A G E N D A

Scotts Valley Planning Commission

REMOTE ACCESS ONLY

June 9, 2022

Time: 6:00 PM

CITY OF SCOTTS VALLEY 1 Civic Center Drive Scotts Valley, CA 95066 831-440-5635	**MEETING LOCATION** City Council Chambers 1 Civic Center Drive Scotts Valley, CA 95066 Remote Access Only	**POSTING:** The agenda was posted on June 3, 2022 at City Hall and on the Internet at www.scottsvalley.org.

PUBLIC ADVISORY REGARDING COVID-19

On September 16, 2021, Governor Newsom signed Assembly Bill 361 ("AB 361"), an urgency measure effective upon adoption, amending the Brown Act to allow legislative bodies to continue teleconferencing during a proclaimed State of Emergency, and either state or local officials have imposed or recommended measures to promote social distancing, or the legislative body determines that meeting in person would present imminent risks to the health or safety of attendees. In accordance with AB 361, the Scotts Valley City Council adopted Resolution No. 2007.1 on November 17, 2021, authorizing the continued use of teleconferenced meetings pursuant to AB 361. City Council and City Staff Members will be participating remotely via videoconference.

Public Participation

The meeting will be available on Zoom. For those wishing to participate via Zoom, you can join from a PC, Mac, iPad, iPhone or Android device by entering or clicking on the following URL: https://us02web.zoom.us/j/88671741298

You will be given an opportunity to provide public comment at the appropriate times throughout the meeting via Zoom.

How to comment via Zoom:

1. At the appropriate times during the meeting for public comment on items not on the agenda and on specific agenda items, the Planning Commission Chair will announce that public comment will be accepted. Our usual time limits of three minutes per individual, or five minutes for an individual who is representing a group of three or more, will apply. Please note that per our standard practice, this is not a question and answer time, but simply a time for you to provide comments to the Planning Commission.

2. There is an option on Zoom to raise your hand. Please click on this option when the Chair announces that public comments will be taken. If you are participating via dial-up only, use *9 to raise your hand at the requested time. Zoom places people in line automatically. When it is your turn, you will be un-muted and you will be able to make your comments based on the above time frames. Once your

time is up, you will once again be muted and the next person in line will be given their opportunity to speak.

Appointed Officials	City Staff Members
Lori Gentile, Chair	Taylor Bateman, Community Development Director
Chuck Maffia, Vice Chair	Olivia Beers, Assistant Planner
David Hodgin, Commissioner	Jonathan Kwan, Contract Planner
Steven Horlock, Commissioner	Susie Pineda, Contract Planner
Shawn Mosley, Commissioner	Lauren Lambert, Deputy City Clerk

Notice regarding Planning Commission Meetings:
The Planning Commission meets regularly on the 2nd Thursday of each month (unless otherwise noticed) at 6pm in the City Hall Council Chambers located at 1 Civic Center Drive, Scotts Valley, CA 95066. Currently meetings are being held remotely.

Agenda and Agenda Packet Materials:
The Planning Commission agenda and the complete agenda packet are available for review by 5pm the Friday before the Thursday meeting on the Internet at the City's website: www.scottsvalley.org/AgendaCenter, City Hall is closed to the public therefore, the agenda is only available for viewing online.

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

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

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

ALTERATIONS TO CONSENT AGENDA
(The Commission can remove or add items to the Consent Agenda.)

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

Approve the Action Meeting Minutes from the following meetings:

1. August 12, 2021
2. September 9, 2021
3. October 21, 2021
4. December 9, 2021
5. February 24, 2022
6. March 10, 2022,

7. March 24, 2022
8. May 12, 2022

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. **Proposed Project:** Lloyd's Tires Office Trailer
   Location: 5310E Scotts Valley Drive / APN 022-042-08
   Planning Permit Application: Design Review DR22-005
   Applicant & Property Owner: Courtney Hughes & Steve Bogner
   Project Description: Consideration of a Design Review application to legalize an existing, unpermitted 317 square foot office trailer with an attached, unpermitted, 103 square foot deck.
   Staff Planner: Jonathan Kwan, Contract Planner, jonathank@csgengr.com

2. **Proposed Project:** Oak Creek Park
   Location: Intersection of Mount Hermon Road and Glen Canyon Road / APN 022-162-76
   Planning Permit Application: Environmental Impact report EIR19-004
   General Plan Amendment GPA18-001
   Zone Change ZC18-001
   Planned Development PD18-002
   Minor Land Division MLD18-003
   Design Review DR18-007
   Applicant & Property Owner: Charlie Eadie & Granum Partners
   Project Description: Consideration of an Environmental Impact Report, General Plan Amendment (GPA), Zone Change, Planned Development Zoning and Planned Development Permit, Design Review application and a Minor Land Division to allow for the construction of a mixed use commercial and residential development on a 3.56-acre site at the intersection of Glen Canyon and Mt. Hermon Road. Project land uses include 24,973 square feet of commercial, eight townhomes, and 44 apartments
   Staff Planner: Susie Pineda, Contract Planner, spineda@m-group.us

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.)

3. **Proposed Project:** Capital Improvement Program for FY2022/23-2026/27
   Location: City-wide
   Applicant & Property Owner: City of Scotts Valley
   Project Description: State law requires cities to adopt a Capital Improvement Program (CIP) to implement the cities' General Plan. The CIP is a list of the

proposed public works projects. The City's Public Works Department develops the CIP as a 5-year program and updates the program each year. By law, the Planning Commission must review the CIP for consistency with the General Plan.
Staff: Chris Lamm, Public Works Director, clamm@scottsvalley.org

DISCUSSION ITEMS AND FUTURE AGENDA ITEMS (The Planning Commission or Community Development Director may request to schedule items on future agendas.)

WRITTEN COMMUNICATIONS – FOR INFORMATION ONLY
DIRECTOR UPDATES
(The Community Development Director may provide any department or city updates that are available.)

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

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

Minutes

Scotts Valley Planning Commission
Meeting was Remote Access Only
Date: August 12, 2021
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 on August 6, 2021, at City Hall and on the Internet at www.scottsvalley.org.

Appointed Officials	City Staff Members
Lori Gentile, Vice Chair David Hodgin, Commissioner Steven Horlock, Commissioner Chuck Maffia, Commissioner	Taylor Bateman, Community Development Director Jonathan Kwan, Contract Planner Kim Tschantz, Contract Planner

CALL TO ORDER: 6:10pm

ROLL CALL: Present: Gentile, Hodgin, Horlock and Maffia

PUBLIC COMMENT: None

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

1. **Title:** Chair Lori Gentile
   M/S: Horlock/Maffia
   To elect Lori Gentile Chair of the Planning Commission.
   Carried: 4/0/0
   Ayes: Gentile, Hodgin, Horlock, and Maffia
   Noes: None

2. **Title:** Vice Chair Chuck Maffia
   M/S: Horlock/Hodgin
   To elect Chuck Maffia Vice Chair of the Planning Commission.
   Carried: 4/0/0
   Ayes: Gentile, Hodgin, Horlock, and Maffia
   Noes: None

ALTERATIONS TO CONSENT AGENDA: None

CONSENT AGENDA

A. Action Meeting Minutes from the May 5, 2021 meeting.
M/S: Hodgin / Maffia
To approve the minutes from the May 5, 2021 meeting.
Carried: 5-0-0
Ayes: Gentile, Hodgin, Horlock and Maffia.
Noes: None

ALTERATIONS TO PUBLIC HEARING AGENDA: None

PUBLIC HEARING AGENDA

1. **Title**: 223 Sunset Terrace Minor Land Division
Address: 223 Sunset Terrace/ APN 024-081-16
Planning Permit Application: Minor Land Division MLD21-002
Applicant/Property Owner: Gary Gilliand
Project Description: Consideration of a Minor Land Division application to subdivide an existing, 21,857 square foot parcel into two parcels in the R-1-10 zoning district.
Staff: Jonathan Kwan, Contract Planner, jonathank@csgengr.com
M/S: Maffia/Hodgin
To approve Resolution No. 1762 for MLD21-002 for the 223 Sunset Terrace Minor Land Division.
Carried: 4-0-0
Ayes: Gentile, Hodgin, Horlock and Maffia.
Noes: None

2. **Title**: Encore Condominium Project
Address: 4104 Scotts Valley Drive / APNs 022-732-01 and -48
Planning Permit Application: Tentative Map 21-001; Use Permit U21-001 and Design Review DR21-001
Applicant/Property Owner: Chris Perri, Apple Homes
Project Description: Consideration of Tentative Subdivision Map, Use Permit, and Design Review applications to allow the construction of a 16-dwelling unit condominium building and a subdivision for 16 individual residential condominium lots and one common-owned parcel in the “R-M-6” (Multi-family Residential) zoning district located at 4104 Scotts Valley Drive.
Staff: Kim Carlos Tschantz, Contract Planner, kimt@cruzion.com
M/S: Horlock / Hodgin
To approve Resolution No. 1763 for Tentative Map 21-001, U21-001, DR21-001 for the Encore Condominium Project.
Carried: 4-0-0
Ayes: Gentile, Hodgin, Horlock, and Maffia.
Noes: None

ALTERATIONS TO REGULAR AGENDA: None

REGULAR AGENDA: None

DISCUSSION ITEMS AND FUTURE AGENDA ITEMS: None

WRITTEN COMMUNICATIONS – FOR INFORMATION ONLY: None

DIRECTOR UPDATES: None

ADJOURNMENT: 6:56 pm

Minutes

Scotts Valley Planning Commission
Meeting was Remote Access Only
Date: September 9, 2021
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 on August 27, 2021, at City Hall and on the Internet at www.scottsvalley.org.

Appointed Officials	City Staff Members
Lori Gentile, Chair Chuck Maffia, Vice Chair David Hodgin, Commissioner Steven Horlock, Commissioner	Taylor Bateman, Community Development Director Jonathan Kwan, Contract Planner

CALL TO ORDER: 6:02pm

ROLL CALL: Present: Gentile, Hodgin, Horlock and Maffia

PUBLIC COMMENT: None

ALTERATIONS TO CONSENT AGENDA: None

CONSENT AGENDA: None

ALTERATIONS TO PUBLIC HEARING AGENDA: None

PUBLIC HEARING AGENDA

1. **Title**: Montessori Use Permit Amendment
   Address: 123 S Navarra Drive / APN 024-141-24
   Planning Permit Application: Use Permit U21-002
   Applicant: Lindsay Toscano, Architect
   Property Owner: Bill and Regina Tershy
   Project Description: Consideration to Amend Use Permit U03-002 to increase the maximum capacity of the existing preschool and childcare facility from 88 full and part time students to 110 full and part time students.
   Staff: Jonathan Kwan, Contract Planner, jonathank@csgengr.com
   M/S: Maffia/Hodgin

To approve Resolution No.1764 for U21-002 for the Montessori School at 123 S Navarra Drive.
Carried: 4-0-0
Ayes: Gentile, Hodgin, Horlock and Maffia.
Noes: None

ALTERATIONS TO REGULAR AGENDA: None

REGULAR AGENDA: None

DISCUSSION ITEMS AND FUTURE AGENDA ITEMS: None

WRITTEN COMMUNICATIONS – FOR INFORMATION ONLY: None

DIRECTOR UPDATES: None

ADJOURNMENT: 6:20pm

Minutes

Scotts Valley Planning Commission
Meeting was Remote Access Only
Date: October 21, 2021
Time: 6:00 PM

CITY OF SCOTTS VALLEY	MEETING LOCATION	POSTING: The agenda was posted on October 15, 2021, at City Hall and on the Internet at www.scottsvalley.org.
1 Civic Center Drive Scotts Valley, CA 95066 831-440-5630	City Council Chambers 1 Civic Center Drive Scotts Valley, CA 95066	

Appointed Officials	City Staff Members
Lori Gentile, Chair Chuck Maffia, Vice Chair David Hodgin, Commissioner Steve Horlock, Commissioner Shawn Mosley, Commissioner	Taylor Bateman, Community Development Director Paula Bradley, Contract Planner Jonathan Kwan, Contract Planner

CALL TO ORDER: 6:01pm

ROLL CALL: Present: Gentile, Hodgin, and Maffia

PUBLIC COMMENT: None

ALTERATIONS TO CONSENT AGENDA: None

CONSENT AGENDA: None

ALTERATIONS TO PUBLIC HEARING AGENDA: None

PUBLIC HEARING AGENDA

1. **Title**: Scotts Valley Square Exterior Update
   Address: 266-274 Mount Hermon Road / APN 022-231-16 & 022-231-17
   Planning Permit Application: PD21-003 and DR21-003
   Applicant & Property Owner: Kevin Pratt, SCOTTS VALLLEY PHASE II, LP
   Project Description: Consideration of a Planned Development and Design Review application for a proposed exterior update to the Scotts Valley Square shopping center. The project includes exterior modifications to the shopping center design, an updated sign program, new landscaping, and new exterior amenities such as bike parking, a kids play area, and outdoor seating areas.

