate (TSA)
Orange County Traffic Engineer's Council (OCTEC)

PROFESSIONAL REGISTRATIONS

California Registered Professional Civil Engineer (CE #53,279 - Exp. 6/30/17)
California Registered Professional Traffic Engineer (TE #2,372 - Exp. 6/30/18)
Professional Traffic Operations Engineer (PTOE #2,163 - Exp. 6/5/19)
Kansas Registered Professional Engineer (#14,572 - Inactive)
Missouri Registered Professional Engineer (#28,516 - Inactive)

TYPICAL PROJECTS

TRANSPORTATION PLANNING:

Trip Generation Studies
Circulation, Access & Parking Studies
Route Corridor Analysis
Traffic Signal Warrant Studies
Sign Inventory Studies
Analysis of Accident Data
Project Study Report Traffic Analysis

Traffic Impact Studies
Safe Routes to School
Shared Parking Analysis
Roadway Alignment Studies
Traffic Control Device Studies
Capacity Sensitivity Analysis
Development of Improvement Alternatives
Project Report Traffic Analysis

TRAFFIC ENGINEERING DESIGN:

Pavement Delineation Design
Street Lighting Design
Construction Staging Plan Development
Intersection Design

Traffic Signal and Signal Interconnect Design
Traffic Calming Design
Lighted Crosswalk Design
Construction Traffic Control Design
Roundabout Design

CIVIL ENGINEERING DESIGN:

Grading, Drainage and Paving Design
Curb, Gutter & Sidewalk Design
Pavement Overlay Design
Bike Path Design

Conceptual Intersection & Roadway Design
ADA Pedestrian Access Ramp Design
Storm Drain Design
Roadway Channelization Design
Utility Relocation Design

SELECTED CLIENTS

CA Parks & Recreation Department
County of San Luis Obispo
City of Morgan Hill
City of Watsonville
Avocet Environmental
EIP Planning & Resource Management
Urban Planning Concepts
C3 Engineering
Creegan + D'Angelo
Associated Engineering Group
Owens Design Consultants
Harris & Associates
Paul Davis AIA
David Elliott & Associates
HD Peters & Associates
WWD Corporation
Capital Pacific Homes
Thelander Management
Graniterock
Landmark Real Estate
Valley Community Homes
Dolan Development Partners

Santa Cruz County Sanitation District
City of San Juan Bautista
City of Seaside
SWCA Environmental
Rincon Consulting
Dennis Bethel & Associates
Central Coast Engineers
Pelio & Associates
Carollo Engineers
Wallace Group
Ifland Engineers
Landset Engineers
Steven D. Pults, AIA
Kirk Consulting
Giacalone Design Services
KB Homes
Dividend Homes, Inc.
Don Chapin Company
Hudson Jones Company
South County Housing
CW Design & Development, Inc.
John Day Home Center

PINNACLE TRAFFIC ENGINEERING

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Hollister, California 95023
(831) 638-9260 • (805) 644-9260
PinnacleTE.com

RECEIVED

SEP 13 2017

CITY OF SCOTTS VALLEY

September 8, 2017

M.J. Castelo
Peninsula Petroleum LLC
1710 Industrial Road
San Carlos, CA 94070

RE: Shell Service Station Remodel Project; City of Scotts Valley, California
Trip Generation Analysis and Evaluation of Potential Impacts

Dear Mr. Castelo,

Pinnacle Traffic Engineering (PTE) is pleased to submit the following material for the proposed project in the City of Scotts Valley. The project site is located on the west side of Scotts Valley Drive at the Glenwood Drive and Hacienda Drive intersection (1 Hacienda Drive). The site is currently occupied by a Shell service station, with 4 gas pump islands and a convenience market. The project will remodel of the existing service station and construct a self-service drive-through carwash (new). The remodel project will not increase the number of existing gas pump islands or fueling stations (2 per gas pump island). Access for the project site will continue to be provided via the existing driveways on Scotts Valley Drive and Hacienda Drive. On-site parking will be provided for seven (7) vehicles (in addition to the 8 spaces adjacent to the gas pump islands). A copy of the Conceptual Site Plan is attached.

The trip generation analysis presents an estimate of the "net" change in trip generation associated with the proposed project. At the request of the project applicant, an evaluation of the potential impacts is also provided. Information in the trip generation analysis and evaluation of impacts should provide City staff with adequate data to complete the project's environmental check list as typically required by CEQA. Initial comments from the local public are also discussed.

Project Trip Generation Analysis

The project trip generation estimates have been derived using data in the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition). The peak hour trip rates for the typical morning (7-9 AM) and afternoon (4-6 PM) commuter peak periods (of the adjacent street traffic), and the afternoon "peak hour of the generator" rates are used to estimate the project site trip generation estimates. The applicable ITE trip generation rates are presented in Table 1.

Scotts Valley Shell Sta_R01

Pinnacle Traffic Engineering

Table 1 - Applicable ITE Trip Generation Rates

ITE Land Use Category	Trip Generation Rate per Fueling Position					
	AM Pk. Hr.		PM Pk. Hr.		PM Pk. Hr.	
	(b)		of Generator		(b)	
	In	Out	In	Out	In	Out
Serv. Sta. w/ Conv. Market (a)	5.08	5.08	6.79	6.78	6.76	6.75
Serv. Sta. w/ Conv. Market & Car Wash (a)	6.04	5.80	7.26	7.26	7.07	6.79

(a) - ITE Land Use Category #945 and #946

(b) - Highest hour of adjacent street traffic (between 7-9 AM & 4-6 PM)

Data in the ITE Trip Generation Handbook demonstrates that a significant portion (85-90%) of the trips associated with a gas station are "pass-by" or "diverted-link" type trips coming from traffic already on the adjacent street system (an average of about 13% are new primary single purpose trips). Therefore, it is considered reasonable to assume that 15% of the project site trips will be new primary single purpose trips, and 85% pass-by or diverted-link type trips. The project trip generation estimates are presented in Table 2, which also shows the "net" change in trips associated with the proposed project.

Table 2 - Project Site Trip Generation Estimates

Project Site Scenario	Number of Vehicle Trips / Fueling Position (a)					
	AM Pk. Hr.		PM Pk. Hr.		PM Pk. Hr.	
	(b)		of Generator		(b)	
	In	Out	In	Out	In	Out
Serv. Sta. w/ Conv. Market	41	41	54	54	54	54
Serv. Sta. w/ Conv. Market & Car Wash	48	46	58	58	57	54
Total "Net" Change:	+7	+5	+4	+4	+3	0
<i>Estimated 85% Pass-By Trips:</i>	6	4	3	3	2	0
New Primary Single-Purpose Trips:	+1	+1	+1	+1	+1	0

(a) - Existing and proposed number of fueling positions (8)

(b) - Highest hour of adjacent street traffic (between 7-9 AM & 4-6 PM)

The data in Table 2 indicates that the proposed project will result in a "net" increase of about 1-2 vehicle trips during the various peak hour periods. Typically, the "PM peak hour of the generator" represents the highest hour of trip generation during the afternoon (e.g. when local schools get out). The trip generation analysis demonstrates that the project will generate a negligible increase in trips during the peak hour periods on an average weekday.

Evaluation of Potential Project Impacts

The evaluation of potential project impacts was conducted using data in the Draft EIR Traffic & Circulation Section for the Enterprise Way Project (50 residential units & 121 room hotel), and Scotts Valley Shell Sta_R01

Pinnacle Traffic Engineering

September 8, 2017

Page 3 of 4

criteria in the City's (2009) and Caltrans (2002) Traffic Impact Study Guidelines. It is noted that a formal traffic impact study for the project was not required by the City since the estimated trip generation is lower than the threshold defined by the City. The City and Caltrans both endeavor to maintain a target "level of service" (LOS) between the LOS C and LOS D range.

The City's "level of significance" criteria states that for intersection operating at LOS C or better under "Cumulative Conditions," a proposed project would result in a significant impact if it would result in intersection operations of LOS D, LOS E, or LOS F. For intersections that already operate at an unacceptable level (LOS D, E, or F) under "Existing Conditions" or "Cumulative Conditions," the City considers project impacts to be significant if congestion would worsen measurably at the intersection with the addition of project traffic. This criterion is applied to intersections within the City's jurisdiction, as well as Caltrans intersections. The Caltrans criterion indicates that a change in the LOS from acceptable operation (LOS A, B, or C) to deficient operation (LOS D, E, or F) or result in a change in LOS for a segment currently operating at a deficient level is considered a potentially significant impact.

The evaluation of potential project impacts focuses on the AM and PM peak hour operations at the Scotts Valley Drive and Glenwood Drive - State Route 17 (SR 17) Southbound Ramps intersection. The peak hour traffic volume and LOS data for existing conditions was obtained from the Enterprise Way Project Draft EIR (Traffic & Circulation Section). To present a worst-case analysis, the project evaluation was conducted assuming the completion of the Enterprise Way Project (existing plus project data in the EIR). The LOS analysis was conducted both without and with the additional traffic generated by the proposed project (+2 AM & PM peak hour trips; 1 inbound at the Scotts Valley Drive driveway & 1 outbound at the Hacienda Drive driveway going right to Glenwood Drive then left at Scotts Valley Drive). The LOS analysis was conducted using the Synchro 9 software. The analysis indicates that there will be no measurable change in vehicle delays during the AM (39.7 seconds / vehicle) or PM (39.4 seconds / vehicle) peak hours under the existing-plus-project conditions (without or with the project traffic). Copies of the LOS worksheets are attached. Since there is no measurable impact under the existing-plus-project scenario, there will also be no measurable impact under the cumulative scenario (project trips are a smaller part of the total volumes). The analysis is consistent with the data presented in the Enterprise Way Draft EIR. Based on the City's and Caltrans criterion, the project will not have a potentially significant impact at the Scotts Valley Drive and Glenwood Drive - SR 17 Southbound Ramps intersection.

Potential Traffic Congestion and Circulation

The majority of public comments (to-date) are directed at the proposed car wash component. There are concerns regarding the additional traffic that could be generated by the car wash and current congestion at the adjacent intersections. Data in the Enterprise Way Project Draft EIR does document congestion during the typical weekday AM and PM peak commuter periods. Traffic associated with the Scotts Valley High School (classes end at 3:00 PM) and Vine Hill Elementary School (classes end at 2:40 PM) also generate large demands along Glenwood Drive and at the

local intersections during the mid-day afternoon peak period (schools typically generate a sharp 20-30 peak in demands at local intersections).

The trip generation estimates in Table 2 indicate that the proposed project will generate additional traffic during the AM and PM peak hour periods (and mid-day afternoon). However, a majority of the new driveway trips will be pass-by or diverted-link trips coming from traffic already on the adjacent street system. Therefore, the proposed car wash will generate a negligible increase in trips during the peak hour periods on an average weekday. The intersection LOS analysis concluded that there will be no measurable change in delays during the AM or PM peak hour periods with the additional traffic associated with the car wash. It is noted that the nearest existing car wash (Scotts Valley Car Wash) is located about three-quarters (3/4) of a mile south of the project site. The addition of a car wash on the project site does have a potential to reduce peak hour vehicle trips on Scotts Valley Drive.

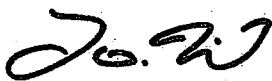
A brief review of the on-site circulation did not notice any potentially significant issues. Project driveways are provided on Scotts Valley Drive and Hacienda Drive, which allows good circulation to and from the site. Vehicle stacking (queuing) will be provided for 4-5 vehicles at the car wash, which is consistent with the industry standard and most public agency requirements. Industry data also indicates that most of the vehicles going to the car wash come from the gas pumps (either after purchasing gas or visiting the convenience market). Therefore, the additional of a car wash at an existing service station generates a negligible increase in trips.

Professional Qualifications

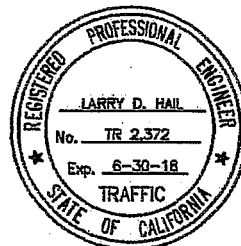
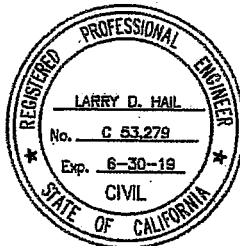
Mr. Hail is a registered professional civil (CE) and traffic (TE) engineer in the State of California, and holds a National Certification as a Professional Traffic Operations Engineer (PTOE). Mr. Hail has over 30 years of professional experience in the traffic engineering industry. A copy of the Statement of Qualifications (SOQ) for PTE is attached.

Please contact my office with any questions regarding the trip generation analysis or evaluation of potential project impacts.

Pinnacle Traffic Engineering



Larry D. Hail, CE, TE, PTOE
President



ldh: msw

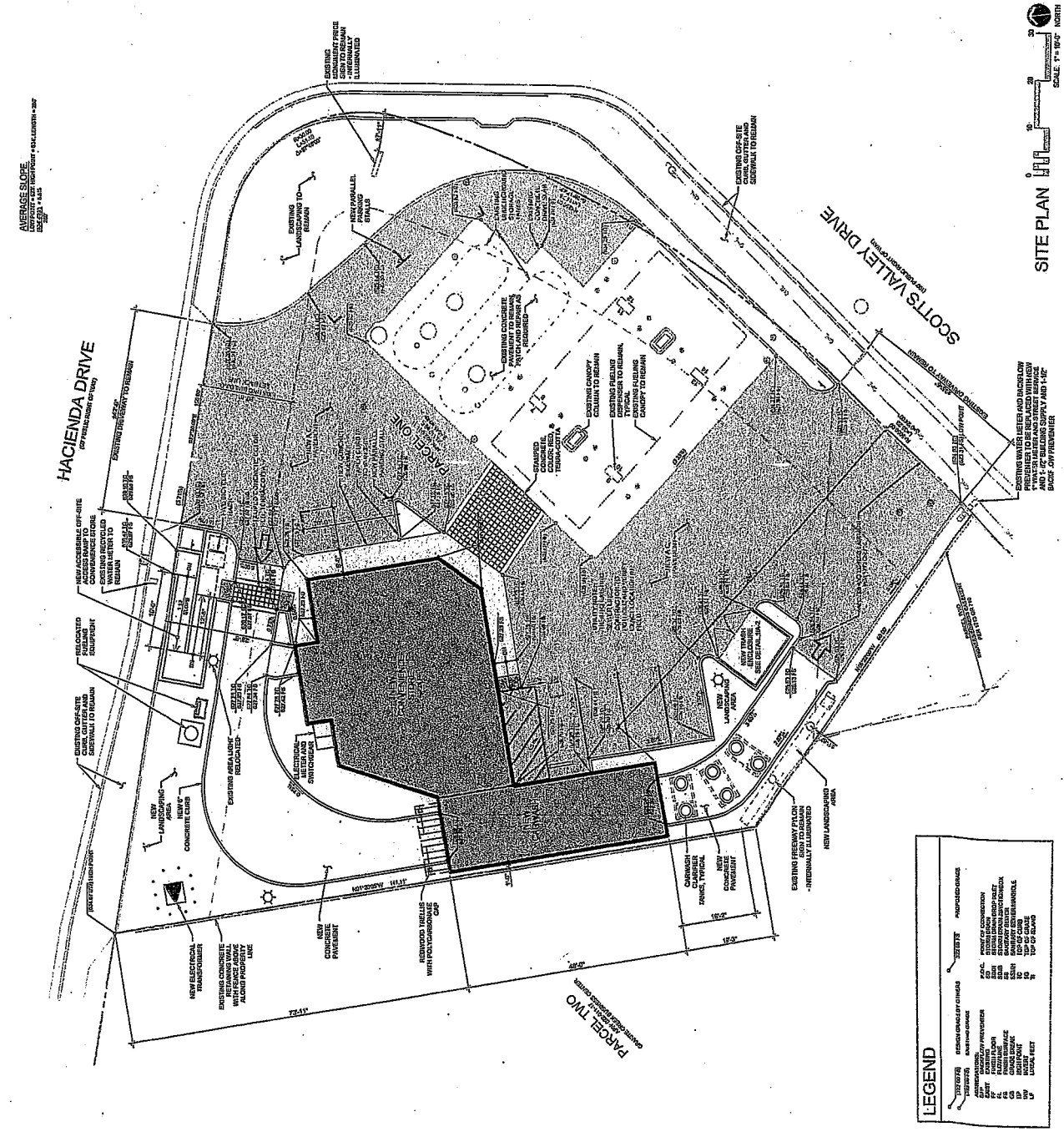
Attachment Material: Conceptual Site Plan

Synchro 9 - "Level of Service" (LOS) Analysis Worksheets

Pinnacle Traffic Engineering - Statement of Qualifications (SOQ)