Staff: Jonathan Kwan, Contract Planner, jonathank@csgengr.com
M/S: Chuck/Hodgin
To approve Resolution No. 1765 for PD21-003 and DR21-003 for the Scotts Valley Square exterior update.
Carried: 4-0-0
Ayes: Gentile, Hodgin, Maffia, and Mosley.
Noes: None

2. **Title**: 800 Bethany Drive Tentative Map
Address: 800 Bethany Drive / APNs: 023-021-01 to -04 and 023-021-17; 023-022-01 to-05; 023-031-20 to -26; 023-033-06,07 and-08; 023-041-25, -26 and -27; and 023-072-01
Planning Permit Application: LD21-002
Applicant & Property Owner: Jon Ifland, Ifland Engineers
Project Description: Consideration of a Tentative Map to reconfigure 23 existing parcels into 18 parcels part of the 1440 Multiversity Campus, located at 800 Bethany Dr. No construction is proposed and all required improvements such as roads, utilities, grading, and public access were completed in 2018.
Staff: Paula Bradley, Contract Planner, pbradley@mbakerintl.com
M/S: Hodgin/ Maffia
To approve Resolution No. 1766 for LD21-002, the 800 Bethany Drive Tentative Map.
Carried: 4-0-0
Ayes: Gentile, Hodgin, Maffia, and Mosley.
Noes: None

ALTERATIONS TO REGULAR AGENDA: None

REGULAR AGENDA: None

DISCUSSION ITEMS AND FUTURE AGENDA ITEMS: None

WRITTEN COMMUNICATIONS – FOR INFORMATION ONLY: None

DIRECTOR UPDATES: None

ADJOURNMENT: 7:06pm

Minutes

Scotts Valley Planning Commission
Meeting was Remote Access Only
Date: December 9, 2021
Time: 6:00 PM

CITY OF SCOTTS VALLEY	MEETING LOCATION	POSTING: The agenda was posted on December 9, 2021, at City Hall and on the Internet at www.scottsvalley.org.
1 Civic Center Drive Scotts Valley, CA 95066 831-440-5630	City Council Chambers 1 Civic Center Drive Scotts Valley, CA 95066	

Appointed Officials	City Staff Members
Lore Gentile, Chair Chuck Maffia, Vice Chair David Hodgin, Commissioner Steve Horlock, Commissioner Shawn Mosley, Commissioer	Taylor Bateman, Community Development Director Jonathan Kwan, Contract Planner

CALL TO ORDER: 6:11pm

ROLL CALL: Present: Hodgin, Horlock and Maffia

PUBLIC COMMENT: None

ALTERATIONS TO CONSENT AGENDA: None

CONSENT AGENDA: None

ALTERATIONS TO PUBLIC HEARING AGENDA: None

PUBLIC HEARING AGENDA

1. **Title**: Fitness Studio Use Permit
   Address: 262 Mount Hermon Road, Suite 101/ APN 022-231-28
   Planning Permit Application: Use Permit U21-003
   Applicant & Property Owner: David Elliot, David Elliot & Associates, Inc., Hanger at Skypark LLC
   Project Description: Consideration of a Use Permit application for a fitness studio at 262 Mount Hermon Road, Suite 101.
   Staff: Jonathan Kwan, Contract Planner, jonathank@csgengr.com
   M/S: Hodgin/ Maffia

To approve Resolution No. 1767 for U21-003 for the fitness studio at 262 Mount Hermon Road, Suite 10.

Carried: 3-0-0
Ayes: Hodgin, Horlock, and Maffia.
Noes: None

ALTERATIONS TO REGULAR AGENDA: None

REGULAR AGENDA: None

DISCUSSION ITEMS AND FUTURE AGENDA ITEMS: None

WRITTEN COMMUNICATIONS – FOR INFORMATION ONLY: None

DIRECTOR UPDATES: None

ADJOURNMENT: 6:30pm

Minutes

Scotts Valley Planning Commission
Meeting was Remote Access Only
Date: February 24, 2022
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 Remote Access Only	**POSTING:** The agenda was posted on February 18, 2022, at City Hall and on the Internet at www.scottsvalley.org.

Appointed Officials	City Staff Members
Lori Gentile, Chair Chuck Maffia, Vice Chair David Hodgin, Commissioner Steven Horlock, Commissioner Shawn Mosley, Commissioner	Taylor Bateman, Community Development Director Olivia Beers, Assistant Planner Scott Harriman, Contract Planner

CALL TO ORDER: 6:04 pm

ROLL CALL: Present: Gentile, Hodgin, Horlock, Maffia, and Mosley

PUBLIC COMMENT: Denise Moore addressed the Planning Commission regarding short term rentals in Scotts Valley.

ALTERATIONS TO CONSENT AGENDA: None

CONSENT AGENDA: None

ALTERATIONS TO PUBLIC HEARING AGENDA: None

PUBLIC HEARING AGENDA: None

ALTERATIONS TO REGULAR AGENDA: None

REGULAR AGENDA

1. **Title:** Blue Bonnet Lane Single Family Dwelling
   Location: Blue Bonnet Lane / APN 022-212-23 (Lot A - MLD 18-002)
   Planning Permit Application: DR22-001, TR22-006

Applicant & Property Owner: Bobby and Missy Paul
Project Description: Design Review of a new single-family home on an existing residential lot, including tree removal permit.
Staff Planner: Scott Harriman, Contract Planner, sharriman@rgs.ca.gov
M/S: Hodgin/ Maffia
To approve Resolution No. 1768 for Design Review DR22-001 and Tree Removal TR22-006 for a single-family dwelling on Blue Bonnet Lane
Carried: 5-0-0
Ayes: Gentile, Hodgin, Horlock, Maffia, and Mosley
Noes: None

2. **Title:** Blue Bonnet Lane Single Family Dwelling
Location: Blue Bonnet Lane / APN 022-212-24 (Lot B - MLD 18-002)
Planning Permit Application: DR22-002, TR22-007
Applicant & Property Owner: Bob and Carrie Paul
Project Description: Design Review for a new single-family home on an existing residential lot, including tree removal permit.
Staff Planner: Scott Harriman, Contract Planner, sharriman@rgs.ca.gov
M/S: Horlock/Mosley
To approve Resolution No. 1769 for Design Review DR22-002 and Tree Removal TR22-007 of two trees for a single-family dwelling on Blue Bonnet Lane.
Carried: 5-0-0
Ayes: Gentile, Hodgin, Horlock, Maffia, and Mosley
Noes: None

DISCUSSION ITEMS AND FUTURE AGENDA ITEMS: None

WRITTEN COMMUNICATIONS – FOR INFORMATION ONLY: None

DIRECTOR UPDATES: None

ADJOURNMENT: 6:45 pm

Minutes

Scotts Valley Planning Commission
Meeting was Remote Access Only
Date: March 10, 2022
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 Remote Access Only	**POSTING:** The agenda was posted on March 4, 2022, at City Hall and on the Internet at www.scottsvalley.org.

Appointed Officials	City Staff Members
Lori Gentile, Chair Chuck Maffia, Vice Chair David Hodgin, Commissioner Steven Horlock, Commissioner Shawn Mosley, Commissioner	Taylor Bateman, Community Development Director Jonathan Kwan, Contract Planner

CALL TO ORDER: 6:01pm

ROLL CALL: Present: Gentile, Hodgin, Horlock, Maffia, and Mosley

PUBLIC COMMENT: None

ALTERATIONS TO CONSENT AGENDA: None

CONSENT AGENDA: None

ALTERATIONS TO PUBLIC HEARING AGENDA: None

PUBLIC HEARING AGENDA: None

1. **Title: Planned Development and Planned Sign Program Amendment for the Hangar at Skypark**
   Location: 260 and 262 Mount Hermon Road / APN 022-231-27 and 022-231-28
   Planning Permit Application: Planned Development PD22-001 and Design Review 22-006
   Applicant & Property Owner: Corbett Wright / Hangar at Skypark LLC
   Project Description: Consideration of a Planned Development application and Design Review to amend the approved Planned Sign Program for the Hangar at

Skypark. No changes are proposed to the Starbucks at 260 Mount Hermon Road.
Staff Planner: Jonathan Kwan, Contract Planner, jonathank@csgengr.com
M/S: Mosley/Hodgin
To approve Resolution No. 1770 for the Hangar at Skypark subject to the following changes to Conditions of Approval 5 and 9 in bold:

5. All signs on the property shall be per the project plans prepared by Lot C Architecture, dated October 15, 2018, and received by the City of Scotts Valley on December 3, 2018.
Revised and new plan sheets (A6.6, A6.6b, and A6.7) by Lot C Architecture dated January 31, 2022 shall be incorporated into the Planned Sign Program for the Hangar Development as a part of the approved plans and supersede Sheets A6.6 and A6.7 dated October 15, 2018.
Logo signs shall continue to be allowed as shown on the plans dated October 15, 2018. Future logo signs shall be subject to approval by the Community Development Director to ensure consistency and compatibility with other signage, the subject building and surrounding buildings.

9. **The** property owners shall work with the City and future town center developers to ~~integrate signage and structures as development occurs in the town center core area.~~ **review new signs on the north side of the building as they are replaced to ensure that potential impacts to surrounding uses are minimized.**

Carried: 5-0-0
Ayes: Gentile, Hodgin, Horlock, Maffia, and Mosley
Noes: None

ALTERATIONS TO REGULAR AGENDA: None

REGULAR AGENDA

DISCUSSION ITEMS AND FUTURE AGENDA ITEMS: None

WRITTEN COMMUNICATIONS – FOR INFORMATION ONLY: None

DIRECTOR UPDATES: None

ADJOURNMENT: 6:23pm

Minutes

Scotts Valley Planning Commission
Meeting was Remote Access Only
Date: March 24, 2022
Time: 5:30 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 Remote Access Only	**POSTING:** The agenda was posted on March 16, 2022, at City Hall and on the Internet at www.scottsvalley.org.

Appointed Officials	City Staff Members
Lori Gentile, Chair Chuck Maffia, Vice Chair David Hodgin, Commissioner Steven Horlock, Commissioner Shawn Mosley, Commissioner	Taylor Bateman, Community Development Director Olivia Beers, Assistant Planner Scott Harriman, Contract Planner

CALL TO ORDER: 5:31pm

ROLL CALL: Present: Gentile, Hodgin, Horlock, Maffia, and Mosley

PUBLIC COMMENT: None

ALTERATIONS TO CONSENT AGENDA: None

CONSENT AGENDA: None

ALTERATIONS TO PUBLIC HEARING AGENDA: None

PUBLIC HEARING AGENDA: None

ALTERATIONS TO REGULAR AGENDA: None

REGULAR AGENDA

1. **Location:** 19 Polo Heights/APN 024-021-36
   (33 Polo Heights on the original application)
   Planning Permit Application: Design Review DR19-013
   Applicant & Property Owner: Todd Creamer

Project Description: Consideration of revisions to an approved Design Review application for a new single-family home, on a recently subdivided hillside lot adjacent to Highway 17.
Staff Planner: Scott Harriman, Contract Planner, sharriman@rgs.ca.gov
M/S: Maffia/Hodgin
Minute Motion to approve the revised plans based on the findings and conditions contained in the original approval.
Carried: 5-0-0
Ayes: Gentile, Hodgin, Horlock, Maffia, and Mosley
Noes: None

DISCUSSION ITEMS AND FUTURE AGENDA ITEMS: None

WRITTEN COMMUNICATIONS – FOR INFORMATION ONLY: None

DIRECTOR UPDATES
Director Bateman informed the Commission that he, Commissioners Hodgin and Maffia, and Assistant Planner Beers went to the 2022 Planning Commissioners Academy. He recommended that the Commissioners go next year if they can as it was a valuable experience.

ADJOURNMENT: 5:46pm

Minutes

Scotts Valley Planning Commission
Meeting was Remote Access Only
Date: May 12, 2022
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 Remote Access Only	**POSTING:** The agenda was posted on May 6, 2022, at City Hall and on the Internet at www.scottsvalley.org.

Appointed Officials	City Staff Members
Lori Gentile, Chair Chuck Maffia, Vice Chair David Hodgin, Commissioner Steven Horlock, Commissioner Shawn Mosley, Commissioner	Taylor Bateman, Community Development Director Olivia Beers, Assistant Planner Jonathan Kwan, Contract Planner

CALL TO ORDER: 6:06pm

ROLL CALL: Present: Gentile, Hodgin, Horlock, Maffia, and Mosley

PUBLIC COMMENT: None

ALTERATIONS TO CONSENT AGENDA: None

CONSENT AGENDA: None

ALTERATIONS TO PUBLIC HEARING AGENDA: None

PUBLIC HEARING AGENDA: None

ALTERATIONS TO REGULAR AGENDA: None

REGULAR AGENDA

1. **Location:** 5060 Scotts Valley Drive / APN 022-091-53
   Planning Permit Application: Use Permit U22-002
   Applicant & Property Owner: Nesh Dhillon / Santa Cruz Community Farmers' Markets & Scotts Valley Boys and Girls Club

Project Description: Consideration of a Use Permit application for the Scotts Valley Farmers' Market to operate in the parking lot of the Boys and Girls Club at 5060 Scotts Valley Drive
Staff Planner: Jonathan Kwan, Contract Planner, jonathank@csgengr.com
M/S: Hodgin/Maffia
To approve Resolution No. 1771 for the Farmers' Market to operate in the Boys and Girls Club parking lot at 5060 Scotts Valley Drive with the following modifications:

The Planning Commission amended Section 5 of the Resolution as follows:
Use Permit U22-002 shall lapse and shall become void one ~~five~~ year~~s~~ from the date of this resolution unless prior to the expiration date an extension of up to ~~5~~ one year~~s~~ is granted by the Community Development Director.

The Planning Commission added the following Conditions of Approval:

The applicant shall submit a revised site plan indicating all areas utilized for the Farmers' Market subject to the City's review and approval.

The applicant shall work with staff to improve pedestrian safety and direct pedestrian traffic outside of drive aisles.

The applicant shall set up signage to indicate parking areas for the Farmers' Market. All signage shall be taken down at the end of the event each Saturday.

The applicant is encouraged to partner with surrounding partners to identify overflow parking opportunities for the Farmers' Market.

The Planning Commission amended the condition below as follows:

This approval is only valid for ~~five years with a possible five~~ one-year ~~extension~~ and can be renewed annually upon request**,** subject to the approval of the Community Development Direct. ~~Additional extensions may be granted by the Planning Commission.~~

Carried: 5-0-0
Ayes: Gentile, Hodgin, Horlock, Maffia, and Mosley
Noes: None

DISCUSSION ITEMS AND FUTURE AGENDA ITEMS: None

WRITTEN COMMUNICATIONS – FOR INFORMATION ONLY: None

DIRECTOR UPDATES

ADJOURNMENT: 6:35pm

STAFF REPORT

Applicant:	Courtney Hughes, William Fisher Architects
Property Owner:	Steve Bogner
Application:	Design Review DR22-005
Location:	5310 E Scotts Valley Drive APN 022-042-08
General Plan/Zoning:	Light Industrial / I-L (Light Industrial) Commercial Service / C-S (Commercial Service)
Environmental Status:	CEQA Categorical Exemption, Class I Section 15301, Existing Facilities
Request:	Consideration of a Design Review application to legalize an existing, unpermitted 317 square foot office trailer with an attached, unpermitted 103 square foot deck.
Staff Planner:	Jonathan Kwan, Consultant Planner

STAFF RECOMMENDATION

It is recommended that the Planning Commission review the proposed application and approve Design Review application DR22-005 by adoption of the attached resolution with the conditions in Exhibit A.

BACKGROUND

The project site is a 0.65 acre lot that is split zoned for C-S (Commercial Service) and I-L (Light Industrial Uses). Measured from the front of the lot, approximately the first 150 feet is zoned C-S and the remaining lot area is zoned I-L as shown in Sheet A0.2 of the project plans (Attachment 2). The existing site includes many structures and uses. The proposed project would clean up the site by removing various uses such as a storage trailer and a covered storage area while requesting retroactive approvals for the office trailer.

PROJECT DESCRIPTION

The proposed project would clean up the site, removing structures and outdoor storage areas. Four existing structures would remain as a result of the project:

Address	Zone	Use
5310 Scotts Valley Drive A/B	C-S	Mixed use, office and residential
5310 Scotts Valley Drive C	C-S	Office
5310 Scotts Valley Drive D	I-L	Service Building for Lloyd's Tires
5310 Scotts Valley Drive E	I-L	Office for Lloyd's Tires

As noted in the table above, 5310 D and 5310 E are rented by Lloyd's Tires and are used for their business and would remain on the site. The proposed project includes a 317 square foot office trailer with an attached 103 square foot deck located for Lloyd's Tires office. No signage is proposed with this request, any new signage would be subject to the requirements of the Scotts Valley Municipal Code.

DISCUSSION

The office trailer is within the I-L Zone portion of the property. Per Section 17.26.030 of the Scotts Valley Municipal Code, auto service uses and incidental uses such as an office are allowed. Therefore, the existing office trailer for Lloyd's Tires is allowed at its current location. Per Section 17.26.050 of the Scotts Valley Municipal Code all structures in the I-L zoning district require design review approval. Any new signage shall be subject to design review.

Staff has reviewed the project for compliance with the City's regulations and requirements. An analysis of the issues for the Planning Commission's consideration are provided in the following sections.

Design

The office trailer is a 317 square foot, single story structure located approximately 200 feet from the front of the property, 54 feet from the northern property line, 200 feet from the eastern property line, and 2 feet from the southern property line. The associated 103 square foot deck is attached to the north side of the office trailer. The trailer is painted light grey with navy blue trim to match the existing Lloyd's Tires service building located on at the rear of the site. The proposed project would replace the existing brown deck

and railing around the deck to create a ramp for ADA accessibility. Staff is recommending that the deck and railing be painted to match the building as a condition of approval.

The buildings on site range from 10 feet tall to 21 feet, 7 inches tall. The office trailer is the shortest building on the property with a maximum height of 10 feet but is in scale with the other one to two-story buildings on site. The structure is oriented toward the north and is located behind two existing structures on site, minimizing the visibility of the structure from Scotts Valley Drive.

Parking

The existing parking lot includes 15 off-street parking spaces. The proposed project would significantly improve the onsite parking by restriping the existing paved areas onsite to add 10 parking spaces for a total of 25 spaces, 2 of which are ADA compliant. In addition, the proposed parking layout includes a loading space at the rear of the site as required by the building code.

Temporary Approval

An office trailer is not intended to be a permanent structure. Conditions are included to require that the structure and foundation comply with the California Building Code Requirements. In addition, Staff recommends limiting the approval of this structure for 5 years. Extensions of up to 5 years could be requested prior to the expiration of this approval, subject to the approval of the Community Development Director.

ATTACHMENTS PAGE

Resolution (Action Item)

1. Location Map 9
2. Project Plans 10
3. Photos 15

RESOLUTION NO. ____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SCOTTS VALLEY APPROVING DESIGN REVIEW DR22-005 FOR A 317 SQUARE FOOT OFFICE TRAILER WITH AN ATTACHED 103 SQUARE FOOT DECK FOR LLOYD'S TIRES AT 5310 D SCOTTS VALLEY DRIVE // APN 022-042-08

WHEREAS, the application was reviewed for completeness and is determined to be a "project" as defined by the California Environmental Quality Act (CEQA); and,

WHEREAS, the project is categorically exempt from CEQA [Class15301]; and,

WHEREAS, the project was reviewed by the Planning Commission in a duly noticed public hearing on Thursday, June 9, 2022.

NOW THEREFORE, the Planning Commission of the City of Scotts Valley hereby resolves as follows:

SECTION 1: The environmental determination represents the independent judgment of the City.

SECTION 2: The categorical exemption [Class15301] is hereby approved.

SECTION 3: The Planning Commission of the City of Scotts Valley does hereby specifically make the following findings, as further clarified in the staff report dated Thursday, June 9, 2022:

Design Review

1. ***The siting of any structure on the property as compared to the siting of other structures in the immediate neighborhood is appropriate.*** The subject property is a narrow property on Scotts Valley Drive. Four structures are proposed to remain on the site and are sited appropriately compared to the siting of structures in the immediate neighborhood.

2. ***The materials, colors, proportion, mass and detail of all structures shall be in good proportion, have simplicity of mass and detail and be compatible in appearance with surrounding structures. There shall be an appropriate use of materials. Colors shall be appropriate within the context of use and should blend with surrounding structures.*** The project meets the requirements of this finding in that the exterior of the office trailer is painted to match the metal service building at the rear of the site. As conditioned, the proposed attached deck would match the two structures as well.

3. ***The size, location and arrangement of on-site parking and paved areas shall be appropriate.*** The proposed project would restripe the parking lot to add 10 additional parking spaces, two of which are ADA compliant van spaces. The proposed project would significantly improve the parking areas at the project site.

4. ***For ingress, egress and internal traffic circulation, all the above factors shall be related to the setting or established character of the neighborhood or surrounding area.*** The proposed project legalizes an existing office trailer and restripes a parking lot. The proposed parking lot striping would improve internal traffic circulation on site, ensuring that internal roadways are kept clear of parked vehicles.

SECTION 4: After careful consideration of the application and related materials, plans, maps, facts, exhibits, staff reports, minutes, testimony and other evidence submitted in this matter, and incorporated herein by this reference, the Planning Commission of the City of Scotts Valley does hereby approve Design Review DR22-005 for A 317 square foot office trailer with an attached 103 square foot deck for Lloyd's Tires at 5310 D Scotts Valley Drive // APN 022-042-08, subject to the conditions set forth in the attached Exhibit A, which are incorporated herein by this reference.

SECTION 5: Design Review DR22-005 shall lapse and shall become void five years from the date of this resolution and the office trailer shall be removed unless prior to the expiration date an extension is granted by the Community Development Director.

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 9th day of June 2022, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Laurie Gentile, Chair

_____
Taylor Bateman, Community Development Director

EXHIBIT A
CONDITIONS OF APPROVAL

STANDARD

1. Developer has agreed to and shall defend, indemnify and hold harmless the City of Scotts Valley, its officers, agents and employees from any claim, action or proceeding against the City or its officers, agents or employees to attach, set aside, void or annul any action of the City in connection with approvals under the California Environmental Quality Act or with respect to approval of the project, which action is brought within the time period(s) prescribed by law. The City shall promptly notify the developer of any such claim, action or proceeding and shall fully cooperate in defense.

2. Property owner shall sign below (at the end of these conditions) agreeing to the Conditions of Approval noted above prior to issuance of the building permit.

PLANNING DEPARTMENT

3. The deck shall be painted to match the office trailer and tire service building subject to approval of the Planning Department.

SCOTTS VALLEY FIRE DISTRICT

4. This project shall conform to the 2019 California Fire Code as amended by the Scotts Valley Protection District.

5. All requirements of the Scotts Valley Protection District shall be met including:

    a. Update plans to show location of fire extinguishers.

    b. Update plans to show location of KNOX Box.

    c. Add note and show address numbers. Address numbers shall be no less than 6” in height.

    d. Please submit a check for the amount of $158 to the Scotts Valley Fire District for their review fee. Make all checks payable to the SCOTTS VALLEY FIRE PROTECTION DISTRICT. Please direct any questions to Chief Ron Whittle at (831) 438-0211.

BUILDING DEPARTMENT

6. All requirements of the Building Department of the City of Scotts Valley shall be met.

7. Applicant shall obtain a building permit(s) and pay appropriate fees before doing any work on the subject property.

8. All structures shall comply with the most current California Energy Commission Standards. (California Energy Code)

9. The plans shall include all required Accessibility Plans and details per 2019 CBC Chapter 11B.

10. All construction within the City shall be limited to the hours between 8 AM and 6 PM, Monday through Friday, and 9 AM through 5 PM on Saturday. No construction activity is allowed on Sundays.

11. The applicant shall affix a copy of the approving resolution and conditions of approval to each set of construction plans which will be submitted to the Building Department.

12. All trades of electrical, plumbing and mechanical will be issued under one building permit for said project (General Contractor permittee).

13. All of the following Codes shall be used: 2019 California Building Code (CBC), 2019 California Electrical Code (CEC), 2019 California Plumbing Code (CPC), 2019 California Mechanical Code (CMC), 2019 California Green Building Code (CGBC), 2019 California Energy Code as applicable to the permitted construction.

Site Specific

14. The modular building must be designed to comply with the California Title 25, for structural and seismic/earthquake requirements. Foundation elements shall be State of California Approved.

15. An Installation manual and foundation details shall be submitted for the model of modular building installed.

16. Lloyd's Tires has a separate parking area from the rest of the building on the property and shall provide a Van Accessible parking space and path of travel to

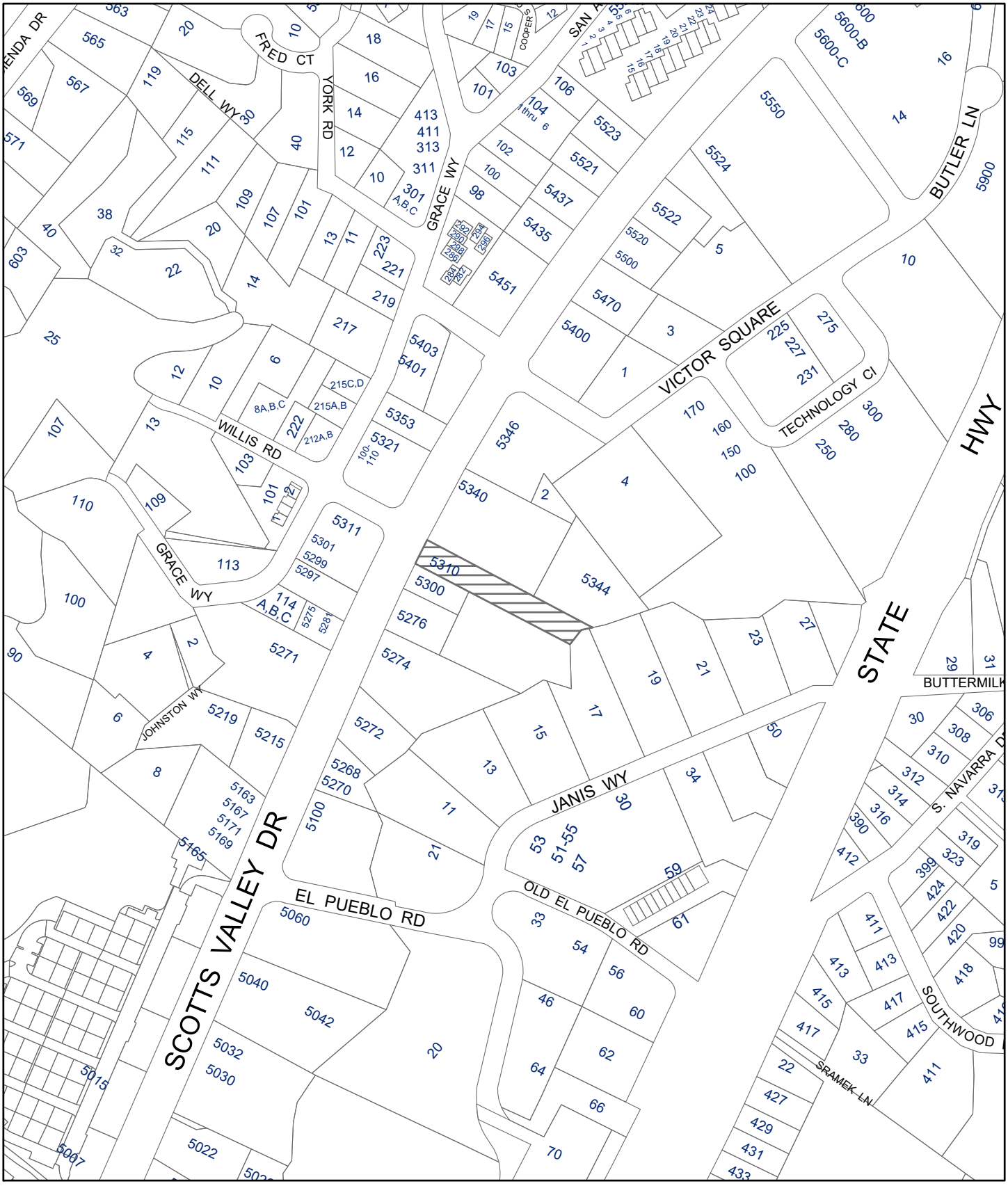
the entry of the office. The ramp shall comply with CBC 11B-405.5 for the clear width of a ramp run which shall be 48 inches (1219 mm) minimum.

_____

Signature of Property Owner

Project Site

Lloyd's Tires / 022-042-08



N

0 0.125 0.25 Miles

Project Site

USE PERMIT APPLICATION FOR

SITE IMPROVEMENTS: LLOYD'S TIRE

5310 SCOTTS VALLEY DR
SCOTTS VALLEY CA, 95066
APN: 02204208

PROJECT NOTES

DON'T SCALE THE DRAWINGS.

STUDY THE CONTRACT DOCUMENTS AND THE FIELD CONDITIONS BEFORE BIDDING OR DOING WORK ON THIS PROJECT. IMMEDIATELY REPORT TO THE ARCHITECT ANY ERRORS, OMISSIONS, OR UNCLEAR DIRECTIONS. THE ARCHITECT WILL EVALUATE THE PROBLEM AND MAKE A WRITTEN INTERPRETATION.

NOTIFY THE ARCHITECT IMMEDIATELY OF ANY DEVIATIONS OR VARIATIONS FROM THE DRAWINGS OR SPECIFICATIONS SHOWN HEREIN.

DIMENSIONS MARKED "CLEAR" SHALL BE MAINTAINED AND SHALL ALLOW FOR THICKNESS OF FINISH MATERIALS.

DIMENSIONS ARE TAKEN FROM FACE OF FINISH (FOF), OR FROM CENTER LINES AS INDICATED.

THE GENERAL CONTRACTOR SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE PROJECT. THE ARCHITECT MUST BE NOTIFIED IMMEDIATELY OF ANY DEVIATIONS OR VARIATIONS FROM THE DRAWINGS OR SPECIFICATIONS SHOWN HEREIN.

"ALIGN" MEANS TO LOCATE FINISHED FACES IN SAME PLANE.

"APPROVED" MEANS, UNLESS INDICATED OTHERWISE BY THE ARCHITECT, APPROVED IN WRITING BY THE ARCHITECT.