Scotts Valley Shell Sta_R01

Pinnacle Traffic Engineering



HCM Signalized Intersection Capacity Analysis

1: SR 17 NB Ramps/Glenwood Dr & Scotts Vly Dr

09/09/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Traffic Volume (vph)	398	335	265	112	303	40	181	14	19	12	156	316
Future Volume (vph)	398	335	265	112	303	40	181	14	19	12	156	316
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		0.95	0.95			1.00	1.00
Friction	1.00	1.00	0.85	1.00	0.98		1.00	0.97			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97			1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	3478		1681	1665			1856	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.64	0.68			1.00	1.00
Satd. Flow (perm)	3433	3539	1583	1770	3478		1128	1168			1856	1583
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	452	381	301	127	344	45	206	16	22	14	177	359
RTOR Reduction (vph)	0	0	161	0	7	0	0	7	0	0	0	303
Lane Group Flow (vph)	452	381	140	127	382	0	119	118	0	0	191	56
Turn Type	Prot	NA	Perm	Prot	NA		custom	NA		Split	NA	Perm
Protected Phases	5	2		1	6					4	4	
Permitted Phases			2				8	8				4
Actuated Green, G (s)	20.6	51.1	51.1	13.6	44.1		17.8	17.8			18.5	18.5
Effective Green, g (s)	20.6	51.1	51.1	13.6	44.1		17.8	17.8			18.5	18.5
Actuated g/C Ratio	0.17	0.43	0.43	0.11	0.37		0.15	0.15			0.16	0.16
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	594	1519	679	202	1288		168	174			288	246
v/s Ratio Prot	c0.13	0.11		0.07	c0.11						c0.10	
v/s Ratio Perm			0.09				c0.11	0.10				0.04
v/c Ratio	0.76	0.25	0.21	0.63	0.30		0.71	0.68			0.66	0.23
Uniform Delay, d1	46.9	21.7	21.2	50.3	26.5		48.1	47.9			47.3	44.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	5.7	0.4	0.7	6.0	0.6		12.8	10.1			5.6	0.5
Delay (s)	52.6	22.1	21.9	56.3	27.1		60.9	58.0			53.0	44.5
Level of Service	D	C	C	E	C		E	E			D	D
Approach Delay (s)		34.2			34.3			59.4			47.4	
Approach LOS		C			C			E			D	
Intersection Summary												
HCM 2000 Control Delay			39.7				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			119.0				Sum of lost time (s)				18.0	
Intersection Capacity Utilization			50.8%				ICU Level of Service				A	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: SR 17 NB Ramps/Glenwood Dr & Scotts Vly Dr

09/09/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Traffic Volume (vph)	398	335	265	112	304	40	181	14	19	13	156	316
Future Volume (vph)	398	335	265	112	304	40	181	14	19	13	156	316
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		0.95	0.95			1.00	1.00
Fr _t	1.00	1.00	0.85	1.00	0.98		1.00	0.97			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97			1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	3478		1681	1665			1855	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.64	0.68			1.00	1.00
Satd. Flow (perm)	3433	3539	1583	1770	3478		1127	1167			1855	1583
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	452	381	301	127	345	45	206	16	22	15	177	359
RTOR Reduction (vph)	0	0	161	0	7	0	0	7	0	0	0	303
Lane Group Flow (vph)	452	381	140	127	383	0	119	118	0	0	192	56
Turn Type	Prot	NA	Perm	Prot	NA		custom	NA		Split	NA	Perm
Protected Phases	5	2		1	6					4	4	
Permitted Phases			2				8	8				4
Actuated Green, G (s)	20.6	51.1	51.1	13.5	44.0		17.8	17.8			18.6	18.6
Effective Green, g (s)	20.6	51.1	51.1	13.5	44.0		17.8	17.8			18.6	18.6
Actuated g/C Ratio	0.17	0.43	0.43	0.11	0.37		0.15	0.15			0.16	0.16
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	594	1519	679	200	1285		188	174			289	247
v/s Ratio Prot	c0.13	0.11		0.07	c0.11						c0.10	
v/s Ratio Perm			0.09				c0.11	0.10				0.04
v/c Ratio	0.76	0.25	0.21	0.64	0.30		0.71	0.68			0.66	0.23
Uniform Delay, d1	46.9	21.7	21.2	50.4	26.6		48.1	47.9			47.3	43.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	5.7	0.4	0.7	6.4	0.6		12.8	10.1			5.7	0.5
Delay (s)	52.6	22.1	21.9	56.8	27.2		60.9	58.0			52.9	44.4
Level of Service	D	C	C	E	C		E	E			D	D
Approach Delay (s)		34.2			34.4			59.4			47.4	
Approach LOS		C			C			E			D	
Intersection Summary												
HCM 2000 Control Delay			39.7			HCM 2000 Level of Service					D	
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			119.0			Sum of lost time (s)			18.0			
Intersection Capacity Utilization			50.9%			ICU Level of Service			A			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

1: SR 17 NB Ramps/Glenwood Dr & Scotts Vly Dr

09/08/2017

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	TT	TT	T	T	TT		T	TT			T	T
Traffic Volume (vph)	315	310	288	40	128	13	274	48	54	15	73	173
Future Volume (vph)	315	310	288	40	128	13	274	48	54	15	73	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		0.95	0.95			1.00	1.00
Fr _t	1.00	1.00	0.85	1.00	0.99		1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98			0.99	1.00
Satd. Flow (prot)	3433	3539	1583	1770	3490		1681	1656			1847	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.70	0.81			0.99	1.00
Satd. Flow (perm)	3433	3539	1583	1770	3490		1232	1367			1847	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	339	333	310	43	138	14	295	52	58	16	78	186
RTOR Reduction (vph)	0	0	158	0	5	0	0	13	0	0	0	168
Lane Group Flow (vph)	339	333	152	43	147	0	201	191	0	0	94	18
Turn Type	Prot	NA	Perm	Prot	NA		custom	NA		Split	NA	Perm
Protected Phases	5	2		1	6					4	4	
Permitted Phases			2				8	8				4
Actuated Green, G (s)	17.4	60.4	60.4	7.3	50.3		25.7	25.7			11.6	11.6
Effective Green, g (s)	17.4	60.4	60.4	7.3	50.3		25.7	25.7			11.6	11.6
Actuated g/C Ratio	0.14	0.49	0.49	0.06	0.41		0.21	0.21			0.09	0.09
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	485	1737	777	105	1427		257	285			174	149
v/s Ratio Prot	c0.10	0.09		0.02	0.04						c0.05	
v/s Ratio Perm			c0.10				c0.16	0.14				0.01
v/c Ratio	0.70	0.19	0.20	0.41	0.10		0.78	0.67			0.54	0.12
Uniform Delay, d1	50.3	17.6	17.6	55.8	22.4		46.0	44.7			53.2	51.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	4.4	0.2	0.6	2.6	0.1		14.3	5.8			3.4	0.4
Delay (s)	54.7	17.8	18.2	58.4	22.6		60.3	50.6			56.6	51.4
Level of Service	D	B	B	E	C		E	D			E	D
Approach Delay (s)		30.7			30.5			55.4			53.1	
Approach LOS		C			C			E			D	
Intersection Summary												
HCM 2000 Control Delay			39.4				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			123.0				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			41.6%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

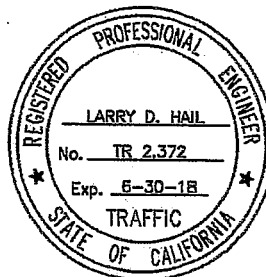
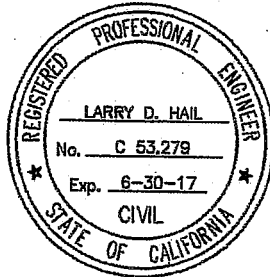
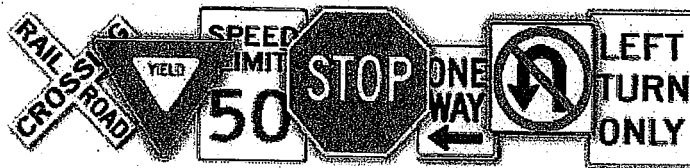
1: SR 17 NB Ramps/Glenwood Dr & Scotts Vly Dr

09/08/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	TT	TT	T	T	TT		T	T			T	T
Traffic Volume (vph)	315	310	288	40	129	13	274	48	54	16	73	173
Future Volume (vph)	315	310	288	40	129	13	274	48	54	16	73	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		0.95	0.95			1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98			0.99	1.00
Satd. Flow (prot)	3433	3539	1583	1770	3491		1681	1656			1846	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.70	0.81			0.99	1.00
Satd. Flow (perm)	3433	3539	1583	1770	3491		1231	1366			1846	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	339	333	310	43	139	14	295	52	58	17	78	186
RTOR Reduction (vph)	0	0	158	0	5	0	0	13	0	0	0	168
Lane Group Flow (vph)	339	333	152	43	148	0	201	191	0	0	95	18
Turn Type	Prot	NA	Perm	Prot	NA		custom	NA		Split	NA	Perm
Protected Phases	5	2		1	6					4	4	
Permitted Phases			2				8	8				4
Actuated Green, G (s)	17.4	60.3	60.3	7.3	50.2		25.7	25.7			11.7	11.7
Effective Green, g (s)	17.4	60.3	60.3	7.3	50.2		25.7	25.7			11.7	11.7
Actuated g/C Ratio	0.14	0.49	0.49	0.06	0.41		0.21	0.21			0.10	0.10
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	485	1734	776	105	1424		257	285			175	150
v/s Ratio Prot	c0.10	0.09		0.02	0.04						c0.05	
v/s Ratio Perm			c0.10				c0.16	0.14				0.01
v/c Ratio	0.70	0.19	0.20	0.41	0.10		0.78	0.67			0.54	0.12
Uniform Delay, d1	50.3	17.6	17.7	55.8	22.5		46.0	44.7			53.1	50.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	4.4	0.2	0.6	2.6	0.1		14.3	5.8			3.4	0.4
Delay (s)	54.7	17.9	18.2	58.4	22.6		60.3	50.6			56.5	51.3
Level of Service	D	B	B	E	C		E	D			E	D
Approach Delay (s)		30.7			30.5			55.4			53.0	
Approach LOS		C			C			E			D	
Intersection Summary												
HCM 2000 Control Delay			39.4				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			123.0				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			41.6%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

PINNACLE TRAFFIC ENGINEERING

- STATEMENT OF QUALIFICATIONS -



Larry D. Hail, CE, TE, PTOE
PINNACLE TRAFFIC ENGINEERING
Ventura • Hollister
California
(805) 644-9260 • (831) 638-9260
PinnacleTE.com

March 2017

INTRODUCTION TO FIRM

Pinnacle Traffic Engineering was founded by Larry D. Hail in 2003. Mr. Hail is a registered "Civil" (CE) and "Traffic" (TE) engineer in the State of California, and holds a National certification as a Professional Traffic Operations Engineer (PTOE). Mr. Hail has 30 years of professional experience in the traffic engineering industry, and has worked on hundreds of transportation planning and design projects. Planning level studies have been completed for various environmental impact assessment documents (Initial Study, Environmental Impact Report, Project Study Report, etc). Transportation planning studies include the evaluation of traffic, circulation, parking and safety impacts. The evaluation of pedestrian and bicycle safety has also been completed for several Safe Routes to Schools programs. Pinnacle Traffic Engineering also specialize in the design and production of Plans, Specifications and Estimates (PS&E) for traffic signal and related civil engineering projects (intersection design, turn lane channelization, ADA access ramps, sidewalks, drainage, utility relocations, etc). Mr. Hail has been directly involved with the design of traffic signal improvements at over 150 intersections. Services also include the preparation of traffic control plans for any type of construction project. Pinnacle Traffic Engineering also provides offers Peer Review and Construction Support services. Clients include both public agencies and private development companies. The primary goal of Pinnacle Traffic Engineering is to provide the highest level of service, while producing a superior quality product at a competitive rate.

The professional services offered by Pinnacle Traffic Engineering include transportation planning, and traffic and civil engineering design. Pinnacle Traffic Engineering's geographic service area includes San Benito, Monterey, Santa Cruz, Santa Clara, San Luis Obispo, Santa Barbara, Merced, Fresno, Madera and Stanislaus Counties. The following material provides a description of Professional Services offered by Pinnacle Traffic Engineer, a Principal Profile and Resume for Larry D. Hail, PE, PTOE (Owner and Principal Engineer), and lists of Typical Projects and Selected Clients. Also available upon request is a list of professional references, copies of business licenses and insurance certificates.

PROFESSIONAL SERVICES

Pinnacle Traffic Engineering offers a full range of professional transportation planning, and traffic and civil engineering design services.

TRANSPORTATION PLANNING - Services include the preparation of traffic impact studies for public and private projects. The preparation of impact studies primarily includes an analysis of the potential project impacts, the identification of appropriate mitigation measures, an evaluation of feasible alternatives and a summary of recommendations. The layout and design of conceptual improvements needed to mitigate impacts are an essential component of the transportation planning services. Transportation planning services also include the preparation of access, circulation, parking and safety studies. The evaluation of pedestrian and bicycle safety is a major component on many planning projects. Transportation planning experience also includes the preparation of alternatives analyses for the Caltrans Project Study Report (PSR) process. Pinnacle Traffic Engineering offers professional services to public agencies, private developers and other consulting firms (i.e. civil, environmental, architectural, etc). All transportation planning services are performed according to current local, State and Federal guidelines.

TRAFFIC ENGINEERING DESIGN - Traffic engineering design services primarily including the design of pavement delineation (signing & striping), traffic signal and signal interconnect, street lighting, and traffic calming improvements. These services also include the preparation of complete Plans, Specifications and Estimates (PS&E), and all required construction contract documents. The design of traffic control measures and preparation of construction traffic control plans are included in the services offered by Pinnacle Traffic Engineering. Services are offered to public agencies, private developers, construction contractors and other consulting firms (i.e. civil, environmental, architectural, etc). All traffic engineering projects are designed according to current local, State and Federal standards.

CIVIL ENGINEERING DESIGN - To augment the traffic engineering design services, Pinnacle Traffic Engineering also offers related civil engineering design services. These services primarily focus on the design of related intersection improvements needed to facilitate the installation of traffic signal control (i.e. ADA pedestrian access ramps; curb, gutter & sidewalk; turn lane channelization, drainage, pavement overlay, bike paths, etc). Design services for grading, drainage, paving and utility relocation improvements are also offered. The preparation of all required PS&E and construction contract documents are included in the services offered by Pinnacle Traffic Engineering. All civil engineering projects are designed according to current local, State and Federal standards.

Pinnacle Traffic Engineering also offers professional **Peer Review**, **Construction Support** and **Expert Witness** services. Larry D. Hail, CE, TE, PTOE, has extensive experience in the review of transportation planning studies, intersection and roadway improvement plans, and traffic signal PS&E. Peer review and construction support services are offered to local public agencies and private developers to enhance the capabilities of their own staff, and to expedite the review and approval process.

PRINCIPAL PROFILE AND RESUME

- Larry D. Hail, CE, TE, PTOE -

PROFESSIONAL EXPERIENCE

Larry D. Hail founded Pinnacle Traffic Engineering in 2003. Mr. Hail has worked on a variety of planning studies, and traffic and civil engineering design projects. Transportation planning experience includes a variety of impact, access and circulation studies. Experience also includes the evaluation of alternatives for the Caltrans Project Study Report (PSR) process. Design experience includes the design of traffic signal, signal interconnect, street lighting, signing & striping, in-road lighting, roadway paving, curb & gutter, sidewalk, utility (storm drain, waterlines, sanitary sewer, etc.), and grading improvements. The majority of design projects include the preparation of construction plans, specifications and estimates (PS&E). Mr. Hail has been involved with the design of traffic signal improvements at over 150 intersections and has significant experience preparing construction traffic control plans. Improvements have been designed in Monterey, Santa Cruz, Santa Clara, San Luis Obispo, Stanislaus and Santa Barbara Counties. Many of the design projects included improvements on the California State Highway system. Mr. Hail also performs professional peer review and construction support services on local traffic signal improvement projects.

EDUCATION AND CONTINUING EDUCATION COURSES

Oklahoma State University; Stillwater, Oklahoma

Bachelor of Science in Civil Engineering (BSCE) - 1987

- Fundamentals of Traffic Engineering (1988) - Institute of Transportation Studies (ITS)
- Transportation Planning Models and Software Applications (1988) - ITS / UC Extension
- SYNCHRO Traffic Signal Analysis Software Training (1996) - University of Kansas Ext.
- Advanced Project Management (2001) - Zweig White Professional Consultants
- Achieving Excellence and Safety in Roundabout Design (2004) - ITS
- Safe Routes to School (2007) - Institute of Transportation Engineering (ITE) Web Seminar
- Using a Knowledge-Based System to Establish Speed Limits (2007) - TRB Web Seminar
- Current Practice for Signing and Marking Near Schools (2008) - ITE Web Seminar
- New Approach of Traffic Signal Timing Education and Training (2009) - ITS Web Seminar
- Advancing Traffic Signal Management Programs (2009) - ITS Web Seminar
- Roadside Design Online Course (2009) - ASCE Web Course Series
- ITE International Annual Meeting (2009) - Technical Sessions (9)
- MUTCD 2009: Pedestrians and Bicyclist (2010) - ITE Web Seminar
- I-Mobility: How Tech. & Innov. Shaping Future Trans. Sys. (2011) - So. CA Trans. Coalition Summit
- Solving the First & Last Mile Connection: Sustainable (2011) - So. CA Trans. Coalition Summit
- ITE Technical Conference and Exhibit (2012) - Technical Sessions (9)
- ITE Western District Annual Meeting (2012) - Technical Sessions (8)
- The Holy Grail: Moving Goods Using Low & Zero Emission Tech. (2012) - So. CA Trans. Summit
- Alt. Fuel Vehicles: Myth Verses Reality (2012) - So. CA Trans. Summit
- Adaptive Signal Control Initiatives & Validation Program (2012) - US DOT / ITS Webinar
- Integration of Transit into Traffic Operations (2012) - ITE Webinar
- Trans. Data Visualization: Innovations in PM & RT Situation Awareness (2012) - USDOT/ITS Webinar
- Law School for Engineers (2013) - ASCE Professional Development Course (SEAK Inc.)
- Guidance Tool for Imp. of Traffic Incident Man. PM NCHRP 07-20 (2014) - USDOT/T3 Webinar
- How to Start, Build & Run a Successful Expert Witness Practice (2015) - SEAK Inc.
- Roles of Trans. Man. Ct. (TMC) in Incident Man. on Managed Lanes (2015) - USDOT/T3 Webinar
- Tools for Ana. of Capacity and Efficient Flow for Roundabout Design Parts I-III (2015) - TRB Webinar
- ITE Western District Annual Meeting (2015) - Technical Sessions (8)

EMPLOYMENT HISTORY

Pinnacle Traffic Engineering; Venture & Hollister, California (Founded July 2003 to Present)
President and Principal Engineer - Mr. Hail manages and oversees all day-to-day operations for services in Northern California and the Central Coast. Duties involve all aspects of client relations, marketing, proposal production, contract administration, project scheduling, and proposal and project production.

Keith B. Higgins & Associates; Gilroy, California (April 1997 to June 2003)
Principal Associate - Mr. Hail managed the firm's design department, including preparing project proposals, design studies, construction PS&E and project billings. Responsibilities also included administrative duties, scheduling of projects and management of production staff. Professional "peer" review and "construction support" services were also performed.

Shafer, Kline & Warren; Kansas City, Kansas (Dec. 1995 to March 1997)
Project Design Engineering - Managed a project design team responsible for the production of PS&E for major roadway and highway widening improvement projects. Mr. Hail also provided a majority of the firm's traffic engineering services for the 5 offices, as well as prepared PS&E for a number of local traffic signal improvement projects.

Flowers & Associates; Santa Barbara, California (Dec. 1994 to Nov. 1995)
Assistant Design Engineer - Performed various engineering tasks on roadway and utility infrastructure improvement projects. Tasks included performing project calculations and the preparation of construction PS&E.

Associated Transportation Engineers; Santa Barbara, California (Sept. 1990 to Nov. 1994)
Associate Transportation Engineer - Prepared a variety of transportation planning documents (ie: traffic impact studies, corridor studies, etc). Mr. Hail also provided assistance in the design of traffic signal improvement projects.

Thomas S. Montgomery & Associates; Ventura, California
Associate Transportation Engineer (May 1987 to Aug. 1990) - Managed the collection of data and preparation of transportation planning studies. Duties included performing project study calculations and preparation of reports. **Engineer Intern (Summer 1986)** - Performed various data collection tasks and assisted in the production of transportation planning studies.

PROFESSIONAL AFFILIATIONS

Institute of Transportation Engineers (ITE)
American Society of Civil Engineers (ASCE)
Traffic Signal Associate (TSA)
Orange County Traffic Engineer's Council (OCTEC)

PROFESSIONAL REGISTRATIONS

California Registered Professional Civil Engineer (CE #53,279 - Exp. 6/30/17)
California Registered Professional Traffic Engineer (TE #2,372 - Exp. 6/30/18)
Professional Traffic Operations Engineer (PTOE #2,163 - Exp. 6/5/19)
Kansas Registered Professional Engineer (#14,572 - Inactive)
Missouri Registered Professional Engineer (#28,516 - Inactive)

TYPICAL PROJECTS

TRANSPORTATION PLANNING:

Trip Generation Studies
Circulation, Access & Parking Studies
Route Corridor Analysis
Traffic Signal Warrant Studies
Sign Inventory Studies
Analysis of Accident Data
Project Study Report Traffic Analysis

Traffic Impact Studies
Safe Routes to School
Shared Parking Analysis
Roadway Alignment Studies
Traffic Control Device Studies
Capacity Sensitivity Analysis
Development of Improvement Alternatives
Project Report Traffic Analysis

TRAFFIC ENGINEERING DESIGN:

Pavement Delineation Design
Street Lighting Design
Construction Staging Plan Development
Intersection Design

Traffic Signal and Signal Interconnect Design
Traffic Calming Design
Lighted Crosswalk Design
Construction Traffic Control Design
Roundabout Design

CIVIL ENGINEERING DESIGN:

Grading, Drainage and Paving Design
Curb, Gutter & Sidewalk Design
Pavement Overlay Design
Bike Path Design

Conceptual Intersection & Roadway Design
ADA Pedestrian Access Ramp Design
Storm Drain Design
Roadway Channelization Design
Utility Relocation Design

SELECTED CLIENTS

CA Parks & Recreation Department
County of San Luis Obispo
City of Morgan Hill
City of Watsonville
Avocet Environmental
EIP Planning & Resource Management
Urban Planning Concepts
C3 Engineering
Creegan + D'Angelo
Associated Engineering Group
Owens Design Consultants
Harris & Associates
Paul Davis AIA
David Elliott & Associates
HD Peters & Associates
WWD Corporation
Capital Pacific Homes
Thelander Management
Graniterock
Landmark Real Estate
Valley Community Homes
Dolan Development Partners

Santa Cruz County Sanitation District
City of San Juan Bautista
City of Seaside
SWCA Environmental
Rincon Consulting
Dennis Bethel & Associates
Central Coast Engineers
Pelio & Associates
Carollo Engineers
Wallace Group
Ifland Engineers
Landset Engineers
Steven D. Pults, AIA
Kirk Consulting
Giacalone Design Services
KB Homes
Dividend Homes, Inc.
Don Chapin Company
Hudson Jones Company
South County Housing
CW Design & Development, Inc.
John Day Home Center

Subject: FW: Hacienda Shell use permit hearing -- agenda details not posted?

From: Michael [<mailto:ms.ks@comcast.net>]

Sent: Monday, August 14, 2017 11:38 AM

To: Brenda Stevens

Cc: Taylor Bateman

Subject: RE: Hacienda Shell use permit hearing -- agenda details not posted?

Thank you, Brenda. There is a small site map associated with the noise study, but I would like to come in to see the full size plans. When are you (and/or Taylor) available?

There will definitely be neighbors attending the meeting as the issue is a topic on Nextdoor. A few things I'd note in advance for you:

1. The stacking capacity of only 4 cars is problematic as the car wash at Mt. Hermon often has many more than this. Excess cars stacked up on Hacienda will be a problem, especially for those who may be trying to enter the station from Glenwood because, at certain times, this could very easily cause congestion into the main SV Dr./Glenwood intersection (which is controlled by Caltrans). There's also no discussion about managing conflicting movements between those entering at Hacienda and those moving to the car wash from the pump area -- this will also potentially cause backups onto Hacienda or cause conflicts with drivers unable to exit their pumps.
2. The on-site noise measurements were made from 7 am Sunday to 7 am Monday, missing commute hours which is probably the noisiest time. Why is this?
3. This station had deferred updates and remodels prior to now because it would have triggered the removal of their non-conforming excess height sign. Why is that not part of this permit? We've wanted that sign to come down for two decades.
4. Is there any definable economic benefit to this proposal? If not, why would the city accommodate anything that could exacerbate the circulation difficulties in this area or generate any more noise and congestion?

Michael

Brenda Stevens

From: Marco Walsh [marco@groovetv.net]
Sent: Tuesday, August 15, 2017 2:14 PM
To: Stephany E. Aguilar (EXT); jackdilles@gmail.com; Randy Johnson (EXT); Donna Lind (EXT); Jim Reed (EXT); Tracy Ferrara; Brenda Stevens
Subject: Proposed expansion of Shell station on Hacienda Drive

Councilmembers, City of Scotts Valley:

I am writing regarding the proposed changes being considered for the Shell station at 1 Hacienda Drive. As a local resident and homeowner, I am greatly concerned about the impact this changes may cause to our local neighborhood, and ask that you proceed with much caution.

My home is on Cadillac Drive, just off of Hacienda; I travel through the intersection of Hacienda/Glenwood/SVD/Hwy 17 many times each day while taking my kids to school (two students at Vine Hill), going to work, shopping, and other daily activities. As you are very aware, this is a challenging six-way intersection with frequent backups, especially when high school students are arriving and leaving, during commute hours, and with tourists heading home from the beaches.

You already know this intersection well, and you know that it is often a nightmare. Coming down Hacienda, we are frequently unable to enter Glenwood for several light cycles when the traffic is heavy. Many drivers are confused by the seven lanes of Scotts Valley Drive at this point, and this is made worse by customers trying to cross over and enter into the Shell station. Several times I have narrowly avoided collisions with cars speeding out of the Shell without looking or yielding. The intersection is already a mess, but functioning...I'm very concerned that a car wash will make things far worse.

This Shell is on a TINY corner lot, and has very little room to build. I see that the plan is for cars to enter the wash via Hacienda, and that there will only be room for four cars waiting. It also appears that NO TRAFFIC IMPACT STUDY was performed as part of the application. This is shortsighted and wrong - they plan to have cars gumming up Hacienda trying to enter the wash, with additional waiting cars blocking our right hand lane? NO, NO, NO! This will not work.

We have all seen what happens during busy times at the other car washes in Scotts Valley. Cars back up into Scotts Valley Drive, blocking traffic and creating a hazard. There are often ten or more cars waiting for a wash - four spaces on site is in no way adequate for what will be seen during peak hours, and will create major delays and hazards for us residents, for students attending the two nearby schools, for users of the parks, for Highway 17 commuters and for patients at the medical center next door.

I urge you to not approve this plan without having a full and honest traffic study and mitigation plan performed. And if this study does not support the operation of the car wash 100% of the time with ZERO IMPACT on the already gummed up Hacienda intersection, then I urge you to reject this proposal. A car wash is a good thing, but only if the location can support its operation. Squeezing it onto this tiny lot just seems like a disaster waiting to happen.

FINAL COMMENT - the application says that a notice was posted and neighbors were notified to offer comment, but I never saw the notice nor was I notified. I walk by this corner almost daily, drive by it many times each day, often buy gas or supplies at this station, and frankly pay attention to notices of this sort. I AM CONCERNED THAT THIS WAS NOT PROPERLY NOTICED, and that the neighborhood is not being properly informed about the attempt to sneak through these changes. PLEASE CONFIRM that a public notice was placed on site and visible as required by law. If the applicants did not meet the requirements (and again,

many of my neighbors and I never saw any notice), then I request that the application be delayed until proper notification has been completed.

SUMMARY:

- * The Hacienda Drive/Glenwood/SVD/17/Granite Creek/Kaiser intersection is already confusing and congested, and new projects must not make this work.
- * The proposed car wash application did not include a traffic study, lacks adequate space for waiting cars, and will cause waiting cars to stop and block Hacienda Drive.
- * I did not see any public notice of this application posted on site, and question if it has been properly noticed. If not properly noticed, the application must be delayed.
- * PLEASE do not approve this project without absolute confidence that it will not further impact traffic through this critical intersection, especially for drivers using Hacienda Drive to approach the intersection.

Sincerely,
Marco Walsh, homeowner
684 Cadillac Drive
Scotts Valley

Brenda Stevens

From: Debbie Muth [debbie.muth@sbcglobal.net]
Sent: Wednesday, August 16, 2017 10:11 PM
To: Brenda Stevens
Subject: Fwd: Proposed changes to Shell Gas Station on Hacienda

Can this be included in the Shell Station Remodel/Carwash comments? It was sent to my email.
Thanks Debbie

Sent from my iPhone

Begin forwarded message:

From: Doreen Wootten <doreenwootten@yahoo.com>
Date: August 16, 2017 at 8:43:47 PM PDT
To: debbie.muth@sbcglobal.net
Subject: Proposed changes to Shell Gas Station on Hacienda

Dear Debbie,

It has come to my attention that the Shell Gas Station on Hacienda would like to add a 24-hour car wash. The plan calls for the entrance to be located on the Hacienda side with most cars exiting toward Scotts Valley Drive. This means that in order for cars to enter the car wash they will either be driving "up" Hacienda and turning left across a double yellow and into the station, or coming "down" Hacienda which means they will be coming through my neighborhood to get there. Both of these options, in my opinion, have their downsides. The first option will create impacts on an already difficult intersection and the other will result in more people cutting down San Augustine to avoid the messy intersection.

I have lived in the Sunflower Town Homes (5525 Scotts Valley Drive) off of San Augustin Road since 1998. I know this area very well. My daughter will begin 5th grade at Vine Hill School next week, and I know how congested that area is during drop off and pick up for both Vine Hill and Scotts Valley High School.

I am writing to ask you to please deny the new car wash. Thank you for your consideration.

Sincerely,

Doreen Wootten

Brenda Stevens

From: Debbie Muth [debbie.muth@sbcglobal.net]
Sent: Thursday, August 17, 2017 5:14 AM
To: Brenda Stevens
Subject: Fwd: Proposed new car wash at Shell Station on Hacienda and SV Dr

Please add this email also.

Debbie

Sent from my iPhone

Begin forwarded message:

From: Neil Schaefer <ns573@yahoo.com>
Date: August 17, 2017 at 12:58:26 AM PDT
To: "debbie.muth@sbcglobal.net" <debbie.muth@sbcglobal.net>, "dtimm@montalvohomes.com" <dtimm@montalvohomes.com>, "carcangeli@me.com" <carcangeli@me.com>, "rosannaherrera@hotmail.com" <rosannaherrera@hotmail.com>, "rdonovan@jdvhotels.com" <rdonovan@jdvhotels.com>
Subject: Re: Proposed new car wash at Shell Station on Hacienda and SV Dr
Reply-To: Neil Schaefer <ns573@yahoo.com>

PS to my email below. Another reason to disapprove the proposed car wash: 5) The Shell station is very near residences and an office building; the increase in noise due to the car wash would likely be unacceptable to those living or working very nearby.

--- Neil Schaefer

From: Neil Schaefer <ns573@yahoo.com>
To: "debbie.muth@sbcglobal.net" <debbie.muth@sbcglobal.net>; "dtimm@montalvohomes.com" <dtimm@montalvohomes.com>; "carcangeli@me.com" <carcangeli@me.com>; "rosannaherrera@hotmail.com" <rosannaherrera@hotmail.com>; "rdonovan@jdvhotels.com" <rdonovan@jdvhotels.com>
Sent: Thursday, August 17, 2017 12:44 AM
Subject: Proposed new car wash at Shell Station on Hacienda and SV Dr

Hi Scotts Valley Planning Commision members,

I moved to Scotts Valley in 2012 when I bought my current home at 5525 Scotts Valley Dr, Unit 4. For the following reasons, I am strongly against the proposed new car wash at Shell Station on Hacienda and SV Dr.:

- 1) That Shell Station is located at a confusing and very busy 5-way intersection. Adding a car wash there would make that intersection too busy and more confusing.
- 2) The station is too small to accommodate a car wash and the cars that will line up to use it.
- 3) Adding a car wash at that station would significantly increase traffic and traffic noise on San Augustine Drive, a street that has already been impacted since 2015 by a large increase in frequency and duration of noise due to a new SFO flight path with an improperly designed descent profile. My bedroom is about 50 feet from San Augustine Way.

4) Scotts Valley is a small town, and it already has at least two commercial car washes, one very large.

Please do *not* approve a new car wash at the Shell Station on Hacienda and Scotts Valley Drives.

--- Neil Schaefer

Brenda Stevens

Subject: FW: Update / One Hacienda Drive Shell Station / Car Wash / Planning Commission Meeting

From: Michael [<mailto:ms.ks@comcast.net>]

Sent: Thursday, August 17, 2017 10:23 AM

To: Brenda Stevens

Cc: Taylor Bateman

Subject: FW: Update / One Hacienda Drive Shell Station / Car Wash / Planning Commission Meeting

An another poster made the following observation – I think this 'buzzer' issue needs to make its way into the staff report as an item for the commission to consider. It's obviously not going to be picked up by the Noise element but it would clearly be an annoyance factor. There may be ways to direct and contain such sounds so that they don't leave the site.

"Thank you for the update. I'm relieved to see this one won't just be railroaded through."