"AS DIRECTED" OR "AS INDICATED" MEANS AS DESCRIBED EITHER VERBALLY OR IN WRITING BY THE ARCHITECT. "AS INDICATED" NORMALLY REFERS TO AN ITEM EXPLAINED IN THE CONTRACT.

THE "CONTRACTOR" REFERS TO THE GENERAL CONTRACTOR, NOT HIS SUBCONTRACTORS.

"PROVIDE" MEANS THAT THE CONTRACTOR SHALL FURNISH AND INSTALL.

"UNLESS NOTED OTHERWISE", "UNO", OR "UNLESS INDICATED OTHERWISE" MEANS THAT THE ITEM DESCRIBED IS TYPICAL AS SHOWN EXCEPT AS WHERE SPECIFICALLY CALLED OUT AS DIFFERENT.

"VERIFY" MEANS, UNLESS INDICATED OTHERWISE BY THE ARCHITECT, TO OBTAIN WRITTEN VERIFICATION OF THE ITEM OR METHOD INDICATED FROM THE ARCHITECT. THIS VERIFICATION MIGHT INCLUDE ELABORATION OR EXPLANATION BY THE ARCHITECT REQUIRING A MORE COMPLEX CONSTRUCTION SOLUTION THAN MIGHT BE ASSUMED BY READING THE DRAWING WITHOUT THE VERIFICATION, THEREFORE PLEASE MAKE VERIFICATIONS AS EARLY AS POSSIBLE BEFORE BIDDING THE WORK. APPROVED SHOP DRAWINGS DO NOT CONSTITUTE VERIFICATION.

INFORM THE ARCHITECT IMMEDIATELY IF THE DRAWINGS, SPECIFICATIONS, OR OTHER CONSTRUCTION DOCUMENTS DON'T SEEM TO COMPLY WITH CURRENT APPLICABLE LAWS, CODES, OR REGULATIONS.

OBTAIN ALL PERMITS AND INSPECTIONS AND COMPLY WITH ALL CODES, LAWS, RULES, ORDINANCES, AND REGULATIONS OF ALL PUBLIC AUTHORITIES (FEDERAL, STATE, AND LOCAL) GOVERNING THE WORK. THE MOST STRINGENT SHALL APPLY.

U.N.O., APPLY, INSTALL, CONNECT, ERECT, CLEAN, AND CONDITION PRODUCTS PER THEIR MANUFACTURER'S CURRENT WRITTEN INSTRUCTIONS.

VERIFY WITH MANUFACTURERS THEIR EQUIPMENT REQUIREMENTS (FOR INSTANCE, STRUCTURAL BLOCKING OR SUPPORT, ELECTRICAL OR MECHANICAL REQUIREMENTS, ETC.). OBTAIN EQUIPMENT SPECIFICATIONS FROM MANUFACTURER(S) TO HELP ENSURE PROPER FIT AND OPERATION.

SURVEY FIELD CONDITIONS AND VERIFY FEASIBILITY OF INDICATED WORK, FOR INSTANCE LOCATIONS OF OUTLETS IN RELATION TO STRUCTURAL ELEMENTS.

DISCONNECT, CUT BACK TO THEIR SOURCE, AND CAP UTILITIES TO BE REMOVED. SEAL PENETRATIONS AND OTHER DAMAGE CREATED BY UTILITY REMOVAL TO MATCH ADJACENT CONSTRUCTION AND FINISHES. NOTIFY ARCHITECT IMMEDIATELY OF UTILITIES DETERMINED DURING CONSTRUCTION AS NECESSARY TO BE REMOVED WHICH HAVE NOT BEEN SO DESIGNATED IN THE CONTRACT DOCUMENTS. REMOVE SUCH UTILITIES ONLY AFTER CONSULTATION WITH THE ARCHITECT.

VOC AND FORMALDEHYDE LIMITS PER CODE

COVER MECHANICAL DUCTS DURING CONSTRUCTION

REQUIRED COMPLIANCE WITH THE FOLLOWING:
2019 CALIFORNIA BUILDING CODE
2019 CALIFORNIA ELECTRICAL CODE
2019 CALIFORNIA MECHANICAL CODE
2019 CALIFORNIA PLUMBING CODE
2019 CALIFORNIA ENERGY CODE
2019 CALIFORNIA FIRE CODE
2019 CALIFORNIA GREEN BUILDING CODE

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PROJECT INFORMATION

PROJECT DESCRIPTION:
RESOLVE COMPLIANCE ITEMS PER NOTCE 10 25 2019

- Building D – Lloyd's Tires
- • APPLY FOR A **permit is required for the EXISTING storage racking** showing the location in the building and their connection specifications and construction details of the rack themselves.
- **Provide Electrical load calculations, panel schedule and electrical plan and obtain a permit**.
- • Provide detailed plans, specifications and obtain a permit for the HIGH PRESSURE air lines.

- Office Trailer and Deck – Lloyd's Tires
- Verify with the Planning Department that this is a legal, allowed structure. .
- Provide **tie-down details for the trailer and provide framing details for the deck** designed by a licensed California Engineer and obtain a permit.

PARKING IMPROVEMENTS

PARCEL SIZE: 28488 SF
AREA OF WORK:

ALLOWABLE AREA: 45%

OCCUPANCY GROUP: B
CONSTRUCTION TYPE: V-B
SPRINKLERED: NOT SPRINKLERED

ZONING: IL - INDUSTRIAL LIGHT

SPRINKLER SYSTEM REVISIONS TO BE DESIGNED BY A FIRE SPRINKLER SUB-CONTRACTOR AND UNDER A DEFERRED PERMIT.

OCCUPANCY CALCULATION OF BUILDING C
463 SF @ 150 OCCUPANT LOAD FACTOR
TOTAL: 4 OCCUPANTS

REQUIRED PARKING BREAKDOWN:		
ADDRESS	**USE**	**# OF SPACES REQUIRED**
BUILDING C: 1,711 SQ. FT.	COMMERCIAL USE	6.8
BUILDING A/B: 1,540 SQ. FT. (770 SQ FT OFFICE WITH 1 RESIDENTIAL UNIT	OFFICE & 1 RESIDENTIAL UNIT	5.1
BUILDING D & E 3,389 & 317 LLOYD'S TIRE: SQ. FT	COMMERCIAL	14.8
	TOTAL	26.7 - > 27

PARKING DEFICIENCY OF TWO PARKING SPACES, 25 SPACES PRESENT

17.20.040 - DEVELOPMENT STANDARDS.
THE FOLLOWING DEVELOPMENT STANDARDS SHALL APPLY IN THE C-S ZONING DISTRICT:

A.MINIMUM LOT AREA: TEN THOUSAND SQUARE FEET;
B.MINIMUM LOT WIDTH: ONE HUNDRED FEET;
C.MINIMUM LOT DEPTH: ONE HUNDRED FEET;
D.MINIMUM LOT FRONTAGE: ONE HUNDRED FEET;
E.MAXIMUM BUILDING COVERAGE: FORTY-FIVE PERCENT;

F.MINIMUM SETBACKS:1.FRONT, TWENTY FEET,2.REAR, ZERO FEET,3.SIDE, ZERO FEET,4.INTERIOR LOT: WHERE THE LOT IS ADJACENT TO ANY "R" DISTRICT, THE SIDE YARD SHALL BE A MINIMUM OF TEN FEET IN WIDTH,5.CORNER LOT: THE EXTERIOR SIDE YARD OF A CORNER LOT SHALL BE A MINIMUM OF FIFTEEN FEET,6.REAR YARD: THERE ARE NO REAR YARD REQUIREMENTS EXCEPT IF ABUTTING AN R DISTRICT; THEN REAR YARD SHALL BE A MINIMUM OF TWENTY FEET;

G.NO STRUCTURE SHALL EXCEED THIRTY-FIVE FEET IN HEIGHT IN THE C-S DISTRICTS. HOWEVER, IF THE FIRST FLOOR OF THE STRUCTURE IS USED FOR PARKING AND IS AT A NATURAL GRADE, THE THIRTY-FIVE-FOOT HEIGHT LIMIT MAY BE EXCEEDED UPON THE GRANTING OF A USE PERMIT BY THE PLANNING COMMISSION, SUBJECT TO THE PROVISIONS OF SECTION 17.50.020 OF THIS TITLE. IN ADDITION TO THE FINDINGS REQUIRED IN SECTION 17.50.020, THE PLANNING COMMISSION ALSO MUST BE ABLE TO MAKE THE FOLLOWING FINDINGS:1.ON A PARCEL WHICH SLOPES DOWN FROM AN ARTERIAL OR COLLECTOR STREET, THE GARAGE IS BELOW THE LEVEL OF THE ADJACENT STREET(S) OR ON PARCELS SLOPING UP FROM A MAJOR STREET, THE GARAGE IS BELOW NATURAL GRADE,2.THE GARAGE WILL BE BUFFERED FROM VIEW BY EARTHEN MOUNDS THREE FEET IN HEIGHT AND LANDSCAPING, INCLUDING SHRUBS, WILL BE INSTALLED. THE LANDSCAPING PLAN HAS BEEN PREPARED SHOWING THE BUFFER AND LANDSCAPING;

H.WHERE A SITE ADJOINS ANY RESIDENTIAL ZONING DISTRICT, A SOLID WALL OR A FENCE, VINE-COVERED FENCE OR COMPACT EVERGREEN HEDGE SIX FEET IN HEIGHT SHALL BE LOCATED ON THE PROPERTY LINE EXCEPT IN A REQUIRED FRONT YARD AND PERMANENTLY MAINTAINED. IN ADDITION, A MINIMUM OF FIVE FEET ADJOINING THE PROPERTY LINE SHALL BE LANDSCAPED WITH PLANT MATERIAL AND PERMANENTLY MAINTAINED WHEN SUCH LANDSCAPING IS NECESSARY TO INSURE PRIVACY OR TO SCREEN VIEWS, AS DETERMINED BY THE DESIGN REVIEW BOARD;

I.NOT LESS THAN TEN PERCENT OF THE TOTAL SITE AREA SHALL BE LANDSCAPED AND PERMANENTLY MAINTAINED;

J.NOT LESS THAN TEN FEET OF A REQUIRED YARD ADJOINING A STREET SHALL BE LANDSCAPED AND PERMANENTLY MAINTAINED;

K.TRASH DISPOSAL: EACH PARCEL SHALL PROVIDE ADEQUATE AND ACCESSIBLE TRASH DISPOSAL AREAS. SUCH DISPOSAL AREAS SHALL BE SCREENED FROM PUBLIC VIEW BY MASONRY OR SOLID WOOD FENCING OF AT LEAST SIX FEET IN HEIGHT;

L.ALL BUSINESS, SERVICES AND PROCESSES SHALL BE CONDUCTED ENTIRELY WITHIN A COMPLETELY ENCLOSED STRUCTURE, EXCEPT FOR OFF-STREET PARKING AND LOADING AREAS, GASOLINE SERVICE STATIONS, GARDEN SHOPS, CHRISTMAS TREE SALES, OPEN-AIR MARKETS, OUTDOOR THEATRICAL ACTIVITIES AND THE SALE OF NURSERY PRODUCTS;

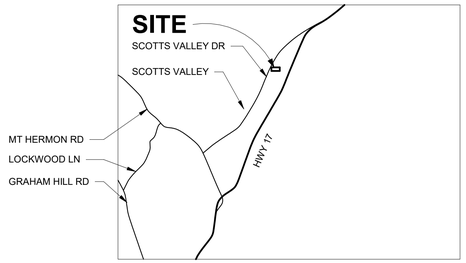
M.HOURS OF OPERATION. ALL COMMERCIAL ACTIVITY LOCATED ON THE SAME SITE AS MULTIPLE-FAMILY DWELLINGS SHALL BE LIMITED TO THE HOURS OF OPERATION BETWEEN SEVEN A.M. AND NINE P.M., MONDAY THROUGH FRIDAY, AND BETWEEN NINE A.M. AND SIX P.M. ON SATURDAYS AND SUNDAYS;

N.OUTDOOR SEATING AT RESTAURANTS WILL BE ALLOWED BY PERMIT ISSUED BY THE PLANNING DEPARTMENT UNDER THE FOLLOWING CONDITIONS:1.A SITE PLAN SHALL BE SUBMITTED TO THE PLANNING DEPARTMENT FOR REVIEW AND APPROVAL;2.THE PLAN SHALL BE REVIEWED AND APPROVED BY THE BUILDING DEPARTMENT, FIRE DISTRICT AND POLICE DEPARTMENT TO INSURE COMPLIANCE WITH FEDERAL, STATE AND LOCAL LAWS;3.ALL SEATING SHALL BE CONFINED TO A SPECIFIC AREA; AND4.FAILURE TO MAINTAIN THE SEATING WITHIN THE IDENTIFIED AREA OR INTERFERENCE WITH THE FREE FLOW OF PEDESTRIANS SHALL BE SUFFICIENT GROUNDS FOR REVOCATION OF THE OUTDOOR SEATING PERMIT.

O.OUTDOOR STORAGE:1.LOCATION. OUTDOOR STORAGE USES ARE PROHIBITED NEXT TO HOUSING;2.DEVELOPMENT STANDARDS. TO ENSURE ADEQUATE SCREENING OF NEW OUTDOOR STORAGE USES, DESIGN REVIEW APPROVAL BY THE PLANNING COMMISSION SHALL BE REQUIRED AND PROCESSED WITH THE REQUIRED USE PERMIT APPLICATION. SCREENING OF OUTDOOR STORAGE SHALL MEET THE FOLLOWING STANDARDS:A.PERMANENT SCREENING FROM ANY ADJACENT PUBLIC AND PRIVATE RIGHTS-OF-WAY AND/OR ADJACENT PROPERTY;B.SOLID OR SEMI-SOLID FENCE OF BRICK, STONE, TILE, MASONRY UNITS, OR WOOD AT LEAST EIGHT FEET TALL. CHAIN-LINK FENCE MAY NOT BE ACCEPTABLE;C.STORED MATERIALS NOT TO PROJECT ABOVE THE WALL OR FENCE, UNLESS APPROVED;D.PUBLIC WORKS DEPARTMENT REVIEW FOR ADEQUACY OF ACCESS;E.GATES SECURELY LOCKED WHEN NOT IN USE; AND,F.ANY OTHER REQUIREMENTS DEEMED APPROPRIATE BY THE COMMUNITY DEVELOPMENT DIRECTOR.3.MAINTENANCE: ALL REQUIRED SCREENING SHALL BE REGULARLY WELL-MAINTAINED IN A GOOD AND UPRIGHT CONDITION AND SHALL BE REPAIRED OR REPLACED TO THE ORIGINAL REQUIRED STATE IF DAMAGED, DESTROYED, OR IN NEED OF REPAIR. SCREENING SHALL REMAIN IN PLACE FOR AS LONG AS THE USE IS ALLOWED ON THE PROPERTY.