For reference, I used the car wash at the other Shell station yesterday at 11:20am. There were five cars waiting behind the one being washed. Regarding noise, there is a very loud buzzer at the start of each wash when the car is supposed to stop. It is loud and grating, designed to grab the driver's attention through closed windows and over any radio/music. This should be considered by the nearby neighbors - in addition to the hiss of the wash and loud whine of the dryer, expect a loud and obnoxious buzz to be interrupting your silence every five minutes... "

Michael

Brenda Stevens

From: Janet Tuma [janet.tuma@pacbell.net]
Sent: Thursday, August 17, 2017 10:36 AM
To: Brenda Stevens; Jenny Haruyama; Randy Johnson (EXT); Jim Reed (EXT); Stephany E. Aguilar (EXT)
Cc: jackdilles@gmail.com; Donna Lind (EXT)
Subject: Tonight's meeting

I likely will not be able to attend the meeting tonight given I just learned about a proposal being considered, but I want to express that learning about this proposal for a car wash at Hacienda Shell is both a surprise and a concern. I hope that prior to any approval there will be public notice provided, for starts an article in the Press Banner, and a notice mailed to all who live in the area from the start of Hacienda to the end of Cadillac Drive as well as off Glenwood and North Scotts Valley residents who travel through this intersection. In addition all who attend Vine Hill and Scotts Valley High should be given notice as the majority of students are driven there by parents who can be impacted on their way to and from the schools and work. There needs to be a chance for the community who frequently travel through these intersections to voice their opinion on this proposal; this is not just about noise. While I am not opposed to car washes by any means as they save water and provide a needed service, the area where this is being considered is a concern regarding traffic congestion often already taking place. I would have expected the City to have ordered a traffic impact study, however I did not see any mention of that done. Further frustrations for traffic passing through those intersections should not be overlooked as this proposal is considered. I have at times sat through three light changes due to the inability of traffic to move through at Hacienda, Glenwood, and Scotts Valley Drive; we don't need to see this get any worse. I suggest the City should require a traffic impact study before approving this. Thank you for taking the time to read my view. Unless a traffic study indicates traffic flow will not be impacted, though my opinion may not count, I would oppose this proposal.

Janet Tuma, 4 Deer Trail Way, Scotts Valley, CA

Brenda Stevens

From: Maria DiLisio [mariadilisio@yahoo.com]
Sent: Thursday, August 17, 2017 10:49 AM
To: Brenda Stevens
Subject: Proposed 3rd car wash for Scotts Valley

Hello,

I'm a long time Scotts Valley resident who lives on So. Navarra Drive. I just heard about a proposed car wash added to the Shell Station on the corner of Hacienda and Scotts Valley Drive. I think this is a potentially terrible location for many reasons and highly oppose it.

Has there been a traffic study done on this? If not, it is in my opinion imperative. And I feel that traffic study must factor in the additional traffic that will be added by the new hotel. Combined additional traffic for both new businesses would most likely be untenable for those of us that must take that intersection daily to come and go and from work, school and shopping.

I've dealt with that intersection mess for many years (having raised two children that attended Scotts Valley High I have first hand knowledge of the traffic on school mornings) - the last thing we need is more traffic in that particular area. and which would then add what would be the 3rd car wash on the same street (let's be honest, this gas station is basically on Scotts Valley Drive).

As mentioned above, this is an intersection that has people coming and going to and from school, approaching and leaving Hwy 17, and is often congested - add a car wash and we'll start resembling the other side of the hill. This is a potential (probable!) traffic snarl that is simply not necessary. The convenience for some and profit for the owner(s) it will provide simply isn't worth the negatives. I'm all for another car wash in Scotts Valley - I've waited in long lines myself for a car wash here - just not in this intersection! There are many other locations in Scotts Valley where a car wash could be built that would not have the traffic impact this particular one would.

One of the reasons I live in Scotts Valley is to avoid the traffic snarls I would find on the "other side of the hill".

I appreciate your serious consideration on this matter, thank you.

Regards,
Maria DiLisio
435 S Navarra Drive

Also being sent to tbateman@scottsvalley.org

Brenda Stevens

Subject: FW: Proposed new car wash at Shell Station on Hacienda and SV Dr

From: Tina Ebrahimian [<mailto:tina@functionalsmiles.com>]

Sent: Thursday, August 17, 2017 12:22 PM

To: dtimm@montalvohomes.com; debbie.muth@sbcglobal.net; carcangeli@me.com; rosannaherrera@hotmail.com; rdonovan@jdvhotels.com

Subject: RE: Proposed new car wash at Shell Station on Hacienda and SV Dr

Dear City of Scotts Valley,

Please **DO NOT approve** a car wash at Hacienda Shell.

The congestion at this intersection is already a hazard with the school & commute traffic. It will only make it more difficult to navigate.

Emergency vehicles will have trouble getting in & out, & now the WAZE app creates a huge issue redirecting traffic up & down Glenwood.

If improvements or additions to the Shell Gas Station are approved, the city needs to consider another lane on Glenwood Dr. so that as you exit to turn either right onto Hacienda or Scotts Valley Dr, you can do so from a designated lane. The traffic builds up & can be congested all the way to the high school. The city should also consider grounding the telephone wires along Glenwood Drive.

Lastly the traffic on SV Dr can back up to the Quick Stop & Valero on busy school days. How will the city accommodate more congestion in the Glenwood, Scotts Valley Dr, Hacienda area?

Thank you for your consideration,

Tina Ebrahimian

From: Deborah Muth [debbie.muth@sbcglobal.net]
Sent: Sunday, August 20, 2017 9:38 AM
To: Brenda Stevens
Subject: Re: Proposed new car wash at Shell Station on Hacienda and SV Dr

On Aug 17, 2017, at 11:18 AM, Ariana Ebrahimian <ebra17@gmail.com> wrote:

Dear Scotts Valley Planning Commission,

I grew up on the north side of Scotts Valley up Glenwood Drive, and currently live in the Sunflower Houses, sandwiched between Scotts Valley Drive and San Augustine Way. I am strongly opposed to the proposed 24-hour car wash at Hacienda Shell for the following reasons:

- 1.) The Glenwood/Scotts Valley Drive intersection is already very impacted, especially during the school year when SVHS traffic backs up Glenwood. Making a left hand turn on or off of Hacienda becomes very challenging. Many drivers are confused by this intersection, as well, often blocking Hacienda while they wait for the light to change on Glenwood. **Additional cars on Hacienda will only make an already impacted/dangerous intersection worse.**
- 2.) The distance on Scotts Valley Drive between the Glenwood intersection and the Kaiser/freeway overpass intersection is very short. **A car wash that has egress on SV Drive will increase traffic in this area, potentially backing it up into the Glenwood intersection.**
- 3.) The site is quite small for what is being proposed, further increasing the likelihood that traffic will back up on to Hacienda to use it. **How will through-traffic safely get around those waiting on a 2-lane road with a double-yellow line?**
- 4.) Increased traffic on San Augustine Way, a road that already has poor visibility and sections without a sidewalk is **dangerous to pedestrians and children who play out there.**
- 5.) A car wash that is open 24 hours in a residential neighborhood will **create noise 24 hours a day** in an otherwise quiet part of town.
- 6.) There are **already 2 car washes** in small town Scotts Valley. Is there really a need for a third?

Please **DO NOT approve** a car wash at Hacienda Shell.

Sincerely,
Ariana Ebrahimian

Brenda Stevens

From: cathleen quinn [cathleen75@gmail.com]
Sent: Monday, August 28, 2017 1:02 PM
To: Brenda Stevens; Taylor Bateman
Subject: Re: Proposed Hacienda Shell Station car wash
Attachments: traffic at gas station.zip

Brenda and Taylor,
The previous email didn't go through to Taylor it was too big, so I put it in a zip file.
Hope this works...
Thank you,
Cathy Quinn

Cathleen's Garden Creations

www.cathleensgardencreations.com

831.325.9137

I also make hand crafted organic soaps!

Coastal Scrub Soap Company

www.coastalscrubsoap.com

On Mon, Aug 28, 2017 at 12:56 PM, cathleen quinn <cathleen75@gmail.com> wrote:

Hi Brenda,

I am adamantly against the car wash proposal at the Hacienda Shell Gas Station. I have attached a word doc with my concerns and also a map that I made showing our intersection and how confusing and difficult it is and (will be more so with added car wash traffic)

I was told that signage for proposed development would be posted at the gas station but it has not yet been done. I want all our neighbors to know about this as it will be affecting them directly with the additional traffic. I feel this is unfair in that as more time goes by before the public hearing gives us less time to prepare.

Please let me know that you received this and also when the planning commission meeting with this on the agenda will be (whether september or October).

Thank you!

Cathleen's Garden Creations

www.cathleensgardencreations.com

831.325.9137

I also make hand crafted organic soaps!

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www.coastalscrubsoap.com

THIS SHOWS MORNING AND
AFTERNOON SCHOOL TRAFFIC AS
IT EXISTS OF NOW.

HOW MANY MORE CARS WANTING
A WASH WILL TRY AND GET TO THE
GAS STATION VIA THIS
INTERSECTION WHEN THE NEW
HOTEL AND HOUSING
DEVELOPMENTS NEAR BORLAND IS
COMPLETED?

NOT TO MENTION THE ADDITIONAL
CAR TRAFFIC WANTING A WASH
WITH THE NEW MULTIVERSITY IS AT
FULL CAPACITY?

WHY WASN'T THERE A TRAFFIC
STUDY COMPLETED FOR THIS
PROJECT?

RED ARROWS
ARE THE ILLEGAL
& DANGEROUS
TURNS THAT
HAPPEN A LOT

BLACK ARROWS
ARE THE
CORRECT TURNS
RECEIVED

SEP 06 2017

CITY OF SCOTTS VALLEY

Cathleen Quinn's email attachment
1 of 2

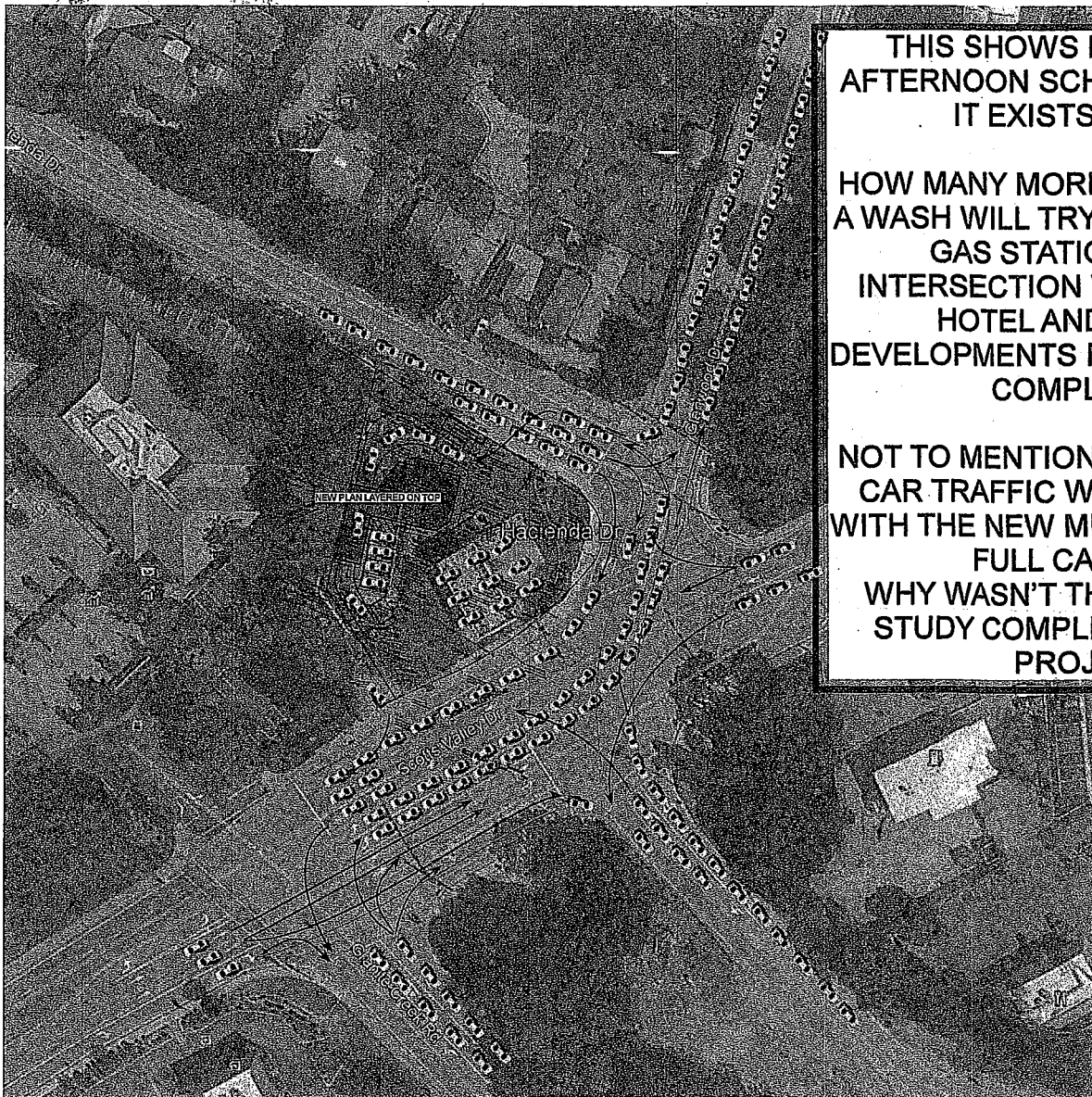
Cathleen Quinn's email
attachment 2 of 2

THIS GAS STATION IS MOSTLY USED BY NON-RESIDENTS (BECAUSE WE ALL KNOW THERE'S CHEAPER GAS DOWN THE STREET): ITS VISITORS WHO SEE THE SIGN FROM THE FREEWAY THAT USE THIS STATION AND WHO DON'T KNOW HOW TO SAFELY NAVIGATE THIS UNDERSTANDABLY AWKWARD 5 WAY INTERSECTION.

THESE DRIVE-THRU CAR WASHES ALWAYS HAVE A LINEUP OF CARS WAITING FOR A WASH.

SO (AS AN EXAMPLE) IF ONE WASH IS 5 MINUTES EACH, IN AN AVERAGE DAILY 10 HOUR PERIOD (=12 CARS PER HOUR) THERE WOULD BE AN ADDITIONAL 120 CARS PER DAY COMING THROUGH THIS INTERSECTION

(*SHELL CLAIMS AN AVERAGE OF 70 WASHES/CARS PER DAY IN THE NOISE STUDY WITH OPEN CAR WASH HOURS OF 17 HOURS PER DAY 6AM-11PM)



THIS SHOWS MORNING AFTERNOON SCHOOL TRAFFIC IT EXISTS OF NOW

HOW MANY MORE CARS WILL A WASH WILL TRY AND GET TO THE GAS STATION VIA THE INTERSECTION WHEN THE HOTEL AND HOUSING DEVELOPMENTS NEAR BO COMPLETED?

NOT TO MENTION THE ADDITIONAL CAR TRAFFIC WANTING TO GET TO THE FULL CAPACITY? WHY WASN'T THERE A TRAFFIC STUDY COMPLETED FOR THIS PROJECT?

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Important note: www.sengpielaudio.com/calculator-levelchange.htm says, "We are told by psycho-acousticians that a level 10 dB greater usually means 'double the loudness' or 'twice as loud'." Using a calculator at the sengpie URL above, one can determine that a carwash emitting 87 dB at 45' is almost 3.24X louder than the 70dB limit and 6.50X louder than the 60dB limit, limits that are in the Scotts Valley Noise Code quoted above.

My other key reasons against the new car wash proposal can be found in my email to SV Planning Commission members below. Thank you for your consideration of the info above and below. Based on that info, I request that each of you **please reject the new car wash proposal** for the Shell Station on Hacienda and Scotts Valley Drives (Proponent MJ Castelo, 1710 Industrial Dr, San Carlos, CA 94070, 650-595-0864 x210).

Sincerely, \Neil Schaefer\

Neil Schaefer, PhD
Phone 831-737-4186 (afternoons and evenings)

From: Neil Schaefer <ns573@yahoo.com>
To: "debbie.muth@sbcglobal.net" <debbie.muth@sbcglobal.net>; "dtimm@montalvohomes.com" <dtimm@montalvohomes.com>; "carcangeli@me.com" <carcangeli@me.com>; "rosannaherrera@hotmail.com" <rosannaherrera@hotmail.com>; "rdonovan@jdvhotels.com" <rdonovan@jdvhotels.com>
Sent: Thursday, August 17, 2017 12:44 AM
Subject: Proposed new car wash at Shell Station on Hacienda and SV Dr

Hi Scotts Valley Planning Commision members,

I moved to Scotts Valley in 2012 when I bought my current home at 5525 Scotts Valley Dr. For the following reasons, I am strongly against the proposed new car wash at Shell Station on Hacienda and SV Dr.:

- 1) That Shell Station is located at a confusing and very busy 5-way intersection. Adding a car wash there would make that intersection too busy and more confusing.
- 2) The station is too small to accommodate a car wash and the cars that will line up to use it.
- 3) Adding a car wash at that station would significantly increase traffic and traffic noise on San Augustine Drive, a street that has already been impacted since 2015 by a large increase in frequency and duration of noise due to a new SFO flight path with an improperly designed descent profile. My bedroom is about 50 feet from San Augustine Way.
- 4) Scotts Valley is a small town, and it already has at least two commercial car washes, one very large.

Please do *not* approve a new car wash at the Shell Station on Hacienda and Scotts Valley Drives.

--- Neil Schaefer

Brenda Stevens

Subject: Proposed new car wash at Shell Station on Hacienda and SV Dr

From: Neil Schaefer <ns573@yahoo.com>

Subject: Proposed new car wash at Shell Station on Hacienda and SV Dr

Date: November 4, 2017 at 5:54:02 PM PDT

To: Randy Johnson <rlj12@comcast.net>, Jim Reed <jimreedSV@gmail.com>, Stephany Aguilar <seajems@pacbell.net>, Jack Dilles <jackdilles@gmail.com>, Donna Lind <dlindslind@earthlink.net>

Reply-To: Neil Schaefer <ns573@yahoo.com>

Dear Scotts Valley City Council members,

As a bit of background about myself, I live near the proposed new car wash (5525 SV Dr), and I teach Environmental Studies courses at UCSC for Rachel Carson College. **Based on the info below from reputable sources, the perceived loudness from the proposed car wash would exceed, by at least 3X, the limits imposed by the Scotts Valley Code of Ordinances**, which is also quoted below. Note that the lot line of the car wash would be within about 20' of a lot line that is contiguous with a parcel with a large office building at 5619 Scotts Valley Drive. Adjacent to the Shell Station lot, on the other side of Hacienda Dr (width of about 30-40 feet) are multiple homes (including 110 Hacienda Dr, 112 Hacienda Dr, and 114 Hacienda Dr.)

From <https://www.chem.purdue.edu/chemsafety/Training/PPETrain/dblevels.htm> : "Car wash at 20 ft (89 dB); propeller plane flyover at 1000 ft (88 dB); diesel truck 40 mph at 50 ft (84 dB); diesel train at 45 mph at 100 ft (83 dB). Food blender (88 dB); milling machine (85 dB); garbage disposal (80 dB)."

From <http://tommycarwash.com/support/wp-content/uploads/2015/11/Noise-Study.pdf> : "Decibel readings from Tommy Blower System [for a car wash:] 45' [45 feet] out the [car-wash] door 87 dB"

Below are quotes from the Scotts Valley Code of Ordinances and the links they come from:

From https://www.municode.com/library/ca/scotts_valley/codes/code_of_ordinances?nodeId=TIT17ZO_CH17.44GESPPR_17.44.020_COINPEST :
"17.44.020 - Commercial and industrial performance standards.

C. Noise. **At the lot line** of all uses specified in Chapters 17.20 [SERVICE COMMERCIAL ZONING: retail stores, offices, service establishments and businesses offering various ranges of commodities and services], 17.22, 17.24, 17.26 and 17.28 of this title, the maximum sound generated by any user shall not exceed seventy-five (75) dbA when adjacent users are industrial or wholesale users. **When adjacent to offices or retail, the sound level shall be limited to seventy (70) dbA. When users are adjacent or contiguous to residential, park or institutional uses, the maximum sound level shall not exceed sixty (60) dbA.** Excluded from these standards are occasional noises which are specifically exempted under Section 5.17.030"

From https://www.municode.com/library/ca/scotts_valley/codes/code_of_ordinances?nodeId=TIT5BUTALIRE_CH5.17NORE :
"5.17.040 - Violations and penalties.

... B. No person shall, between the hours of ten p.m. and eight a.m., make, cause, suffer or permit to be made any offensive noise within the vicinity of any building or place regularly used for sleeping purposes.

5.17.030 - Exemptions. Added A. The proper use of a siren or other alarm by a police, fire or authorized emergency vehicle as defined in the California Vehicle Code. Likewise, any stationary fire alarm operated by the fire district of the city is exempt from the provisions of this chapter; B. The proper use of emergency generators by any privately owned service facility, up to a maximum of 75 dbA measured at the property line, necessary to maintain service essential to the public health, safety or welfare; 1. Noise generated by city-permitted construction activities occurring during authorized construction hours as set forth elsewhere in this Code. (Ord. 167 § 1(part), 1998; Ord. 174, § 1(part), 2-4-2004)" \ End of quotes from SV Code of Ordinances

Brenda Stevens

From: Kelly Alpert [kelly@kellyalpertrealtor.com]
Sent: Tuesday, November 14, 2017 6:26 PM
To: Brenda Stevens
Subject: Shell Gasoline Station

One Hacienda Drive APN 022-011-11

Dear Mrs. Stevens:

I am reaching out by email regarding this matter because I am very concerned with the impact of the traffic and noise in our residential area. I live neighboring off the Sunflower Complex. Since we built the wanted High School we significantly experience a huge change in the intersection! We are worried about the noise and the layout of the drive-thru car wash will create in the already compromise corner.

The convenience store or a mechanic as it before generated less traffic impact that a car wash service.

I would like my voice and opinion to be heard through this email because I am departure the U.S for few weeks and won't be able to participate in a meeting at the City Hall.

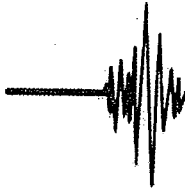
Thank you for your attention to my request.

Kelly Alpert



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Acoustical Consultants

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FAX: 408-371-1196
www.packassociates.com

December 5, 2017
Project No. 49-006-1

Mr. John Castelo
Peninsula Petroleum, LLC
1710 Industrial Road
San Carlos, CA 94070

RECEIVED

DEC 08 2017

CITY OF SCOTTS VALLEY

Subject: Response to Public Comments on the Noise Assessment Study for the
Planned Car Wash, Hacienda Shell Service Station, 1 Hacienda Drive,
Scotts Valley

Dear Mr. Castelo:

This letter will provide you with our responses to the comments made by Neil Schaefer, Ph.D., in a letter to the Scotts Valley City Council, dated November 4, 2017. Our responses are made to the comments in the order in which they appear in the comment letter.

Dr. Schaefer introduces himself as a teacher of Environmental Science at UCSC. Unfortunately, this does not make Dr. Schaefer an expert in environmental acoustics/noise control. He states that the "perceived loudness" from the car wash would exceed the limits of the City of Scotts Valley Noise Ordinance by at least 3 times. The Scotts Valley Noise Ordinance uses the decibel rating for limiting sound or noise levels. Environmental sound is almost always reported in terms of A-weighted sound pressure levels or "sound level", notated as dBA, and should include a time-averaging value, such as the L_{min} , L_{max} , L_{eq} , L_{10} , etc. Loudness is in terms of the "sone", and does not describe the level of a sound. Loudness level is in terms of the "phon". Although these are all inter-related, they describe different things.

The lot line of the car wash is shared by the lot line of the commercial use to the west. There is no distance between the lots. What is the comment?

The comment regarding the sound levels from Perdue University are not germane to this project as they are generalized, not precise data. Besides, the sound levels are reported in "dB", which by itself is meaningless. There is no frequency weighting reported, nor time averaging. A sound level reported by a professional acoustician would be stated as "dBA L_{eq} " as the A-weighted sound pressure level averaged over a given time period, such as the duration of the sprayers, wash cycle or drying cycle.

The Tommy Blower System is a different system than what is proposed and the reported sound level does not include a frequency weighting or a time averaging.

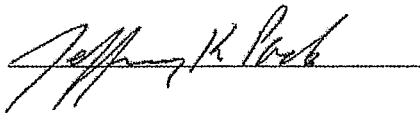
The City of Scotts Valley Noise Ordinance was not used for evaluation purposes as Edward L. Pack Associates, Inc. was instructed by City staff to use the General Plan Noise Element standards.

The noise limits of the City of Scotts Valley General Plan and Noise Ordinance are not based on the increase in noise level, or as Dr. Schafer erroneously states, "loudness" above the limit. The jurisdictional limits are applied to the sound level generated by the source, whether it be a 24-hour, time-weighted average or a maximum sound level.

The noise data used in the noise study were measured directly at an existing facility that uses the same equipment as the proposed facility. This provides the most accurate information for determining the project-generated noise levels. The noise measurements were made at a time of day when the background sound levels were the lowest resulting in noise data with the least amount of background noise intrusion.

Sincerely,

EDWARD L. PACK ASSOC., INC.

A handwritten signature in dark ink, appearing to read "Jeffrey K. Pack", is written over a horizontal line.

Jeffrey K. Pack
President

STAFF REPORT

Applicant/Owner: Peninsula Petroleum LLC

Application: Use Permit No. U16-005, Sign Design Review No. DR16-014 and Design Review No. DR16-15

Location: 1 Hacienda Drive / APN 022-011-11

General Plan/Zoning: Commercial Service (C-S)

Environmental Status: Exempt from CEQA (Sections 15301 & 15311)

Request: Consideration of a Use Permit and Design Reviews to allow for the removal of the existing convenience store, construction of a new convenience store, installation of a drive-thru car wash, new signage and removal of the high-rise pylon identification sign at the 1 Hacienda Drive Shell Gas Station.

Staff Planner: Brenda Stevens, Assistant Planner

STAFF RECOMMENDATION

It is recommended that the Planning Commission approve the Use Permit and Design Review applications by adoption of the attached resolution, subject to the conditions in Exhibit A.

PROJECT DESCRIPTION

The applicant is proposing to renovate the existing Shell gas station located at 1 Hacienda Drive along the west side of Scotts Valley Drive at the Glenwood Drive and Hacienda Drive intersection (Attachment 1 - Location Map). The corner site is accessed off both Scotts Valley Drive and Hacienda Drive. The proposed renovation includes a demolition of the existing 1,816 square foot convenience store and service bays, construction of a new 1,803 square foot convenience store, the addition of a new 704 square foot drive-thru car wash, new building signage and the removal of the existing high-rise pylon identification sign. The existing four fueling islands and canopy would remain as they are (Attachment 2 - Project Plans).

PROJECT BACKGROUND

This project first appeared on the August 17, 2017 Planning Commission meeting agenda. The Planning Commission passed a motion approving the item be removed from the agenda and be rescheduled to a future date in order to allow the applicant additional time to review neighborhood concerns that were forthcoming following the Public Hearing notice.

On October 12, 2017 the project was presented before the Planning Commission (Attachment 3 – Staff Report). The Commission decided to continue the hearing in order to: allow for the traffic engineer and acoustical engineer to be present to answer traffic and noise study questions; gather additional data regarding site circulation and auto stacking for the car wash queuing area; provide additional data on car wash time of use; address acoustical issues along Hacienda drive by providing fencing; address acoustical issues for uphill residences with ideas to improve fencing at the rear property line; and require staff to re-notice the project prior to the next meeting date.

Since the hearing, the applicant has submitted revised plans that proposed incremental changes including: the removal of the high-rise pylon “Shell” identification sign; a relocation of the car wash building; a decrease in the length of the car wash building; a decrease in the driveway curb cut length on Hacienda Drive; the addition of a acoustical wall and replacement of the existing wood fence; and alteration to the car wash cycle times to accelerate the wash speeds. In addition to the revised plans, the applicant has also completed further analysis regarding, traffic engineering, sound engineering and car wash day part usage. Professionals who prepared the reports plan to be present at the meeting to address questions. The applicant also plans to provide an animation visual representation of the proposed finished project highlighting key issues, solutions and project enhancements.

PROJECT DISCUSSION

The subject property is located in the Commercial Service (C-S) zoning district. Pursuant to Section 17.20 of the Scotts Valley Municipal Code (SVC) automotive service stations are required to obtain a Use Permit and Design Review approval from the Planning Commission for all exterior improvements. Below is a discussion of the project's compliance with the City's General Plan and Zoning Regulations.

Use Permit

The project site is a corner parcel at the intersection of Scotts Valley Drive and Hacienda Drive. The one adjoining property to the west is known as the Granite Creek Business Center. Kaiser Permanent is the cornerstone tenant in the center. The project site is across from the residential neighborhood of Hacienda Drive.

The existing use permit allows for the operation of a gasoline station and a 1,816 square foot convenience store and auto service bays. The existing fuel stations/canopy are to remain with no changes and would continue to operate 24 hours a day, seven days per week (24/7).

As proposed, the convenience store and service bays would be demolished and a new, 1,803 square foot convenience store would be built and located in a footprint near the existing building. Existing store hours would remain 24/7.

In addition to the new store, a new 704 square foot, self-serve drive-thru car wash is proposed. The car wash would be similar to the one operating at the Shell Station located at 90 Mount Hermon Road.

Use elements reviewed for the proposed car wash include the following:

- Location, Length and Driveway Access: The car wash's proposed location continues to be located to the rear of the convenience store along the west edge of the property line, abutting the parking lot of the business center. However, three new alternations to the plans have occurred. First, the car wash building has been repositioned farther away from Hacienda Drive and closer to Scotts Valley Drive. Second, the length of the car wash building has been reduced from 48 to 44 feet. Third, the Hacienda Driveway curb cut has been narrowed from 43 to 35 feet. By combining these three design revisions, the car wash stacking queue entrance off of Hacienda Drive has increased from four cars to six. The car wash exit remains towards Scotts Valley Drive.
- Noise: A Supplemental Noise Analysis has been added to the original Noise Study (Attachment 4). The supplemental analysis evaluated the project-generated noise levels against the standards of the City's Noise Ordinance as it pertains to both residential and commercial receptors. The conclusion of the supplemental noise analysis is that the "noise levels at the usable areas of the adjacent and nearby properties generated by the car wash will be within the limits of the Noise Ordinance standards and will be similar to or lower than the existing maximum noise levels in the area, which range from 68 to 98 dBA at the residential and commercial property lines. The original report stated that "the existing noise environment is due primarily to vehicular traffic sources on Scotts Valley Drive, Hacienda Drive and Highway 17." The study applied the noise limits to the residential property lines to the north and to the facade of the commercial office building to the west. The result of the study concluded that "the project generated noise increases in the ambient conditions will be within the allowed noise increased established in the Noise Element. Noise mitigation measures will not be required". The applicant stated that there will be two noticeable differences that will enhance the Hacienda site versus the Mount Hermon site. The first feature is that a "slim-line" dryer is proposed which does not operate in a back and forth motion and is quieter than the dryer located at the Mount Hermon facility.

Secondly, the Hacienda site will not have the loud queuing buzzer presently in place at the Mount Hermon car wash.

- Hours of Operation: As a result of neighborhood feedback requesting a reduction in early morning and late night car wash hours, the applicant is now proposing to operate the car wash between 7am and 10pm seven days a week, rather than from 6am to 11pm (Condition No. 6).
- Traffic Study: As an enhancement to the original traffic study, the applicant decided to procure supplemental material from the traffic engineer to address various public comments. The material states "Comments from the public included concerns regarding existing traffic congestion (AM & PM peak hours, and school peak periods), existing vehicle delays, background traffic associated with the new hotel project, lack of a project traffic impact study, the project trip generation, and vehicle queues at the car wash." While the supplemental Traffic Analysis material presents additional data while also including, the original Traffic Study, (Attachment 5), the analysis conclusion is the same as the original report. The new material states, "Based on the new Institute of Transportation Engineers (ITE) trip generation rate data (10th Edition) and actual trip rates associated with the exiting Shell Station, it is concluded that the analysis presented in the initial evaluation of potential project would not change.

A recap of the original report is as follows: A "Trip Generation Analysis and Evaluation of Potential Impacts" report was prepared by Pinnacle Traffic Engineering on September 8, 2017 (Attachment 5). The purpose of the trip generation analysis is to estimate the "net" change in trip generation associated with the proposed project. The report included: an evaluation of potential project impacts during peak hour trip rates for the typical morning (7-9am) and afternoon (4-6pm) commuter peak period; a worst-case analysis assuming the completion of the Enterprise Way Project; and an analysis on potential traffic congestion and circulation.

With regards to the "net" change of trips, the report concluded "that the proposed project would result in a "net" increase of about 1-2 vehicle trips during the various peak hour periods" and that "there will be no measurable change in vehicle delays during the AM and PM peak hours under the existing-plus project conditions". The report stated that in the worst-case analysis "the project will not have a potentially significant impact on the Scotts Valley Drive and Glenwood Drive-SR 17 Southbound Ramps intersection" and "there will be no measurable change in delays during the AM or PM peak hour periods with the additional traffic associated with the car wash". Overall findings of the traffic study concluded "the addition of a car wash at an existing service station generates a negligible increase in trips".

- Circulation and Queuing: The car wash stacking queue, primarily entered off of Hacienda Drive, has been redesigned to increase the queue from four cars to six.

The additional two spaces were created by repositioning the car wash building closer to Scotts Valley Drive, eliminating four feet of length off the building and narrowing the Hacienda Driveway curb cut by eight feet. The proposed car wash location continues to be at the rear of the convenience store along the west edge of the property line, abutting the parking lot of the business center. According to the traffic study "a brief review of the on-site circulation did not notice any potentially significant issue". The applicant stated that with the addition of the proposed car wash, employee staffing would double and there would be a camera system in place for Shell employees to view and manage the car wash queuing line. In addition, there will be signs posted near the Hacienda driveway, requiring that the driveway remain clear for ingress and egress purposes (Condition No.11)

- Parking: On-site parking will be provided for six vehicles with an additional eight spaces available for use at the gas pumps.

Design Review

In addition to the original design elements proposed for the new convenience store and car wash, a few new design changes include: the removal of the existing high-rise pylon "Shell" identification sign; the addition of an acoustical wall and replacement of the existing wood fence. The design elements are discussed below.