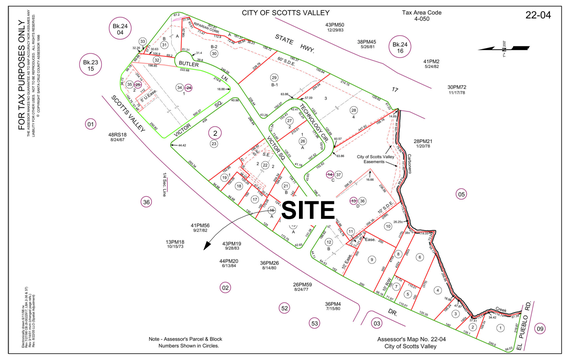
PROEJCT LOCATION

VICINITY MAP



DIRECTIONS
From Santa Cruz:

- Take CA-17 N to Mt Hermon Rd in Scotts Valley.
- Take exit 3 from CA-17 N
- Drive to Scotts Valley Dr



PARCEL MAP

PROJECT DIRECTORY

CONSULTANT CONTACT INFORMATION:

ARCHITECT
William Fisher Architecture, Inc.
(831) 457-0246
603 Front Street
Santa Cruz, CA 95060
Courtney Hughes
courtney@modern-architecture.com

PROPERTY OWNER
STEVE BOGNER
5310 SCOTTS VALLEY DR
SCOTTS VALLEY, CA
APN:

SHEET LIST - LLOYD'S TIRE	
A-0	LLOYD'S TIRE - PROJECT INFORMATION
A-0.1	LLOYD'S TIRE SITE PLAN - EXISTING
A-0.2	LLOYD'S TIRE - SITE PLAN - PROPOSED
A-1.0	LLOYD'S TIRE - FLOOR PLANS
A-2.0	LLOYD'S TIRE - ELEVATIONS

William Fisher Architecture, Inc.
603 Front Street, Santa Cruz, California 95060
(831) 246-0117 bill@modern-architecture.com
modern-architecture.com

Mailing Address:
P.O. Box 8
Santa Cruz, CA 95063

PRELIMINARY

LLOYD'S TIRE - PROJECT INFORMATION

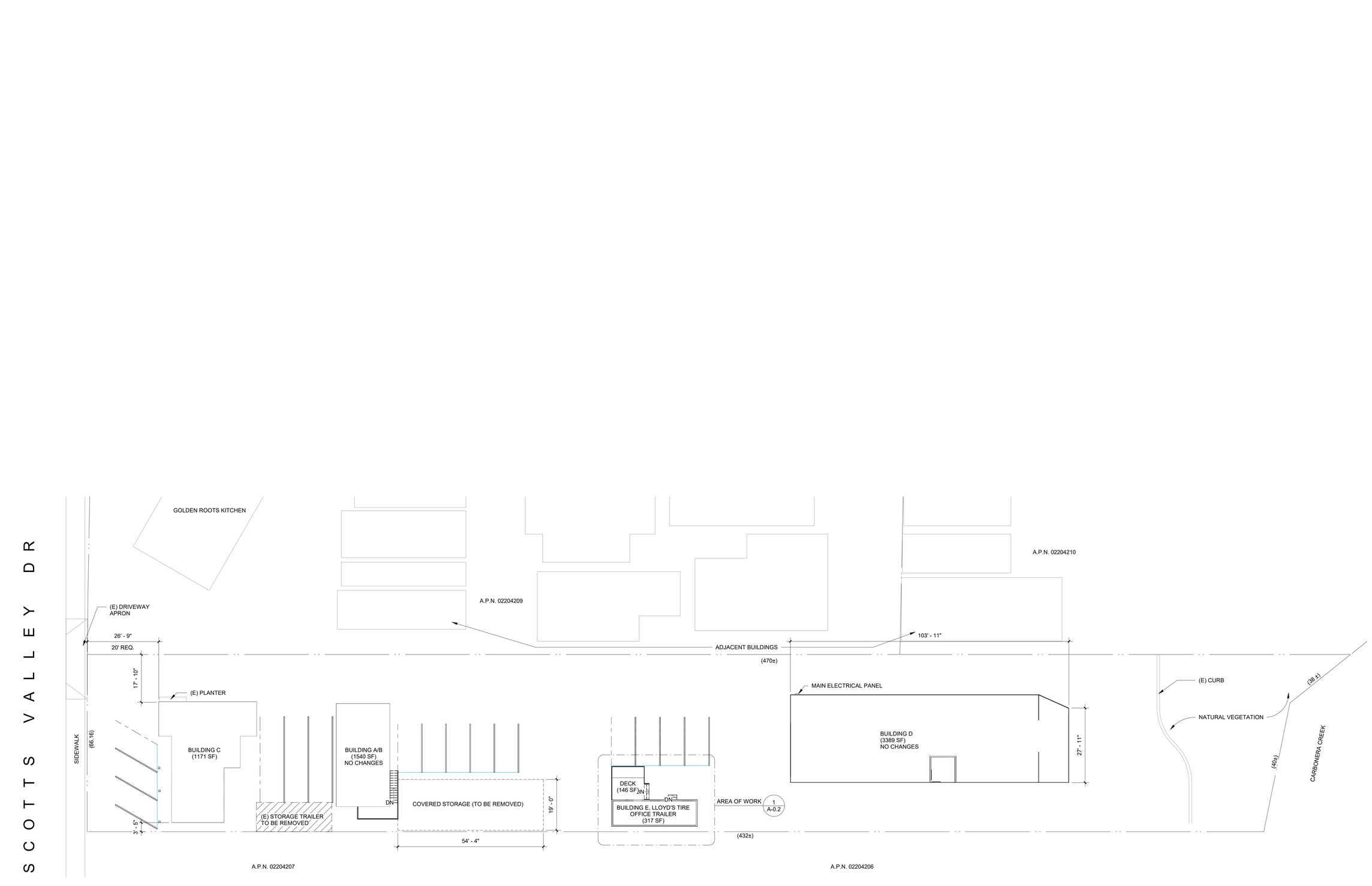
USE PERMIT APPLICATION FOR
STEVE BOGNER
5310 SCOTTS VALLEY DRIVE
APN: 02204208

Revision Schedule	
Rev. No.	Date

Issue Date

A-0

0031



1 LLOYD'S TIRE SITE PLAN - EXISTING
UNPERMITTED
1/16" = 1'-0"

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Mailing Address:
P.O. Box 8
Santa Cruz, CA 95063

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PRELIMINARY

LLOYD'S TIRE SITE PLAN - EXISTING

USE PERMIT APPLICATION FOR
STEVE BOGNER
5310 SCOTTS VALLEY DRIVE
APN: 02204208

Revision Schedule

Rev. No.	Date

Issue Date

A-0.1
0032

GEBERAL NOTES:

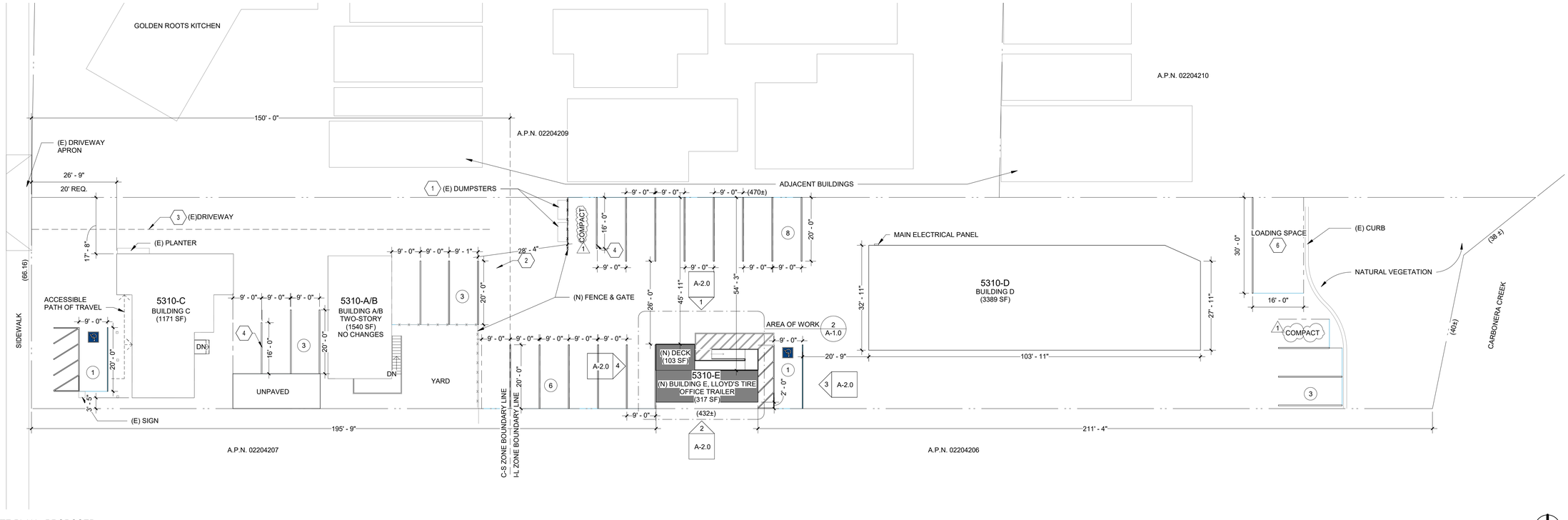
1. ALL ADDRESS NUMBERS POSTED ON BUILDINGS SHALL BE NO LESS THAN 6 INCHES IN HEIGHT.

NUMBERED NOTES:

1. ALL DUMPSTERS SHALL BE SCREENED BY MATERIALS SIMILAR OR COMPATIBLE WITH EXISTING AND PROPOSED BUILDINGS. DUMPSTER SCREENING/ENCLOSURES SHALL COMPLY WITH PUBLIC WORKS STANDARDS.
2. C-S & I-L BOUNDARY LINE; C-S ZONE IS WEST OF BOUNDARY LINE, I-L ZONE IS EAST OF BOUNDARY LINE.
3. 10-FOOT RIGHT-OF-WAY AT (E)DRIVEWAY FOR VEHICLE PASS-THROUGH.
4. 16-FOOT LONG PARKING SPACE EXCEPTED FROM BEING 20 FEET IN LENGTH, AS IT IS IN AN ACCESS DRIVE, PER CALIFORNIA MUNICIPAL CODE 17.44.030, G.
5. (N)ADA ACCESS RAMP SHALL COMPLY WITH CBC 11B-405.5; CLEAR WIDTH OF THE RAMP SHALL BE 48 INCHES, MINIMUM.
6. (N)30-FOOT LONG, 12-FOOT WIDE OFF-STREET LOADING SPACE, AS REQUIRED BY CALIFORNIA MUNICIPAL CODE 17.44.030, L, 2.

REQUIRED PARKING BREAKDOWN:		
ADDRESS	**USE**	**# OF SPACES REQUIRED**
BUILDING C: 1,711 SQ. FT.	COMMERCIAL USE	6.8
BUILDING A/B: 1,540 SQ. FT. (770 SQ FT OFFICE WITH 1 RESIDENTIAL UNIT	OFFICE & 1 RESIDENTIAL UNIT	5.1
BUILDING D & E 3,389 & 317 LLOYD'S TIRE: SQ. FT	COMMERCIAL	14.8
	TOTAL	26.7 - > 27

PARKING DEFICIENCY OF TWO PARKING SPACES, 25 SPACES PRESENT



1 LLOYD'S TIRE SITE PLAN - PROPOSED
1/16" = 1'-0"

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PRELIMINARY

LLOYD'S TIRE - SITE PLAN - PROPOSED

USE PERMIT APPLICATION FOR
STEVE BOGNER
5310 SCOTTS VALLEY DRIVE
APN: 02204208

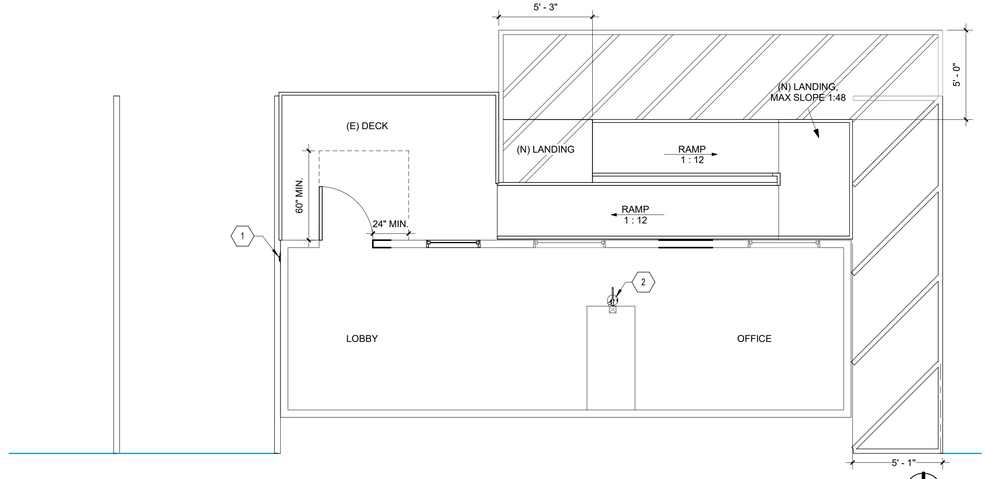
Revision Schedule	
Rev. No.	Date
1	Date 1

Issue Date

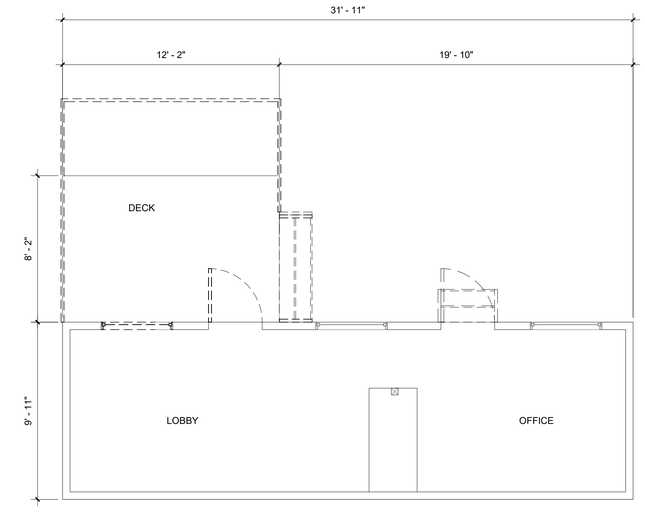
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NUMBERED NOTES:

1. (N)KNOX BOX KEY CABINET; SHALL BE UNOBSTRUCTED AND CLEARLY VISIBLE TO FIRE DEPARTMENT PERSONNEL.
2. (E)FIRE EXTINGUISHER.