- Building: The proposed convenience store would be located nearly identical to where the current store is. The plans meet the (C-S) zoning district regulations for height, setbacks, lot coverage, etc. A new accessible off-site access ramp (ADA) would be installed along Hacienda Drive. New parallel parking stalls would be stripped. The car wash entrance would be accessed near Hacienda Drive and is elevated four feet lower than the right-of-way at the sidewalk along Hacienda Drive. The lower elevation entrance combined with a redwood trellis at the opening of the car wash would screen the appearance of equipment from the Hacienda Drive (Sheet C-1).
- Colors/Materials: The building would feature the standard Shell Corporation branding color palette of yellow, red, white and grey. Basically, the same color palette of the existing facility. On-site signage colors are red, blue and yellow. The southeast, south and east elevations would display a section of stone veneer (Sheet A-2). Red terra-cotta colored, stamped concrete would indicate the accessible path of travel from the fuel stations to the store and from the bike rack to the store (Sheet C-1). A colors and material board will be presented during the Planning Commission meeting.
- Landscaping: The existing landscaping located at the intersection of Scotts Valley Drive and Hacienda would remain. Tree removals would include one ornamental Pear and one Live Oak measuring three inches (Sheet L1.0). Actions will be directed by a licensed arborist to ensure that trees on the neighboring property

remain healthy throughout and after construction activity (Condition No. 7). New landscaping would be added throughout the site and new shrubs would be planted along Hacienda Drive, in an effort to provide screening of the car wash queuing and the Healy Clean Air Separator/Vapor Processor (used to process gasoline vapors generated during vehicle fueling). Additional new landscaping would also be placed near the trash enclosure (Sheet L1.O).

- Bike Rack: A bike rack accommodating five bikes would be installed near the Hacienda Drive street frontage, at the base of the ADA ramp to allow for bike security and proper containment (Sheet C-1).
- Trash Enclosure: A new covered trash enclosure area would be located near the exit of the car wash. The enclosure is designed to have a redwood frame with a standing seam metal roof. The fencing would be stained redwood planks over a metal gate frame. New landscaping would help screen the enclosure (Sheet A-2).
- Lighting: The lighting plan (Sheet C-3) proposes decorative wall mounted light fixtures around the building. One of the six existing pole mount lights would be relocated along the entrance to the car wash. The existing fuel tank canopy lighting would remain. On-site lighting is conditioned to be designed to be downward shining with the intention to limit the release of off-site lighting into nearby residential areas (Condition No. 13).
- Mechanical Equipment: All roof-top mechanical equipment is conditioned to be screened by the roof parapet (Condition No. 10).
- Fencing: In an effort to provide visual and sound attenuation of the car wash queuing area, a three foot high acoustical wall will be added along the rear and side property line from Hacienda Drive to the new ADA ramp (Sheet C-1). The final fence design shall be reviewed and approved by the City (Condition No. 12). The revised plans also include a new redwood fence to replace the existing fence along the rear property line.

Sign Design Review:

The revised plans show one substantial change to signage, namely the removal of the existing illuminated, high-rise pylon "Shell" identification sign. New non-illuminated wall mounted vinyl faced signage conforming to the Scotts Valley Municipal Code's (SVMC) sign regulations would be installed above the doorway entrances and above the car wash entrance. The existing internally illuminated monument/price sign located near the property intersection is to remain. See colors and sign size (Sheet A-2).

Summary of revisions:

The following list recaps significant revisions to the plans:

- Removal of the high-rise pylon sign

- Relocation of the car wash building
- Decrease in the length of the car wash building
- Decrease the driveway curb cut width on Hacienda Drive
- Addition of a new acoustical wall
- Replacement of an existing wood fence

PUBLIC NOTICES

Three public hearing notices were mailed to surrounding property owners within 300 feet pursuant to state law. The first notice was on August 4, 2017 for the August 17, 2017 Public Hearing (where the item was removed from the agenda and rescheduled to October 12, 2017). A second notice was mailed on September 29, 2017 to the same property owners with the new hearing date of October 12, 2017 and a proposed development sign was posted on the project site. A third notice was mailed on January 5, 2018 for the January 18, 2018 public hearing.

PUBLIC COMMENTS

At completion of this report, two comments have been received (Attachment 7) along with a response letter prepared by Edward L. Pack Associates (Attachment 8). Public comments received during the previous two noticing periods are also included (Attachments 6 and 7).

SIGNATURE PETITION

The applicant has submitted a list of signatures on a petition to "Improve Scotts Valley Community Services – Add Car Wash Offering to Hacienda Shell" representing those in favor of a car wash. Staff has not verified the signatures (Attachment 10).

ATTACHMENTS

PAGE

Resolution No. ____ to Approve U16-005, DR16-014 and DR16-015 (Action Item)

- | | | |
|-----|--|----|
| 1. | Location Map | 13 |
| 2. | Project Plans (Received 11/9/17) (Attached) | |
| 3. | Staff report and meeting minutes (dated 10/12/17) (Attached) | |
| 4. | Supplemental Noise Study prepared by Edward L. Pack Associates (dated 1/10/18) combined with the Noise Study (dated 3/7/17) (Attached) | |
| 5. | Supplemental Traffic Analysis Material (dated 12/14/17) combined with the Traffic Study "Trip Generation Analysis and Evaluation of Potential Impacts prepared by Pinnacle Traffic Engineering (dated 9/8/17) (Attached) | |
| 6. | Public Comments received after initial notice period (Attached) | |
| 7. | Public Comments received after second notice period (Attached) | |
| 8. | Public Comments received after the October 12, 2017, Public Hearing (Attached) | |
| 9. | Response letter from Edward L. Pack Associates (dated 12/5/17) addressing Neil Schaefer's public comment (dated 11/4/17). | |
| 10. | Signature Petition to Improve Scotts Valley Community Services (Attached) | |

RESOLUTION NO. ____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SCOTTS VALLEY AMENDING AN EXISTING USE PERMIT AND SIGN DESIGN REVIEW AND DESIGN REVIEW NO'S U16-005, DR16-014 AND DR16-015 FOR THE REMOVAL OF THE EXISTING CONVENIENCE STORE, CONSTRUCTION OF A NEW CONVENIENCE STORE, INSTALLATION OF A NEW DRIVE-THRU CAR WASH, REMOVAL OF THE HIGH-RISE PYLON IDENTIFICATION SIGN AND NEW SIGNAGE FOR THE EXISTING AUTOMOBILE SERVICE STATION LOCATED AT ONE HACIENDA DRIVE // APN 022-011-11.

WHEREAS, the Planning Department of the City of Scotts Valley has received Use Permit application No. U16-005, Sign Design Review application No. DR16-014 and Design Review application No. DR16-015 for the removal of the existing convenience store, construction of a new convenience store, construction of a new self-serve drive-thru car wash, removal of the high-rise pylon sign and new signage for the existing automobile service station at One Hacienda Drive // APN 022-011-11; and,

WHEREAS, the project is determined to be categorically exempt from CEQA, Class 3 (Sections 15301 & 15311); and,

WHEREAS, the project was reviewed by the Planning Commission at a duly noticed public hearing on January 18, 2018.

NOW THEREFORE, the Planning Commission 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 Planning Commission of the City of Scotts Valley does hereby specifically make the following findings, as further clarified in the Planning Commission staff report dated January 18, 2018:

Use Permit

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. The use is located in the Commercial Service zoning district which is suitable for the subject use.*

2. *The establishment, maintenance or operation of the use or building will not, under the 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 use or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the city. The use is appropriately located so that residents can obtain automotive, convenience store and drive-thru car wash services.*

Design Review

3. *The siting of the structure on the site as compared with the siting of other structures in the immediate neighborhood is appropriate. The siting of the structures on the site have been designed for the most appropriate and advantageous locations for both the convenience store and car wash as they relate to the neighborhood.*
4. *The materials, colors, proportion, mass, and detail of the exterior improvements are in good proportion, have simplicity of mass and detail, and are compatible with the appearance of the surrounding structures. The materials, colors, proportion, mass, and detail of the improvements are in good proportion and are compatible with the appearance of the surrounding neighborhood and with the existing appearance of the facility.*
5. *The signs serve primarily to identify the business or the activity conducted on the premises, or identifies the product or service offered there on. The new building signs will serve to identify the car wash and convenience store.*
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, property, landscaping and environment of which it is a part.*
7. *The landscaping is in keeping with the character and design of the proposed development. The landscaping provides screening to equipment, trash enclosures and the car wash entrance and overall enhances the intersection.*
8. *The size, location and arrangement of on-site parking and paved areas. Based on a review of the parking plan, the traffic study and circulation, the size, location and arrangement of the on-site parking and paved areas are in compliance with City parking requirements.*

U16-005, DR16-014 and DR16-015
1/18/18 P.C. Mtg.
Peninsula Petroleum

Resolution No. _____
1 Hacienda Drive
APN 022-011-11

9. *Ingress, egress and internal traffic circulation.* Ingress, egress and internal traffic circulation as reviewed by the traffic study will be in compliance with City requirements.
10. On-site lighting is conditioned to be designed to be downward shining with the intention to limit the release of off-site lighting into nearby residential areas .

SECTION 4: 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 Planning Commission of the City of Scotts Valley does hereby approve Use Permit application No. U16-005, Sign Design Review No. DR16-014 and Design Review No. DR16-015 for the removal of the existing convenience store, construction of a new convenience store, construction of a new self-serve drive-thru car wash, and removal of the high-rise pylon sign and new site signage for the existing automobile service station at One Hacienda Drive // APN 022-011-11; 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 18th day of January 2018, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Derek Timm, Planning Commission Chair

Taylor Bateman, Acting Community Development Director

EXHIBIT A

CONDITIONS OF APPROVAL (Nos. 1-x)

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 or grading permits.
3. All required building permits shall be obtained and the application shall pay all appropriate fees prior to commencement of any construction on the property.

PLANNING DEPARTMENT

4. The color, materials, size, location, and design of the improvements shall match the approved plans. Future modifications to the approved plans may require approval by the Planning Commission at the discretion of the Community Development Director.
5. All applicable Conditions of Approval associated with previous Planning Commission Resolutions for the use, property and building shall remain in effect.
6. Car wash operating hours shall be from 7am to 10pm daily.
7. Existing trees along the neighboring property shall be protected and under the observation of a licensed arborist to ensure that the trees remain healthy during and after construction per the City's tree regulations (SVMC 17.44.080).

U16-005, DR16-014 and DR16-015
1/18/18 P.C. Mtg.
Peninsula Petroleum

Resolution No. _____
1 Hacienda Drive
APN 022-011-11

8. All materials, equipment and retail products shall be located inside the building, with the exception of the propane tank.
9. All signage shall comply with sign ordinance regulations (SVC 17.56).
10. All roof-top mechanical equipment shall be screened by the roof parapet .
11. Signs shall be posted near the Hacienda driveway, requiring that the driveway remain clear for ingress and egress purposes. No vehicles shall block the driveway for any purpose including the queuing line for the car wash.
12. The applicant shall design suitable fencing in the area of the car wash queuing for screening and noise attenuation adjacent to Hacienda Drive. The final design shall be reviewed and approved by the City.
13. On-site lighting shall be designed to be downward shining with the intention to limit the release of off-site lighting into nearby residential areas.

WASTE WATER

14. If food is prepared on site that requires the washing of dishes and equipment that generate grease in the sanitary sewer then a grease trap will be required (minimum size for grease trap is 70 lbs).
15. Only pre-packaged food is to be sold at the convenience store. If at a future date the applicant request to server other types of food, they would be required to receive written approval from both the Wastewater and Planning Departments.

FIRE

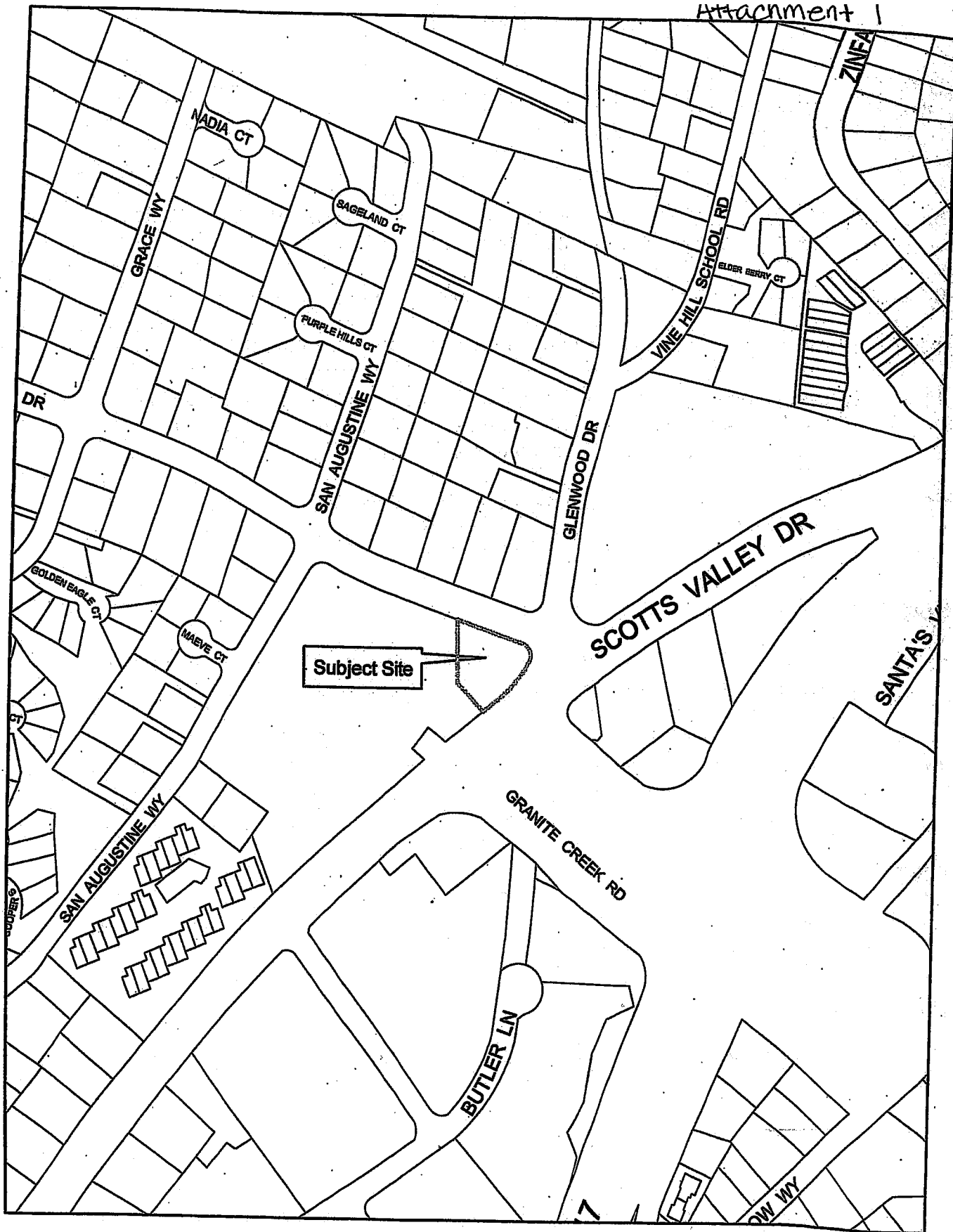
16. This project must comply with the California Fire Code as amended by the Scotts Valley Fire Protection District.

PUBLIC WORKS

17. A storm water technical plan and all required forms are required at the time of Building permit submittal.

Name and Signature of Property Owner

Date



Location Map

1 Hacienda Drive

STAFF REPORT

Applicant/Owner: Peninsula Petroleum LLC

Application: Use Permit No. U16-005, Sign Design Review No. DR16-014 and Design Review No. DR16-15

Location: 1 Hacienda Drive / APN 022-011-11

General Plan/Zoning: Commercial Service (C-S)

Environmental Status: Exempt from CEQA (Sections 15301 & 15311)

Request: Consideration of a Use Permit and Design Reviews to allow for the removal of the existing convenience store, construction of a new convenience store and installation of a drive-thru car wash and new signage at the 1 Hacienda Drive Shell Gas Station.

Staff Planner: Brenda Stevens, Assistant Planner

STAFF RECOMMENDATION

It is recommended that the Planning Commission approve the Use Permit and Design Review applications by adoption of the attached resolution, subject to the conditions in Exhibit A.

PROJECT DESCRIPTION

The applicant is proposing to renovate the existing Shell gas station located at 1 Hacienda Drive along the west side of Scotts Valley Drive at the Glenwood Drive and Hacienda Drive intersection (Attachment 1 - Location Map). The corner site is accessed off both Scotts Valley Drive and Hacienda Drive. The proposed renovation includes a demolition of the existing 1,816 square foot convenience store and service bays and construction of a new 1,803 square foot convenience store, the addition of a new 768 square foot drive-thru car wash and new building signage. The existing four fueling islands and canopy would remain as they are (Attachment 2 - Project Plans).

PROJECT BACKGROUND

This project first appeared on the August 17, 2017 Planning Commission meeting agenda. At the meeting, the Planning Commission passed a motion approving the item be removed from the agenda and be rescheduled to a future date in order to allow the applicant additional time to review neighborhood concerns that were forthcoming following the Public Hearing notice.

Since the original hearing date, the following items are new:

1. All written correspondence received from the public is attached (as of print date).
2. A "Trip Generation Analysis and Evaluation of Potential Impacts" report has been submitted by the applicant.
3. Re-noticing of the project has occurred, by: A) The public hearing notice being posted at City Hall, the Scotts Valley Library and the Scotts Valley Senior Center and mailed to surrounding property owners within 300 feet pursuant to state law. B) The applicant has posted a Proposed Development sign on the project site.

PROJECT DISCUSSION

The subject property is located in the Commercial Service (C-S) zoning district. Pursuant to Section 17.20 of the Scotts Valley Municipal Code (SVC) automotive service stations are required to obtain a Use Permit and Design Review approval from the Planning Commission for all exterior improvements. Below is a discussion of the project's compliance with the City's General Plan and Zoning Regulations.

Use Permit

The project site is a corner parcel at the intersection of Scotts Valley Drive and Hacienda Drive. The one adjoining property to the west is known as the Granite Creek Business Center. Kaiser Permanent is the cornerstone tenant in the center. The project site is across from the residential neighborhood of Hacienda Drive.

The existing use permit allows for the operation of a gasoline station and a 1,816 square foot convenience store and auto service bays. The existing fuel stations/canopy are to remain with no changes and would continue to operate 24 hours a day, seven days per week (24/7).

As proposed, the convenience store and service bays would be demolished and a new, 1,803 square foot convenience store would be built and located in virtually the same footprint as the building. Existing store hours would remain 24/7.

In addition to the new store, a new 768 square foot, self-serve drive-thru car wash is proposed. The car wash would be similar to the one operating at the Shell Station located at 90 Mount Hermon Road.

Use elements reviewed for the proposed car wash include the following:

- Location: The proposed car wash would be located to the rear of the convenience store along the west edge of the property line, abutting the parking lot of the business center. Entrance to the car wash would be adjacent to Hacienda Drive and the exit would be facing Scotts Valley Drive. There would be space for approximately four autos to cue up for the wash. The longest duration for an exterior "Ultimate" car wash is five minutes.
- Noise: A Noise Assessment Study was prepared and stated that "the existing noise environment is due primarily to vehicular traffic sources on Scotts Valley Drive, Hacienda Drive and Highway 17." The study applied the noise limits to the residential property lines to the north and to the facade of the commercial office building to the west. The result of the study concluded that "the project generated noise increases in the ambient conditions will be within the allowed noise increased established in the Noise Element. Noise mitigation measures will not be required" (Attachment 3). The applicant stated that there will be two noticeable differences that will enhance the Hacienda site versus the Mount Hermon site. The first feature is that a "slim-line" dryer is proposed which does not operate in a back and forth motion and is quieter than the dryer located at the Mount Hermon facility. Secondly, the Hacienda site will not have the loud queuing buzzer presently in place at the Mount Hermon car wash.
- Hours of Operation: According to the applicant, the busiest hours for the car wash are typically between 7am to midnight with the slowest hours of operation occurring between midnight and 6am. Although the applicant proposes that the car wash operate 24/7, staff believes that more reasonable operating hours would be from 6am to 11pm daily in an effort to cease car wash operation sounds during the late night and early morning hours (Condition No. 6). While the Noise Assessment Study accounted for the level of vehicular traffic sources along Scotts Valley Drive, Hacienda Drive and Highway 17, staff believes that a reduction of traffic noise during the late night and early morning hours may accentuate the noise levels of the car wash operation during these non-peak travel hours.
- Traffic Study: A "Trip Generation Analysis and Evaluation of Potential Impacts" report was prepared by Pinnacle Traffic Engineering on September 8, 2017 (Attachment 4). The purpose of the trip generation analysis is to estimate the "net" change in trip generation associated with the proposed project. The report

included: an evaluation of potential project impacts during peak hour trip rates for the typical morning (7-9am) and afternoon (4-6pm) commuter peak period; a worst-case analysis assuming the completion of the Enterprise Way Project; and an analysis on potential traffic congestion and circulation.

With regards to the "net" change of trips, the report concluded "that the proposed project would result in a "net" increase of about 1-2 vehicle trips during the various peak hour periods" and that "there will be no measurable change in vehicle delays during the AM and PM peak hours under the existing-plus project conditions". The report stated that in the worst-case analysis "the project will not have a potentially significant impact on the Scotts Valley Drive and Glenwood Drive-SR 17 Southbound Ramps intersection" and "there will be no measurable change in delays during the AM or PM peak hour periods with the additional traffic associated with the car wash". Overall findings of the traffic study concluded "the addition of a car wash at an existing service station generates a negligible increase in trips".

- Circulation and Queuing: According to the traffic study "a brief review of the on-site circulation did not notice any potentially significant issue". "Vehicle stacking (queuing) will be provided for 4-5 vehicles at the car wash, which is consistent with the industry standards and most public agency requirements". The applicant stated that with the addition of the proposed car wash, employee staffing would double and there would be a camera system in place for Shell employees to view and manage the car wash queuing line. In addition, there will be signs posted near the Hacienda driveway, requiring that the driveway remain clear for ingress and egress purposes (Condition No.11)
- Parking: On-site parking will be provided for seven vehicles with an additional eight spaces available for use at the gas pumps.

Design Review

Design elements reviewed for the proposed new convenience store and car wash include the following:

- Building: The proposed convenience store would be located nearly identical to where the current store is. The plans meet the (C-S) zoning district regulations for height, setbacks, lot coverage, etc. A new accessible off-site access ramp (ADA) would be installed along Hacienda Drive. New parallel parking stalls would be stripped. The car wash entrance would be accessed near Hacienda Drive and is elevated four feet lower than the right-of-way at the sidewalk along Hacienda Drive. The lower elevation entrance combined with a redwood trellis at the

opening of the car wash would screen the appearance of equipment from the Hacienda Drive (Sheet C-1).

- Colors/Materials: The building would feature the standard Shell Corporation branding color palette of yellow, red, white and grey. Basically, the same color palette of the existing facility. On-site signage colors are red, blue and yellow. The southeast, south and east elevations would display a section of stone veneer (Sheet A-2). Red terra-cotta colored, stamped concrete would indicate the accessible path of travel from the fuel stations to the store and from the bike rack to the store (Sheet C-1). A colors and material board will be presented during the Planning Commission meeting.
- Landscaping: The existing landscaping located at the intersection of Scotts Valley Drive and Hacienda would remain. Tree removals would include one ornamental Pear and one Live Oak measuring three inches (Sheet L1.0). Actions will be directed by a licensed arborist to ensure that trees on the neighboring property remain healthy throughout and after construction activity (Condition No. 7). New landscaping would be added throughout the site and new shrubs would be planted along Hacienda Drive, in an effort to provide screening of the car wash cue and the Healy Clean Air Separator/Vapor Processor (used to process gasoline vapors generated during vehicle fueling). Additional new landscaping would also be placed near the trash enclosure (Sheet L1.0).
- Fencing: In an effort to provide additional screening of the car wash queuing area adjacent to Hacienda Drive, staff believes the installation of some type of fencing would be appropriate. Such fencing would aid in providing visual and sound attenuation. Therefore, staff has added Condition No. 12 requiring the applicant to work with the City to design suitable fencing in the area of the car wash queuing for screening purposes.
- Bike Rack: A bike rack accommodating five bikes would be installed near the Hacienda Drive street frontage, at the base of the ADA ramp to allow for bike security and proper containment (Sheet C-1).
- Trash Enclosure: A new covered trash enclosure area would be located near the exit of the car wash. The enclosure is designed to have a redwood frame with a standing seam metal roof. The fencing would be stained redwood planks over a metal gate frame. New landscaping would help screen the enclosure (Sheet A-2).
- Lighting: The lighting plan (Sheet C-3) proposes decorative wall mounted light fixtures around the building. One of the six existing pole mount lights would be relocated along the entrance to the car wash. The existing fuel tank canopy lighting would remain. Lighting is designed to be downward shining with the intention to limit the release of off-site lighting into nearby residential areas.

- Mechanical Equipment: All roof-top mechanical equipment is conditioned to be screened by the roof parapet (Condition No.10).

Sign Design Review

The existing internally illuminated monument/price sign located near the property intersection is to remain. New non-illuminated wall mounted vinyl faced signage conforming to the Scotts Valley Municipal Code's (SVC) sign regulations would be installed above the doorway entrances and above the car wash entrance. Colors and sign size are shown on (Sheet A-2).

PUBLIC NOTICES

Two public hearing notices were mailed to surrounding property owners within 300 feet pursuant to state law. The first notice was mailed 10 days prior to the original hearing date of August 17, 2017 (where the item was removed from the agenda and rescheduled to October 12, 2017). A second notice was mailed on September 29, 2017 to the same property owners with the new hearing date of October 12, 2017 and a proposed development sign was posted on the project site.

PUBLIC COMMENTS

At the time of printing this report, the city has received a total of 10 written comments regarding the project. Eight comments were received following the original Public Hearing notice and prior to the August 17th scheduled hearing (Attachment 5). The remaining two comments were received after August 17th (Attachment 6).

ATTACHMENTS

PAGE

<i>Resolution No. ____ to Approve U16-005, DR16-014 and DR16-015 (Action Item)</i>	
1. Location Map	12
2. Project Plans (Received 06-23-17) (Attached)	
3. Noise Study prepared by Edward L. Pack Associates (dated 03-07-17) (Attached)	
4. Traffic Study "Trip Generation Analysis and Evaluation of Potential Impacts prepared by Pinnacle Traffic Engineering (dated 09-08-17) (Attached)	
5. Public Comments received after initial notice period (Attached)	
6. Public Comments received after second notice period (Attached)	
7. Color Materials Board (presented at meeting)	

RESOLUTION NO. ____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SCOTTS VALLEY AMENDING AN EXISTING USE PERMIT AND SIGN DESIGN REVIEW AND DESIGN REVIEW NO'S U16-005, DR16-014 AND DR16-015 FOR THE REMOVAL OF THE EXISTING CONVENIENCE STORE, CONSTRUCTION OF A NEW CONVENIENCE STORE AND INSTALLATION OF A NEW DRIVE-THRU CAR WASH AND NEW SIGNAGE FOR THE EXISTING AUTOMOBILE SERVICE STATION LOCATED AT ONE HACIENDA DRIVE // APN 022-011-11.

WHEREAS, the Planning Department of the City of Scotts Valley has received Use Permit application No. U16-005, Sign Design Review application No. DR16-014 and Design Review application No. DR16-015 for the removal of the existing convenience store, construction of a new convenience store, construction of a new self-serve drive-thru car wash and new signage for the existing automobile service station at One Hacienda Drive // APN 022-011-11; and,

WHEREAS, the project is determined to be categorically exempt from CEQA, Class 3 (Sections 15301 & 15311); and,

WHEREAS, the project was reviewed by the Planning Commission at a duly noticed public hearing on October 12, 2017.

NOW THEREFORE, the Planning Commission 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 Planning Commission of the City of Scotts Valley does hereby specifically make the following findings, as further clarified in the Planning Commission staff reports dated October 12, 2017:

Use Permit

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. The use is located in the Commercial Service zoning district which is suitable for the subject use.*

2. *The establishment, maintenance or operation of the use or building will not, under the 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 use or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the city. The use is appropriately located so that residents can obtain automotive, convenience store and drive-thru car wash services.*

Design Review

3. *The siting of the structure on the site as compared with the siting of other structures in the immediate neighborhood is appropriate. The siting of the structures on the site have been designed for the most appropriate and advantageous locations for both the convenience store and car wash as they relate to the neighborhood.*
4. *The materials, colors, proportion, mass, and detail of the exterior improvements are in good proportion, have simplicity of mass and detail, and are compatible with the appearance of the surrounding structures. The materials, colors, proportion, mass, and detail of the improvements are in good proportion and are compatible with the appearance of the surrounding neighborhood and with the existing appearance of the facility.*
5. *The signs serve primarily to identify the business or the activity conducted on the premises, or identifies the product or service offered there on. The new building signs will serve to identify the car wash and convenience store.*
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, property, landscaping and environment of which it is a part.*
7. *The landscaping is in keeping with the character and design of the proposed development. The landscaping provides screening to equipment, trash enclosures and the car wash entrance and overall enhances the intersection.*

U16-005, DR16-014 and DR16-015
10/12/17 P.C. Mtg.
Peninsula Petroleum

Resolution No. _____
1 Hacienda Drive
APN 022-011-11

8. *The size, location and arrangement of on-site parking and paved areas.* Based on a review of the parking plan, the traffic study and circulation, the size, location and arrangement of the on-site parking and paved areas are in compliance with City parking requirements.
9. *Ingress, egress and internal traffic circulation.* Ingress, egress and internal traffic circulation as reviewed by the traffic study will be in compliance with City requirements.

SECTION 4: 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 Planning Commission of the City of Scotts Valley does hereby approve Use Permit application No. U16-005, Sign Design Review No. DR16-014 and Design Review No. DR16-015 for the removal of the existing convenience store, construction of a new convenience store, construction of a new self-serve drive-thru car wash and new site signage for the existing automobile service station at One Hacienda Drive // APN 022-011-11; 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 12th day of October, 2017, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Derek Timm, Planning Commission Chair

Taylor Bateman, Acting Community Development Director

EXHIBIT A

CONDITIONS OF APPROVAL (Nos. 1-x)

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 or grading permits.
3. All required building permits shall be obtained and the application shall pay all appropriate fees prior to commencement of any construction on the property.

PLANNING DEPARTMENT

4. The color, materials, size, location, and design of the improvements shall match the approved plans. Future modifications to the approved plans may require approval by the Planning Commission at the discretion of the Community Development Director.
5. All applicable Conditions of Approval associated with previous Planning Commission Resolutions for the use, property and building shall remain in effect.
6. Car wash operating hours shall be from 6am to 11pm daily.
7. Existing trees along the neighboring property shall be protected and under the observation of a licensed arborist to ensure that the trees remain healthy during and after construction per the City's tree regulations (SVMC 17.44.080)

U16-005, DR16-014 and DR16-015
10/12/17 P.C. Mtg.
Peninsula Petroleum

Resolution No. _____
1 Hacienda Drive
APN 022-011-11

8. All materials, equipment and retail products shall be located inside the building, with the exception of the propane tank.
9. All signage shall comply with sign ordinance regulations (SVC 17.56).
10. All roof-top mechanical equipment shall be screened by the roof parapet .
11. Signs shall be posted near the Hacienda driveway, requiring that the driveway remain clear for ingress and egress purposes. No vehicles shall block the driveway for any purpose including the queuing line for the car wash.
12. The applicant shall design suitable fencing in the area of the car wash queuing for screening and noise attenuation adjacent to Hacienda Drive. The final design shall be reviewed and approved by the City.

WASTE WATER

13. If food is prepared on site that requires the washing of dishes and equipment that generate grease in the sanitary sewer then a grease trap will be required (minimum size for grease trap is 70 lbs).
14. Only pre-packaged food is to be sold at the convenience store. If at a future date the applicant request to server other types of food, they would be required to receive written approval from both the Wastewater and Planning Departments.

FIRE

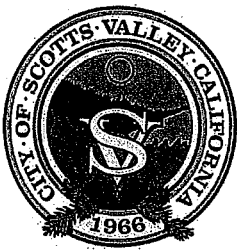
13. This project must comply with the California Fire Code as amended by the Scotts Valley Fire Protection District.

PUBLIC WORKS

14. A storm water technical plan and all required forms are required at the time of Building permit submittal.

Name and Signature of Property Owner

Date



Minutes

Special Meeting of the
Scotts Valley Planning Commission

Date: October 12, 2017
Time: 6:00 PM

CITY OF SCOTTS VALLEY 1 Civic Center Drive Scotts Valley, CA 95066 (831) 440-5630	MEETING LOCATION City Council Chambers 1 Civic Center Drive Scotts Valley, CA 95066	POSTING: The agenda was posted at City Hall, SV Senior Center, SV Library and on the Internet at www.scottsvally.org .
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Appointed Officials	City Staff Members
Derek Timm, Chair Carlos Arcangeli, Vice Chair Robin Donovan, Commissioner Rosanna Herrera, Commissioner Deborah Muth, Commissioner	Taylor Bateman, Acting Community Development Dir. Michelle Edwards, Senior Planner Brenda Stevens, Assistant Planner

CALL TO ORDER: Meeting called to order at 6:05 p.m.

PLEDGE OF ALLEGIANCE and MOMENT OF SILENCE: The Planning Commission Chair led the pledge of allegiance.

ROLL CALL: Present: Timm, Arcangeli, Donovan, Herrera and Muth.

PUBLIC COMMENT: None.

ALTERATIONS TO CONSENT AGENDA: None.

CONSENT AGENDA: The Commission approved the minutes in one motion.

Action Meeting Minutes from the August 17, 2017 meeting.

M/S: Arcangeli/Donovan

To approve Consent Agenda.

Carried: 4/0/0 (AYES: Arcangeli, Donovan, Herrera, Muth, Timm; NOES: None;

ABSENT: None

ALTERATIONS TO REGULAR AGENDA: None

PUBLIC HEARING:

1. **Title:** Shell Gasoline Station
Address: One Hacienda Drive
Applicant / Property Owner: Peninsula Petroleum, LLC
Planning Permit Application Nos.: U16-005, DR16-014 & 015
Project Description: Consideration of a Use Permit application to demolish an existing convenience store and build a new store and new drive-thru car wash and a Design Review application for a new convenience store, car wash and signage of the existing gas station.
Planner: Brenda Stevens, Assistant Planner

M/S: Donovan/Herrera

To continue Use Permit and Design Reviews, U16-005, DR16-014 & 015 to: allow for the traffic engineer and acoustical engineer to be present to answer traffic and noise study questions; gather additional data regarding site circulation and auto stacking for the car wash queuing area; provide additional data on car wash time of use; address acoustical issues along Hacienda drive by providing fencing; address acoustical issues for uphill residences with ideas to improve fencing at the rear property line; and require staff to re-notice the project prior to the next meeting date.