2 LLOYD'S TIRE - OFFICE - PROPOSED
1/4" = 1'-0"



1 LLOYD'S TIRE - OFFICE - EXISTING
UNPERMITTED
1/4" = 1'-0"

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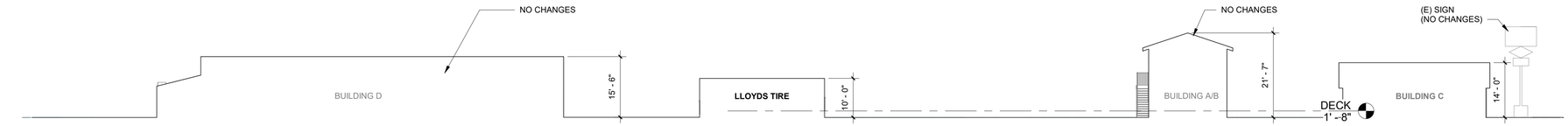
LLOYD'S TIRE - FLOOR PLANS

USE PERMIT APPLICATION FOR
STEVE BOGNER
5310 SCOTTS VALLEY DRIVE
APN: 02204208

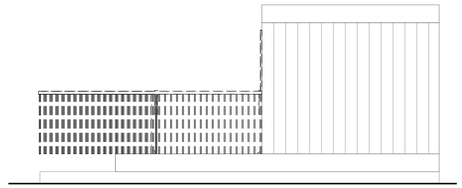
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Rev. No.	Date

Issue Date

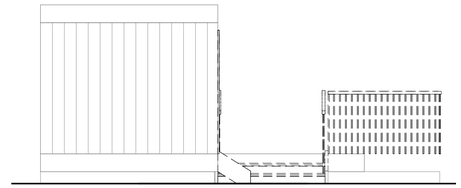
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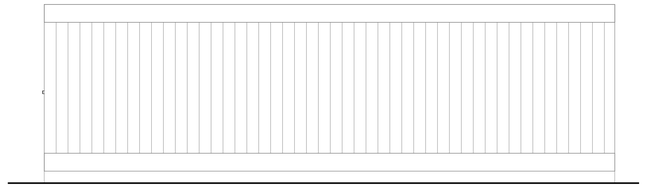
9 LLOYD'S TIRE - SITE SECTION
1/16" = 1'-0"



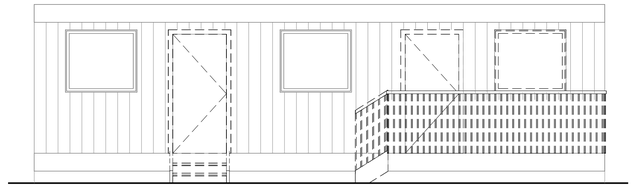
8 LLOYD'S TIRE - OFFICE - EAST - EXISTING UNPERMITTED
1/4" = 1'-0"



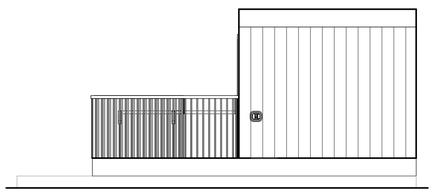
7 LLOYD'S TIRE - OFFICE - WEST - EXISTING UNPERMITTED
1/4" = 1'-0"



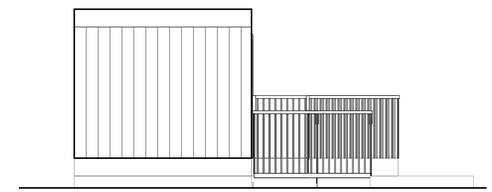
6 LLOYDS TIRE - OFFICE - NORTH - EXISTING UNPERMITTED
1/4" = 1'-0"



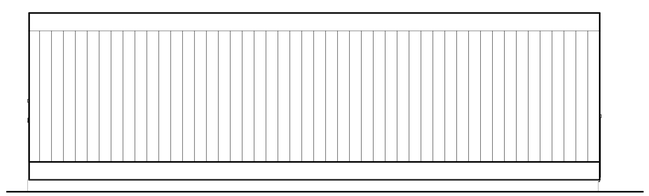
5 LLOYDS TIRE - OFFICE - SOUTH - EXISTING UNPERMITTED
1/4" = 1'-0"



4 LLOYD'S TIRE - OFFICE - EAST - PROPOSED
1/4" = 1'-0"



3 LLOYD'S TIRE - OFFICE - WEST - PROPOSED
1/4" = 1'-0"



2 LLOYDS TIRE - OFFICE - NORTH - PROPOSED
1/4" = 1'-0"



1 LLOYDS TIRE - OFFICE - SOUTH - PROPOSED
1/4" = 1'-0"

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LLOYD'S TIRE - ELEVATIONS

USE PERMIT APPLICATION FOR
STEVE BOGNER
5310 SCOTTS VALLEY DRIVE
APN: 02204208

Revision Schedule	
Rev. No.	Date

Issue Date

A-2.0
0035

Existing Photos





Agenda Item No. 2
June 9, 2022

City of Scotts Valley
PLANNING COMMISSION
STAFF REPORT

Date:	June 9, 2022
Applicant / Property Owner:	Charlie Eadie/Granum Partners
Applications:	Environmental Impact Report EIR19-004 General Plan Amendment GPA18-001 Zone Change ZC18-001 Planned Development PD18-002 Minor Land Division MLD18-003 Design Review DR18-007
Location:	Intersection of Mt. Hermon Road and Glen Canyon Road/APN 022-162-76
General Plan / Zoning:	Service Commercial / C-S
Environmental Status:	Environmental Impact Report (EIR) was circulated for public review October 11- November 30, 2021, in accordance with the California Environmental Quality Act (CEQA)
Request:	Consideration of an Environmental Impact Report, General Plan Amendment (GPA), Zone Change, Planned Development Zoning and Planned Development Permit, Design Review application and a Minor Land Division to allow for the construction of a mixed use commercial and residential development on a 3.56-acre site at the intersection of Glen Canyon and Mt. Hermon Road. Project land uses include 24,973 square feet of commercial, eight townhomes, and 44 apartments.
Staff Planner:	Susie Pineda, Consulting Planner, (408) 331-7987 spineda@m-group.us

STAFF RECOMMENDATION

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

BACKGROUND

The project site (APN: 022-162-76) is located at the northeast intersection of Glen Canyon Road and Mt. Hermon Road (Attachment 1 - Location Map).

The project site was previously approved for a three-lot subdivision to build three commercial buildings in 1991, however, the project was never constructed. In 1997, the City approved the Oak Creek Park Business Center to create three lots and build three commercial buildings (two 2-story buildings and one 1-story building). The one-story building was built at 3600 Glen Canyon Road. The approved two 2-story buildings (approx. 48,000 square feet) were not built.

In 2008, the Planning Commission recommended to the City Council for approval the Oak Creek Mixed-Use Planned Development project for two one-story commercial buildings (24,500 sf.) and a three-story, 10-unit townhouse building. However, due to a potential legal challenge, the public hearing was continued to a date uncertain and the City Council did not consider the proposed development.

PROJECT DESCRIPTION

The subject site is an approximately 3.6-acre, vacant lot, located at the intersection of Mt. Hermon and Glen Canyon Roads (see Location Map, attached). The site slopes upward to the northeast to the rear yards of single-family homes on Lucia Lane. The site is currently vacant and supports annual grassland, a small patch of coastal prairie, coast live oak tree groves, a poison oak thicket, and non-native tree groves. An overhead electrical transmission line extends generally east to west over the southern portion of the site and includes a steel monopole adjacent to Mt. Hermon Road.

The project fronts on Mt. Hermon Road which is one of the busiest commercial corridors in Santa Cruz County. Across Mt. Hermon Road are commercial uses comprised of small businesses, such as a coffee shop, restaurant, yoga studio, salon, gas station and laboratory equipment suppliers. North of the project site are 19 residential residences known as The Terrace Planned Development. Northeast of the site are single-family residences. Southeast of the project site is a one-story commercial building.

The project is a mixed-use commercial and residential development. Project land uses include 24,973 sf. of commercial (e.g. retail and office), eight townhomes, and 44 apartments.

The project proposes to subdivide the existing 155,350 sf parcel into two lots. Proposed Lot 1 is approximately 45,250 sf and would include eight townhome style, 3-bedroom apartments housed within two separate buildings (Buildings C and D). The proposed density is 7.7 units per acre, which conforms to the City's density standard of 6-9 units per acre for the R-M-6 Medium High Density residential zoning district. Façade treatments for both buildings include a sloped standing seam metal roof, painted

gutters, wood balcony railings, painted shingle siding, painted fiberglass windows and doors and painted stucco chimneys.

Lot 2 is approximately 110,100 sf and also includes two buildings, Building A and Building B. Building B would consist of 9,910 sf of commercial use which fronts Glen Canyon Road, and Building A includes 14,931 sf of ground floor commercial space, for a total of 24,973 sf of commercial use on Lot 2. Surface parking and 12' wide sidewalks would separate Buildings A and B, creating a "main street" commercial core. The residential units are located to the rear of the project site, on the third and fourth floors of Building A, above the commercial space. The proposed residential uses include a mix of apartments (4 studios, 18 one bedroom, and 22 two bedrooms) for a total of 44 units located on two levels. The studio and one bedroom apartments range in size from 712 sf- 906 sf, and the two- and three- bedroom units range in size from 1,184 sf to 2,172 sf. Façade treatments for both Buildings A and B include painted wood and sheet metal parapet, painted stucco siding, aluminum storefront windows and doors and a sloped standing seam metal roof.

Pursuant to the Scotts Valley Municipal Code the project is required to designate 15% of the housing units as affordable. Of the proposed 52 units, the project is required to provide seven affordable units and pay in-lieu fees of 0.80 of a unit. The income-levels of the units requires review and recommendation by the City Council affordable Housing Subcommittee. Before City Council review, the applicant will submit proposed income-levels for review by the City Council Affordable Housing Subcommittee for recommendation to the City Council.

The following objectives have been identified by the project applicant for the project:

1. Provide a balanced mix of residential and commercial uses that integrate into the existing urban setting and provide a safe and attractive environment for living and working.
2. Create a high-quality mixed-use development that is visually and aesthetically compatible with adjacent land uses.
3. Expand and improve the City's housing supply by developing high-quality housing on a City-designated "opportunity site."
4. Provide affordable and market-rate housing consistent with the City of Scotts Valley General Plan Housing Element goals and policies.
5. Provide a mix of residential and commercial uses that achieves a financially feasible project.
6. Provide commercial uses that provide net financial benefits to the City of Scotts Valley.
7. Provide a project that balances housing with job-creating uses.
8. Develop a project that supports the success of the commercial uses through careful site planning and infrastructure design.
9. Develop vacant and underutilized land in an urban area.
10. Locate commercial and residential uses where such uses can take advantage of existing infrastructure and utilities.

11. Provide and improve pedestrian connections within the project and across adjacent arterial streets to facilitate pedestrian activity between neighborhoods and within the development.

PROPOSED ENTITLEMENTS

The project requires the following planning permits:

1. Environmental Impact Report Certification – to address environmental impacts per the California Environmental Quality Act (CEQA)

2. General Plan Amendment – to change the existing land use designation on Lot 1 from Service Commercial to Medium High Residential

3. Zone Change – to change the zoning on Lot 1 from Service Commercial (C-S) to Medium High Residential (R-M-6)

4. Planned Development Zoning – to add a zoning overlay on Lot 1 Medium High Residential/Planned Development (R-M-6/PD) and Lot 2 Service Commercial /Planned Development (C-S/PD) to allow for exceptions to the zoning regulations and to allow tailored development standards to fit the needs of the project

5. Minor Land Division – to create two lots

6. Planned Development permit / Design Review – to evaluate the architecture and related site improvements

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

General Plan

General Plan Amendment

The project site is designated as Service Commercial under the City of Scotts Valley General Plan. As defined in the City's General Plan, the Service Commercial designation is intended for commercial and service-related land uses. Land uses permitted under the Service Commercial designation allow retail stores and shops, food and motel/hotel establishments, services such as printing shops and electrical repair shops, heating and ventilating shops. Very high density mixed use residential uses at a density range of 15.1 to 20 units/acre are also permitted, providing adjacent uses are compatible and the residential is secondary to the retail use.

The proposed project includes a General Plan Amendment to re-designate Lot 1 from Service Commercial to Medium High Residential which allows for a density range of 5 to 9 units per acre. Lot 1 is approximately 45,250 sf, resulting in a maximum allowable

density of nine dwelling units per acre. Eight townhomes are proposed for Lot 1 and the resulting density would be 7.7 DU/acre.

Lot 2 would remain Service Commercial and be 110,100 sf. in area and be comprised of 24,973 net sf. of commercial and 55,055 sf. of residential. The residential density would be 17.4 DU/acre. The total average density on the entire project site would be 15.1 dwelling units per acre.

When considering a General Plan Amendment, the City must find that the project is in the public interest.

General Plan Consistency

Per the General Plan, Service Commercial land use requirements allow mixed use residential provided that adjacent uses are compatible and the residential use is secondary to the retail use. As proposed the development plan for Lot 1 is not consistent with this requirement as shown on the following table.

Mixed Use Ratio Consistent with Zoning Code Total Square Footage Lot 2 = 80,028 sf		
Use	Square Footage	Ratio
Commercial	24,973 sf	24,973 sf/80,028 sf = 31.2%
Residential	55,055 sf	55,055 sf/80,028 sf = 68.8%

As illustrated in the table above, the residential land use comprises nearly 70% of the land use, which is not consistent with the General Plan. The purpose of the secondary requirement is to ensure that the commercial function of the property is retained.