Carried: 4/1/0 (AYES: Arcangeli, Donovan, Herrera, Timm; NOES: Muth; ABSENT: None)

2. **Title:** Amendments to City's Marijuana Regulations per State Law
Address: City-wide Residences
Applicant: City of Scotts Valley
Planning Permit Application No: AZO17-001
Project Description: Consideration of recommendation of approval to the City Council of Amendments to the Zoning Ordinance (Section 17.64.020 of Chapter 17.64, Marijuana and Cultivation, of Title 17, Zoning) of the Scotts Valley Municipal Code to allow indoor cannabis cultivation of up to six (6) plants for personal use, per State law, pursuant to the California Compassionate Use Act, the California Medical Cannabis Regulation and Safety Act ("MCRSA"), the Adult Use of Marijuana Act ("AUMA"), SB 94 and the Medicinal and Adult Use Cannabis Regulation and Safety Act ("MAUCRSA").
Staff: Steve Walpole, Police Chief

M/S: Muth/Arcangeli

To approve Amendments to the Zoning Ordinance AZ017-001 via Resolution No. 1721 Carried: 4/1/0 (AYES: Arcangeli, Donovan, Muth, Timm; NOES: Herrera; ABSENT: None)

REGULAR AGENDA: None

DISCUSSION ITEMS AND FUTURE AGENDA ITEMS: None.

WRITTEN COMMUNICATIONS – FOR INFORMATION ONLY: None.

DIRECTOR UPDATES: None.

ADJOURNMENT: 7:12pm.

**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

January 10, 2018
Project No. 49-006-3

Mr. John Castelo
Peninsula Petroleum, LLC
1710 Industrial Road
San Carlos, CA 94070

RECEIVED
JAN 10 2018

CITY OF SCOTTS VALLEY

Subject: Supplemental Noise Analysis, Car Wash, Hacienda Shell Service Station,
1 Hacienda Drive, Scotts Valley

Dear Mr. M.J.:

This letter will provide you with a supplemental noise analysis of the proposed car wash at the Hacienda Shell Service Station at 1 Hacienda Drive in Scotts Valley. The purpose of this analysis is to evaluate the project-generated noise levels against the standards of the City of Scotts Valley Noise Ordinance.

The City of Scotts Valley Noise Ordinance specifies maximum noise level limits for noise sources on commercial properties affecting residential, commercial and industrial properties. Section 17.44.020 of the Ordinance states that noise generated by commercial uses shall not exceed 75 dBA for industrial uses, 70 dBA for commercial uses and 60 dBA for residential uses. Please note that the Noise Ordinance limits are not applied to public area, non-noise sensitive areas, such as streets, utility easements, parking lots and other self-noise generating uses where the receiving use produces noise levels higher than the noise limits.

Residential Receptor

The nearest and most noise impacted residence to the car wash tunnel entrance is 129 ft. from the tunnel. The car wash generates a noise level of 74 dBA at 15 ft from the end of the entrance. At 129 ft., the car wash noise level reduces to 56 dBA. Thus, the car wash noise level will be within the 60 dBA limit of the City of Scotts Valley Noise Ordinance.

Commercial Receptor

The nearest and most impacted office building of the adjacent Granite Creek Business Park is 60 ft. from the car wash tunnel entrance. At the building setback, the noise level reduces to 57 dBA. Thus, the car wash noise levels will be within the 70 dBA limit of the City of Scotts Valley Noise Ordinance.

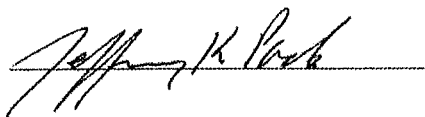
The nearest and most impacted office building of the adjacent Granite Creek Business Park is 94 ft. from the car wash tunnel exit. The car wash generates a noise level of 84 dBA at 15 ft. from the end of the exit. At the building setback, the noise level reduces to 62 dBA. Thus, the car wash noise levels will be within the 70 dBA limit of the City of Scotts Valley Noise Ordinance.

In conclusion, the noise levels at the usable areas of the adjacent and nearby properties generated by the car wash will be within the limits of the Noise Ordinance standards and will be similar to or lower than the existing maximum noise levels in the area, which range from 68 to 98 dBA at the residential and commercial property lines.

If you have any questions or would like additional information, please contact me.

Sincerely,

EDWARD L. PACK ASSOC., INC.

A handwritten signature in dark ink, appearing to read "Jeffrey K. Pack", is written over a horizontal line.

Jeffrey K. Pack
President



EDWARD L. PACK ASSOCIATES, INC.

1975 HAMILTON AVENUE
SUITE 26
SAN JOSE, CA 95125

Acoustical Consultants

TEL: 408-371-1195
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www.packassociates.com

March 7, 2017
Project No. 49-006

Mr. John Castelo
Peninsula Petroleum, LLC
1710 Industrial Road
San Carlos, CA 94070

Subject: Noise Assessment Study for the Planned Car Wash, Hacienda Shell Service Station, 1 Hacienda Drive, Scotts Valley

Dear Mr. Castelo:

This report presents the results of a noise assessment study for the planned car wash at the Hacienda Shell service station at 1 Hacienda Drive in Scotts Valley, as shown on the Site Plan, Ref. (a). The project-generated noise exposures at the nearby noise sensitive receptor locations were evaluated against the standards of the City of Scotts Valley General Plan Noise Element, Ref. (b). The analysis of the on-site sound level measurements indicates that the existing noise environment is due primarily to vehicular traffic sources on Scotts Valley Drive, Hacienda Drive and Highway 17. The project-generated noise increases in the ambient conditions will be within the allowed noise increased established in the Noise Element. Noise mitigation measures will not be required.

Section I of this report contains a summary of our findings. Subsequent sections contain site and project descriptions, analyses and evaluations. Appendices A, B and C contain the list of references, descriptions of the noise standards and terminology and the noise measurement data and calculation tables.

- The existing exterior noise exposure at the nearest commercial building to the southwest of the site is 60 dB DNL. Therefore, the noise limit on the project at this location is 63 dB DNL. Note that $60 \text{ dB} + 3 \text{ dB} = 63 \text{ dB}$.

B. Project-Generated Noise Exposures

- The project-generated noise exposure at the most impacted residential receptor across Hacienda Drive to the north of the site, 115 ft. from the car wash tunnel entrance, will be 45 dB DNL. The ambient + project noise exposure will be 65 dB DNL. Thus, the project is expected to add 0 decibels to the existing ambient noise exposure of 65 dB DNL. The project-generated noise exposure will be within the ambient + 5 dB limit of the City of Scotts Valley Noise Element standards.
- The project-generated noise exposure at the most impacted commercial building to the southwest of the site, 85 ft. from the car wash tunnel exit, will be 55 dB DNL. The ambient + project noise exposure will be 62 dB DNL. Thus, the project is expected to add 2 decibels to the existing ambient noise exposure of 60 dB DNL. The project-generated noise exposure will be within the ambient + 5 dB limit of the City of Scotts Valley Noise Element standards.

There are no other noise sensitive land uses in the vicinity of the site that would be noise impacted.

The project-generated noise exposures will be within the ambient + 5 dB limit of the City of Scotts Valley Noise Element standards. Noise mitigation measures for the project will not be required.

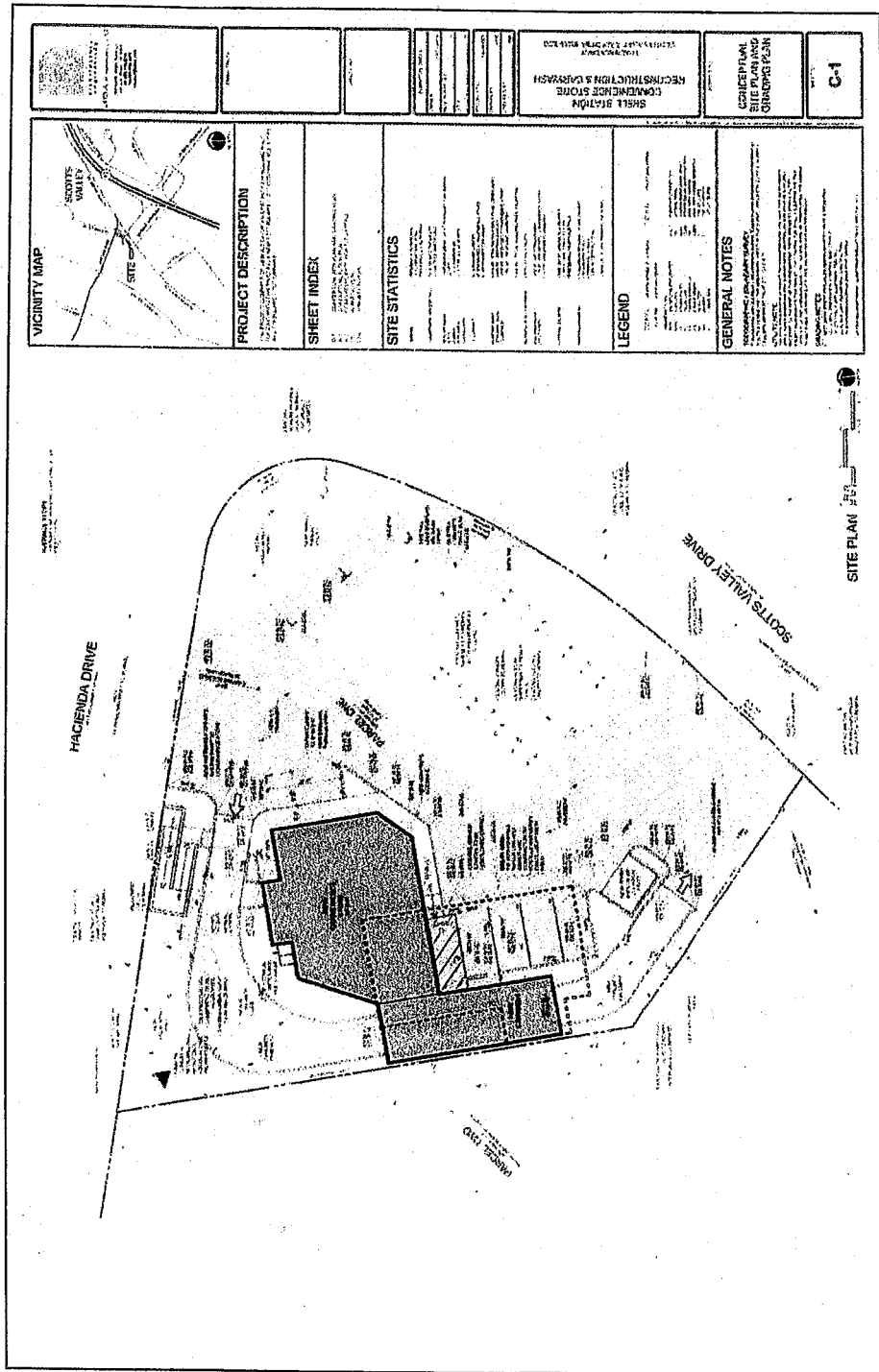


FIGURE 1 – Site Plan



FIGURE 2 – Noise Measurement Locations

B. Project-Generated Noise Levels

The project-generated noise levels were determined from on-site noise level measurements of the existing Shell service station car wash at 1649 41st Avenue in Capitola. This car wash has the identical car wash and dryer system as the proposed project facility. Noise level and acoustic frequency measurements were made on Sunday morning February 12, 2017 using a Larson-Davis 831 Precision Integrating Sound Level Meter.

The noise level measurement methodology included sound level and frequency measurements at distances of 15 ft. from the car wash entrance and exit. Measurements at greater distances from the car wash exit could not be performed due to the background noise levels generated by other activities near the site, such as parking lot sweeping and 41st Avenue and Capitola Avenue traffic.

B. Project-Generated Noise Exposures

To determine the project-generated noise exposures, the DNL's were calculated by assuming that there are three 4-minute and two 5-1/2-minute car washes per hour during the daytime hours of 7:00 AM to 10:00 PM and seven 4-minute car washes during the nighttime hours of 10:00 PM to 7:00 AM. This equates to 67 daytime car washes and 7 nighttime car washes for a total of 70 car washes over a 24-hour period.

At the most noise impacted residence across Hacienda Drive, the car wash noise level reduces from 67 dBA @ 15 ft. to 49 dBA @ 115 ft. With the five washes per hour scenario, the hourly average noise level is 45 dBA. Two 4-minute washes per hour generates 40 dBA. Thirteen daytime hours of 45 dBA and one daytime hour of 40 dBA plus one nighttime hour of 45 dBA and one nighttime hour of 40 dBA results in a project-generated noise exposure of 45 dB DNL.

Adding the project-generated noise exposure of 45 dB DNL to the ambient noise exposure of 65 dB DNL yields a combined noise exposure of 65 dB DNL. Thus, the project will not add to the existing ambient noise environment at the residences across Hacienda Drive from the site. Noise mitigation measures will not be required.

At the most noise impacted commercial building to the west of the site the car wash noise level reduces from 80 dBA @ 15 ft. to 59 dBA @ 85 ft. With the five washes per hour scenario, the hourly average noise level is 55 dBA. Two 4-minute washes per hour generates 50 dBA. Thirteen daytime hours of 55 dBA and one daytime hour of 50 dBA plus one nighttime hour of 55 dBA and one nighttime hour of 50 dBA results in a project-generated noise exposure of 55 dB DNL.

Adding the project-generated noise exposure of 55 dB DNL to the ambient noise exposure of 60 dB DNL yields a combined noise exposure of 62 dB DNL. Thus, the project will add 2 decibels to the existing ambient noise environment at the commercial building to the west. Noise mitigation measures will not be required.

APPENDIX A

References:

- (a) Site Plan, by Ruggeri, Jensen, Azar, Inc., undated
- (b) Noise Element of the General Plan, City of Scotts Valley, 1993
- (c) Information on the Car Wash Operations Provided by Mr. John Castelo, Peninsula Petroleum, LLC, by email to Edward L. Pack Associates, Inc., February 8, 2017

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.

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 Type 1 performance standards of ANSI S1.4. 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

DNL CALCULATIONS

CLIENT: PENINSULA PETROLEUM
 FILE: 49-006
 PROJECT: HACIENDA CAR WASH
 DATE: 2/12-13/2017
 SOURCE: AMBIENT

LOCATION 1 Hacienda Dr. Residential			
TIME	Leq	10 ⁴ Leq/10	
7:00 AM	61.3	1348962.9	
8:00 AM	60.1	1023293.0	
9:00 AM	60.1	1023293.0	
10:00 AM	60.5	1122018.5	
11:00 AM	62.5	1778279.4	
12:00 PM	61.5	1412537.5	
1:00 PM	61.2	1318256.7	
2:00 PM	63.0	1995262.3	
3:00 PM	63.5	2238721.1	
4:00 PM	62.5	1778279.4	
5:00 PM	64.1	2570395.8	
6:00 PM	64.0	2511886.4	
7:00 PM	62.4	1737800.8	
8:00 PM	62.6	1819700.9	
9:00 PM	58.0	630957.3	SUM= 24309645
10:00 PM	55.2	331131.1	Ld= 73.9
11:00 PM	52.8	190546.1	
12:00 AM	50.7	117489.8	
1:00 AM	51.9	154881.7	
2:00 AM	48.5	70794.6	
3:00 AM	48.4	69183.1	
4:00 AM	52.7	186208.7	
5:00 AM	58.1	645654.2	
6:00 AM	64.6	2884031.5	SUM= 4649921
		Lr=	66.7
Daytime Level=		73.9	
Nighttime Level=		76.7	
DNL=		65	
24-Hour Leq=		60.8	

LOCATION 2 Commercial Prop Line			
TIME	Leq	10 ⁴ Leq/10	
7:00 AM	57.3	537031.8	
8:00 AM	60.1	1023293.0	
9:00 AM	58.9	776247.1	
10:00 AM	59.4	870963.6	
11:00 AM	60.6	1148153.6	
12:00 PM	59.5	891250.9	
1:00 PM	59.8	954992.6	
2:00 PM	61.2	1318256.7	
3:00 PM	60.7	1174897.6	
4:00 PM	59.7	933254.3	
5:00 PM	61.0	1258925.4	
6:00 PM	61.2	1318256.7	
7:00 PM	59.3	851138.0	
8:00 PM	60.2	1047128.5	
9:00 PM	56.5	446683.6	SUM= 14550474
10:00 PM	54.7	295120.9	Ld= 71.6
11:00 PM	52.1	162181.0	
12:00 AM	50.4	109647.8	
1:00 AM	47.9	61659.5	
2:00 AM	47.5	56234.1	
3:00 AM	49.7	93325.4	
4:00 AM	52.9	194984.5	
5:00 AM	58.2	660693.4	
6:00 AM	62.9	1949844.6	SUM= 3583691
		Lr=	65.5
Daytime Level=		71.6	
Nighttime Level=		75.5	
DNL=		63	
24-Hour Leq=		58.8	