In the City of Scotts Valley, floor area ratio is calculated as the total horizontal area, in square feet, on each floor within the exterior walls of a structure, but not including the area of inner courts, shaft enclosures or exterior walls. This was confirmed by the Planning Commission at an appeal hearing in December 2017. At that time, the Commission affirmed that commercial uses should be the primary use and that this method is an important way for the City to implement, promote, and protect the availability of its commercial zones, as called for in General Plan Land Use Element Policy LP-28. This is even more important due to the location of the project on one of the busiest commercial corridors in Santa Cruz County.

On Sheet A1.1 of the plan set, the applicant shows several calculations for mixed-use ratios based not only on this method, but also a variety of alternate calculations that create substantial confusion about the actual percentages. For clarity purposes, the Planning Department requested that the alternate calculations be removed from the plans and be in included as a separate attachment, but the applicant did not comply. Projects proposed in Scotts Valley are required to comply

with City requirements and the only Mixed-Use Ratio calculation that is consistent with these requirements is Alternative 2, labelled 'Mixed Use Ratio (Based on Area By Function)' as summarized in the table above.

In response to conversations with the Planning Department about the secondary requirement, the applicant felt that the project as proposed was preferred based on the following reasoning:

> *If the site did not include housing, or included fewer units, all parking would be located in surface lots because commercial development alone would not support the cost of a parking structure. In that case, the amount of commercial space would be nearly identical (25,000 square feet) but the housing opportunity would be almost entirely lost. The housing does not compromise the commercial opportunity, in fact, it provides a base of residents to support the commercial uses on the site.*

Despite the applicant's preferences, the City's General Plan and Zoning Code are clear about the parameters under which residential uses can be located within the Service Commercial areas in order to preserve the commercial base of the City.

General Plan Housing Element

While reviewing the project the Planning Department identified an additional way to process the application that would not require adherence to the secondary requirement. This method would be at the discretion of the Planning Commission and City Council.

In the City's 2015 – 2023 Housing Element, the subject site is identified as one of six Opportunity Sites that have zoning and development standards, infrastructure, and public facilities in place to accommodate the construction of new housing. These criteria allow high-density residential as part of a mixed-use project and this site was estimated to accommodate 10 units, two low income affordable units and eight market units.

The Planning Commission and City Council could interpret the Opportunity Site designation as an indicator that additional residential area would be an acceptable method of implementing the goals and objectives of the General Plan provided development standards, infrastructure and public facilities can accommodate the development. The Opportunity Site designation would allow for greater flexibility regarding the commercial/residential area ratio and could also be an opportunity to require additional affordable units. A decision to interpret the General Plan in this way would be unique to this property, as other properties with this designation in the Housing Element have already been developed.

By interpreting the "Opportunity Site" designation in this way the Planning Commission and City Council could allow the residential area of the site to exceed the secondary requirement and still be in compliance with the General Plan.

General Plan Circulation Element

The Scotts Valley General Plan Transportation Element Action CA-149 has established a threshold of LOS D for Mt. Hermon Road / Scotts Valley Drive and Granite Greek Road / Scotts Valley Drive. All other signalized intersections are required to maintain a LOS of C or better, per CA-150.

As stated in the City of Scotts Valley Guide for the Preparation of Traffic Impact Studies (2003), the City of Scotts Valley considers intersections with LOS C or better under "Existing Conditions" to be operating at an acceptable level. For intersections operating at LOS C or better under "Cumulative Conditions," a project would cause a deficiency if it would result in intersection operations of LOS D. This criteria is applied to signalized intersections within the City's jurisdiction, as well as Caltrans intersections.

The proposed project is expected to generate 1,678 net new daily trips, with 206 net new trips (130 in and 76 out) occurring during the AM peak hour and 126 net new trips (60 in and 66 out) occurring during the PM peak hour. Please see the "Transportation" section of the Draft Environmental Impact Report for a complete discussion of traffic related elements of the project (https://www.scottsvalley.org/358/Oak-Creek-Park---Mixed-Use-Development).

The Traffic Impact Study for the project identified several impacts associated with the project. Below is a summary of the issues and how they could be addressed. The Planning Commission and City Council will need to make a determination that the project is in the public interest and that the benefits outweigh the identified traffic impacts.

Mt. Hermon Road / Scotts Valley Drive (Existing + Project Conditions)

The Traffic Impact Study concluded that all intersections operate at acceptable levels of service under the "Existing + Project Conditions" during the weekday AM and PM peak hours with the exception of the Mt. Hermon Road / Scotts Valley Drive intersection. It Would degrade from acceptable LOS D to and unacceptable **LOS E** during the AM Peak. The addition of project traffic to the intersection to Scotts Valley Drive / Mt. Hermon Road would result in an average delay from 54.7 to 56.7 seconds (a two second increase).

Given the fact that the existing right-of-way is fully utilized, future constructed improvements at this intersection are limited without acquiring additional land and making major modifications to the infrastructure, which would be prohibitively expensive. Payment by the applicant of their fair-share traffic impact mitigation fee and other City improvements would help fund other improvements such as traffic signal controllers, which would improve the LOS. Implementation of the recommended signal timing devices from Mt. Hermon Road/Lockewood Lane west to the Mt. Hermon Road / La Madrona Drive / SR 17 Southbound off-ramp intersection would improve operations

to LOS D or better in AM and PM peak hours at the intersection of Mt. Hermon Road / Scotts Valley Drive.

Mt. Hermon Road / La Madrona Road / SR 17 Southbound Off-Ramp - Cumulative + Project Conditions:

The Traffic Impact Study concluded that all study intersections operate at acceptable levels of service under the Cumulative + Project Conditions during the weekday AM and PM peak hours except for:

Mt. Hermon Road / Scotts Valley Drive (Intersection #2)
- Would continue to operate at LOS E during AM Peak

Mt. Hermon Road/ La Madrona Drive-Hwy 17 SB Ramps (Intersection #4)
- Would continue to operate at LOS D during AM Peak
- Would continue to operate at LOS D during PM Peak

Mt. Hermon Road / Project Driveway (Intersection #7)
- Would operate at LOS D during AM Peak

The addition of project traffic to the intersection to Mt. Hermon Road / La Madrona Road / SR 17 Southbound Off-Ramp would cause slight increases in delay (less than 5 seconds) during the AM and PM peak hours. Improvements to signal timing would improve the condition from LOS D to C during the AM peak hour. However, the LOS would remain at LOS D during the PM peak hour due to ramp delays, which is not consistent with Caltrans which endeavors to maintain a target LOS at signalized intersections at the transition between C and D.

The Scotts Valley Town Center Specific Plan EIR identified a second westbound right-turn lane on the SR 17 off-ramp as mitigation for deficient operations at Mt. Hermon Road / La Madrona Road / Hwy 17 Ramps (Mitigation Measure T-1). However, as noted in the Draft EIR, even with this improvement, the intersection would continue to operate at LOS D, which is not sufficient to meet Caltrans LOS C/D standard.

Because no further feasible mitigation could be identified to avoid the future cumulative delays, the Scotts Valley Town Center Specific Plan EIR determined that this impact would remain significant and unavoidable.

The intersection of Mt. Hermon Road / Project Driveway is expected to operate at LOS D during the PM peak hour; however, this intersection does not satisfy signal warrant and is located to close to the Mt. Hermon Road / Glen Canyon Road intersection, and therefore no improvement is recommended.

The Planning Commission and City Council would need to determine that the proposed improvements are feasible, that the project is in the public interest and that the benefits outweigh the identified traffic impacts.

Zone Change and Planned Development Zoning

The proposed project includes a zone change for Lot 1 from Service Commercial (C-S) to Medium High Residential/Planned Development (R-M-6/PD). The R-M-6 classification is intended to provide areas for single-family subdivisions and multi-family developments.

Planned Development zoning is proposed for both Lots 1 and 2. According to the General Plan, the purpose of Planned Development Zoning is to provide the means to tailor zoning regulations and to apply specific standards for the development of a particular site. This process enables the City Council to consider the unique characteristics of a site and its surroundings to better implement the citywide objectives, goals and policies of the General Plan and to provide site-specific development standards. Anytime Planned Development zoning is utilized, the standards established for the zoning district, which reflects the General Plan designation are tailored as part of a planned development. Tailored zoning regulations include, but are not limited to, lot size and shape, intensity, coverage and appearance of structures.

As proposed the project requires various exceptions from the R-M-6 and C-S Zoning district regulations. The requested exceptions and analysis are discussed in various sections below.

Minor Land Division

The project includes the subdivision of the existing 155,350 square foot parcel into two lots. Proposed Lot 1 is approximately 45,250 sf and would include eight townhome style (Buildings C and D).

Proposed Lot 2 is approximately 110,100 sf and also includes two buildings, Building A and Building B. Building B would consist of 9,910 sf of commercial use which fronts Glen Canyon Road, and 14,931 sf of ground floor commercial space within Building A, for a total of 24,841 sf of commercial use on Lot 2.

As designed the project requires shared amenities like access roads and parking between the commercial and residential portions of the project. Since the project spans two lots, it is possible that they could be sold separately. The only way to ensure that the shared amenities are managed and maintained in perpetuity is through a legal agreement. Such an arrangement would need to be reviewed and approved by the City, ideally in conjunction with these project entitlements. The applicant has not provided a proposal for this aspect of the project.

Planned Development Permit/Design Review

The project is required to obtain both Planned Development Permit and Design Review approvals. The development regulations in the zoning code provide the framework for evaluating the proposed project. The following development standards, as defined in the zoning code, apply to the project:

Lot 1 - Multiple Residential Zoning District Regulations (R-M-6)	
Land Use Designation	R-M-6
Primary Uses	Multi- and single- family dwellings
Front setback	20’
Side setback	10% lot width, max of 6’
Rear setback	15’
Building Height	Max = 35’
Building coverage	Max = 55%
Parking	2 spaces per unit, plus one additional space for every five units

Lot 2 – Service Commercial Zoning District Regulations (C-S)	
Land Use Designation	C-S
Primary Uses	Retail, business, personal service establishments, medical, professional and general business offices
Front setback	20’
Side setback	0’
Rear setback	20’ when abutting a Residential district
Building Height	Max = 35’
Building coverage	Max = 45%
Parking	1 space per 250 sf of floor area

The existing C-S zoning district designation allows very high-density mixed use residential uses at a density range of 15.1 to 20 units/acre, provided adjacent uses are compatible, the multiple family dwellings are located either above the ground level commercial use or at ground level at the rear of a commercial space.

Additionally, the Mount Hermon Road Design Guidelines and Commercial and Industrial Design Guidelines are applied by the City through the design review process. The design review process includes project review by City Staff, Planning Commission, and City Council. This review serves as a basis for evaluating proposals for quality of design. The City’s review process is designed to encourage the highest level of design quality, while at the same time provide the flexibility necessary to encourage creativity on the part of the project designers. The overall objective is to ensure that the intent and spirit of the guidelines are followed.

The project site is located in an existing urban setting along Mount Hermon Road and serves as a gateway that breaks up a long commercial corridor. With thoughtful and intentional design, development on this parcel can serve as an important gateway to the City’s commercial core area, which invites shoppers, protects the natural and man-made features which distinguish Scotts Valley and accentuates the urban forest theme.

With this goal in mind, the following sections of the staff report include a discussion of

the proposed exceptions, as well as several design issues that the Planning Department identified during the design review process and the applicant chose not to incorporate for a variety of reasons.

The applicant's rationale is included as a part of the discussion. The Planning Department is requesting Planning Commission input and direction on the following exceptions and design issues.

Site Design

Existing development along Mt. Hermon Road is generally set back from the street frontage and includes a variety of one- and two-story commercial buildings, surface parking lots, vacant lots and landscaping. Further north on Mt. Hermon Road (past Scotts Valley Drive), the built form is more developed with paved parking lots and one-story commercial buildings, typical of a suburban streetscape.

The proposed townhomes on Lot 1 and commercial building (Building B) on Lot 2 are proposed to be set back a minimum of 20 feet from Mt. Hermon Road and Glen Canyon Road and includes landscaping to help soften their appearance. Building B fronts Mt. Hermon Road and is consistent in scale and height with the one-story office building to the east. The parking lot (located between Buildings A and B) will have landscaping and most of the parking spaces will be screened by buildings or will be set back from Mt. Hermon Road to minimize street views of parked cars.

Building A, situated behind Building B on the project site, is proposed to be a mixed-use building with two residential levels over two levels of parking/commercial uses. To help reduce mass and height, the existing hillside would be graded so that a portion of the parking structure would be below grade. The building architecture includes sloped rooflines, articulated with varied forms, patterns, and massing. Building materials would consist of painted wood, stucco, exposed concrete, stone veneer, standing seam metal roofs, and aluminum and fiberglass windows.

The proposed project would require a number of exceptions which will be discussed in further detail below. As a general rule, if an exception is proposed, the result should be a superior project. The Planning Department requests Planning Commission input and direction on the following site design issues:

Location of Townhomes –Lot 1: The proposed multi-family dwellings may not be appropriate fronting a busy commercial corridor, and, in addition, if the multi-family dwellings are moved away from Mt. Hermon Road, it may negatively impact the residents on Lucia.

The applicant believes that the placement of the townhouses on Lot 1 is a superior design because it works with the site topography. In contrast, the previous proposal required several retaining walls and extensive grading which consequently reduced landscaping opportunities.

While the current design does work with the site topography, the Planning Department believes the larger issue is whether or not residential use is appropriate at this site at all. Planning Staff has concerns about the residential interface with the existing gas station, the high traffic volumes on Mount Hermon Road, the busy intersection at Mount Hermon Road and Scotts Valley Drive, and the additional traffic that would be generated by the proposed mixed-use portion of the project. Mount Hermon Road is one of the busiest commercial corridors in Santa Cruz County. Residential use situated this close to these land uses will create a loud and busy living experience for the residents.

If the residential uses are setback on the project site, the project could impact residents on Lucia Lane. During the design review process, Planning Staff requested that the applicant provide photo simulations to help assess the impacts (Refer to Sheet A1.3). While they are helpful, it is important to note that they do not accurately represent the impacts to 107 Lucia Lane, which is situated much closer to the rear property line of the proposed development (please refer to the building footprints shown on Sheet C0.1, specifically APN 022-162-64,

The Planning Department believes that the site is better suited for commercial use because the residential use is incompatible with the adjacent gas station, the high traffic volumes on Mount Hermon Road, the busy intersection at Mount Hermon Road and Scotts Valley Drive., and the additional traffic that would be generated by the proposed mixed-use portion of the project. Since this parcel is located along a busy, highly visible commercial corridor, it has potential to create a number of successful business opportunities.

Setback Exception – Townhomes Lot 1: The hillside development standards are required to be met for the residential use on Lot 1, with a slope greater than 10%. Pursuant to SVMC Section 17.40.060(6)), one foot shall be added to each side yard for each one foot of height above which the top plate line exceeds fifteen feet in height.

As proposed, the west elevation, shown on Sheet A5.1 of the plan set shows the top plate measures 19-feet, therefore an additional four feet would be required, resulting in a 14-foot side setback in between Buildings C and D.

The Planning Department believes the setback exception could be acceptable, as proposed, at 10’ as long as it is not further reduced.

Side setback exception – Townhomes Lot 1: The hillside development standards are required to be met for the residential use on Lot 1, with a slope greater than 10%. Pursuant to SVMC Section 17.40.060(6)), one foot shall be added to each side yard for each one foot of height above which the top plate line exceeds fifteen feet in height.

As proposed, the project would require a reduced side yard setback at the northwest corner of Building D. The zoning code requires 10’, and the project proposes 3’.

The applicant believes that the reduced side yard setback is acceptable at this location because the adjacent lot is an unbuildable steep hillside. The gas station is 100' away and the hillside is dominated by mature trees.

The Planning Department does not support an exception to the setback requirement at this location because the setback creates an important buffer between the residential use and the gas station.

Height Exception – Townhomes Lot 1: The R-M-6 zoning district allows a maximum height of 35' and the proposed height for the townhouses (Buildings C and D) is shown as 41 feet on the west elevation, and 35.5 feet on the east elevation. (Refer to Sheet A5.1). The zoning code defines height as the vertical distance from the highest point of a structure to either the natural grade or the finished grade of the structure pad, whichever distance is greater, excluding basements or crawl spaces around the structure which are below grade and not created by a fill, provided, however that for the purposes of measuring height, chimneys, flagpoles and radio and television aerials shall not be considered part of the structure.

The applicant has shown height on the plans, not only based on the zoning code definition, but also based on an alternate height calculation, set forth in the Uniform Building Code. For clarity purposes, the Planning Department requested that the alternate method for calculating height be removed from the plans, but the applicant did not comply. Proposing a building code standard is not interchangeable with a zoning code development standard for a planning project. In order to approve this project, as proposed, a height exception would be required.

The Planning Department could support the exception provided the townhomes are located in the right context. As previously discussed, the Planning Staff has concerns about the residential interface with the existing gas station, the high traffic volumes on Mount Hermon Road, the busy intersection at Mount Hermon Road and Scotts Valley Drive, and the additional traffic that would be generated by the proposed mixed-use portion of the project.

Site Coverage Exception -Townhome Development – Lot 1

Pursuant to SVMC Section 17.12.040(C), the maximum allowable site coverage in the R-M-6 zoning district is 55%. The zoning code defines site coverage as the percentage of site area covered by impervious surfaces, including all structures, open or enclosed or projections of structures.

The total site coverage for Lot 1 is calculated by adding all impervious areas and dividing by the overall square footage of the lot. Using the information provided in the project data table on Sheet A1.1, the total site coverage is approximately 60%. As proposed, the project would require an exception.

The Planning Department recommends incorporating more permeable surfaces to meet the requirement.

Height Exception- Mixed Use Development Lot 2: Development standards in the C-S zoning district allow for a maximum building height of 35' and the height of Building A is approximately 45'-4". In order to approve this project, as proposed, a height exception would be required. As a part of the design review process, the Planning Department requested site sections to study the relationship between the proposed new development and the existing adjacent residences (Refer to Sheet A6.1). While the sections are helpful, it is important to note that using 115 Lucia Lane as a point of reference is misleading because it is situated above the townhouses, not Building B/the apartments, which are taller.

The applicant believes that the increased height only affects the internal commercial street and creates a town center feel allowing for additional floor to ceiling heights in the ground floor commercial space.

The Planning Department is not opposed to a height exception at this location, provided the proposed project includes high quality architectural finishes, the massing is broken appropriately and it works in the overall context of the project.

*Front Yard Setback Exception - Mixed Use Development Lot 2***:** Pursuant to SVMC Section 17.20.040(F)(1), the mixed-use development on Lot 2 requires a 20' front yard setback. As proposed, the southwest corner of Commercial Building B, encroaches approximately 1' into the required setback area.

The applicant believes that the encroachment is trivial and should not require an exception.

Planning Department acknowledges that the encroachment is minimal however, in order to be built, an exception must be granted.

Restaurant Seating Area - Mixed Use Development - Lot 2: The proposed project includes an on-grade terrace situated in front of Building B, at the corner of Mount Hermon Road and Glen Canyon Road. The Planning Department has recommended relocating this terrace to the interior of the project site, between Buildings A and B to protect customers from the traffic noise generated by the busy streets and contribute to the vitality of the streetscape within the project.

The applicant believes that the most public place within the development is the corner of Glen Canyon and Mount Hermon Roads and situating the gathering space on this corner helps to create an active, welcoming environment.

The Planning Department agrees gathering spaces enliven a project and for this reason, Staff believes it would be better located on the south side of Building B, between the two commercial buildings. The life and vibrance that the gathering space

would bring to the project would have more of an impact on the shoppers than it would on the vehicles travelling down the busy corridors. In addition, this location would provide shelter from the traffic at the intersection of Mount Hermon and Glen Canyon Roads, creating a more pleasant experience.

Pedestrian Amenities - Mixed Use Development Lot - 2: The Mount Hermon Design Guidelines encourage site design, access and circulation that are pedestrian friendly and incorporate gathering and resting area throughout the project site. This should include amenities such as water features to reduce noise, wood trellises to provide shade and enhanced paving materials on paths and driveways.

The applicant believes they have satisfied the requirements of the design guidelines by providing an on-grade terrace fronting Glen Canyon Road and Mount Hermon Road and that if the tenants within the commercial buildings wanted additional seating, they could arrange seating areas on the sidewalks in front of their business, The applicant believes that permanent fixed seating throughout the project would attract behavior problems and is only beneficial in an enclosed location. The applicant has also explained that they do not want to include textured paving materials because they believe they are uncomfortable for people with disabilities and they prefer not to use colored paving materials because they are difficult to repair and match over time.

While the proposed project includes an on-grade terrace, the Planning Department recommends adding additional seating throughout the project. Relying on individual businesses to provide seating on the sidewalks is not good practice because there is no way to ensure it would be provided, and the sidewalks are not wide enough to accommodate these amenities in many places. The Planning Department also recommends incorporating enhanced paving materials, or decorative pavers to connect Buildings A and B, at the entry driveways, and to differentiate crosswalks within the parking lot. Enhanced paving materials are commonly used in projects without issue. This attention to detail helps create a stronger sense of place and an enhanced pedestrian experience.

Architecture

Building, site design, landscaping and signage are required to be consistent with the Mt. Hermon Road Design Guidelines, the Commercial and Industrial Design Guidelines and the Residential Design Guidelines. The Guidelines recommend that new projects include architectural/design elements consistent with the urban forest theme, utilizing large post and beam design with open beam overhangs and interiors to give structures the appearance of stability and break up monotony.

The Façade treatments for both commercial Buildings A and B do not utilize large post and beam design encouraged in the Design Guidelines, rather the proposed architecture includes painted wood and sheet metal parapets, painted stucco siding, aluminum storefront windows and doors and a sloped standing seam metal roof. The Planning Department has the following concerns/recommendations as described in the

following sections.

Architectural Enhancement - Mixed Use Building A - Lot 2 : The Design Guidelines recommend building materials with an urban forest theme, preferably with large post and beam design. The proposed project includes horizontal siding on the north, east and west elevations. The design guidelines recommend a consistent architectural treatment with character, variety and interest on all elevations. Walls longer than thirty feet should have 3-dimensional architectural relief giving the appearance of depth through the use of trellis, dormers, bay windows, awnings, etc., in addition to changes in materials.

The applicant believes that the architecture for the proposed project is adequate because, in addition to the horizontal siding, the design incorporates wood trim around the doors and windows, wood balconies with steel railings, metal gutters and roofs and cement plaster walls at the base of the walls on the east, west and north elevations.

The Planning Department recommends the applicant incorporate additional design features and further architectural enhancement for added visual interest.

Architectural Enhancement - Commercial Building B - Lot 2: The Design Guidelines encourage a prominent main building within a commercial development. Since the project site is an important gateway to the City's commercial core area, the Planning Department recommends that the center of Commercial Building "B" be an area of visual interest for this prominent corner.

The applicant believes that the proposed design includes an important focal point because the center of Building B is the tallest element which features a stone wall and umbrellas, and the landscaping frames the dominant building shapes.

The Planning Department recognizes that the proposed project includes a focal point however staff recommends that the applicant incorporate additional design features and architectural enhancement to create more visual interest.

Architectural Enhancement - Commercial Building B - Lot 2: The Planning Department recommends the design include greater architectural detail on the east and west elevations to add visual interest to the highly visible elevations (refer to Sheet A4.1). The design guidelines recommend a consistent architectural treatment with character, variety and interest on all elevations. Walls longer than thirty feet should have 3-dimensional architectural relief giving the appearance of depth through the use of trellis, dormers, bay windows, awnings, etc., in addition to changes in materials.

The applicant believes that the elevations are richly varied, as designed, and do not warrant further detail.

The Planning Department recommends the applicant incorporate additional design features and further architectural enhancement for added visual interest.

Circulation

Vehicular access to the project site would be from a new driveway on Mt. Hermon Road (right in/right out only) and existing driveway on Glen Canyon Road. Pedestrian access to the project site is available along Glen Canyon Road and Mt. Hermon Road. Sidewalks are proposed to be constructed on the project site and would connect with the existing sidewalks along Glen Canyon Road and Mt. Hermon Rd.

On-Site Circulation – Mixed Use Development - Lot 2: The Planning Department is concerned about traffic circulation on site. As designed, vehicles would be driving through the parking lots to reach their destinations. Staff is concerned about overall congestion on the site as vehicles maneuver to enter and exit parking stalls and the ensuing congestion that it will create, potentially creating backups on Mount Hermon Road or Glen Canyon Road.

The applicant responded with a letter from their project traffic engineer which concluded that with five vehicles of storage capacity and a low entering vehicle volume, it is unlikely that drivers leaving the existing parking area would spill back onto Glen Canyon Road.

While the Planning Department appreciates the additional information provided by the applicant, staff is concerned about overall congestion that would result from the project, not only on the major streets but within the project site. The Planning Department has not identified a solution to this problem. Addressing it would require a redesign of the project, which may suggest that the proposed development is too intensive for this site.

Truck Loading Area – Mixed Use Development - Lot 2: The truck loading area is a pull out on the western side of Building A. The drive aisle itself is 20’ and the pull-out area measures 12’ wide. While it is accommodated on site, the Planning Department is concerned about how it would function and how the trucks would maneuver on site. As proposed, the trucks would pull into the loading area heading northwest and exit by backing into the 26’ drive aisle in the lower parking lot in front of Buidling A (Refer to Sheet A2.0). Vehicles would then exit northbound to Mt. Hermon Road.

Good planning practices would prefer that the loading area be a dedicated, separate area, or at least an area with lower traffic volumes. The Planning Department has not identified a solution to this problem. Addressing it would require a redesign of the project, which may suggest that the proposed development is too intensive for this site.

Parking

The proposed project has been designed to accommodate 208 parking spaces. Buildings C and D (townhomes) have in-unit garages on the first floor that provide two parking spaces per unit, for a total of 16 spaces. Building A includes 21 commercial and 101 residential parking spaces, three of which will be handicap accessible, 58 spaces are provided in the surface lot between Buildings A and B and the 18 spaces in the

upper lot are proposed to be shared, which would necessitate a shared parking agreement, and will be discussed in greater detail below.

Townhome Development – Lot 1:

The total parking demand for the townhouses is calculated as 8 units x 2 spaces per unit for a total of 16 spaces, plus 1 space for every five units to accommodate guest parking. Buildings C and D have in unit garages on the first floor that accommodate 2 spaces per unit, and an additional 18 spaces are provided in the parking lot, two of which are required for guest parking. (Please note that there is an error in the parking data table on Sheet A1.1. The table indicates that each townhouse garage would provide only 1 space per unit, but as designed, each townhouse garage will provide two parking spaces per unit.)

While the multifamily parking requirement has been applied to Lot 1, it is important to note that the proposed townhomes will function more like single family dwellings, despite the current ownership proposal where they cannot be individually sold.

While it is not required, the Planning Department believes it would make sense to consider additional parking on Lot 1 for the townhomes, or have a plan for shared parking with Lot 2 to accommodate future parking needs. A future shared parking arrangement would need to be reviewed and approved by the City, ideally in conjunction with these project entitlements.

Exception to Interior Garage Dimensions: Pursuant to SVMC Section 17.44.030(B), a standard interior garage is required to provide 22’ x 22’ of unobstructed space. As proposed, the townhouse garage unobstructed interior dimensions are 19.5’ wide by 21” deep.

The applicant has responded that each garage parking space will have net dimensions of 9’9”x 21’-0” which is slightly smaller than the City’s standard but significantly larger than the published professional standards of 8’-9” x 17’-6” for a large parking space.

The Planning Department recommends that the garage interiors meet the standard set forth in the zoning code because these dimensions have been devised to accommodate larger vehicles with larger maneuvering requirements, which are typical within the City.

Shared Parking: Since a portion of the required commercial parking would be situated on Lot 1, a shared parking agreement is required.

The applicant does not agree that a shared parking agreement would be necessary as the owner would continue to own and manage both properties.

Since the project spans two lots, it is possible that each lot could be sold separately and the only way to ensure that the shared parking would continue into the future is to

require an agreement. A shared parking arrangement would need to be reviewed and approved by the City, ideally in conjunction with these project entitlements.

Reduced Parking Stall Dimensions - Mixed Use development- Lot 2: Pursuant to SVMC Section 17.44.030(G)(1), each full-sized parking space shall not be less than twenty feet in length and nine feet in width, exclusive of aisles and access drives. When an overhang is provided, the parking stall shall be seventeen feet, plus a three-foot overhang area, which shall be paved, rock lined, concrete or landscaped with low growing plants or ground covers. The overhang area shall be edged with continuous cubing of six inches in height. No light standards or fixed objects are allowed in this overhang area. A three-foot overhang and a four-foot-wide sidewalk is required if the parking space is adjacent to a building.

The proposed project does not meet this standard on either side of the parking lot situated between Buildings A and B where the accessible slope/ramp is located, (refer to Sheet A2.0). The ramp impacts parking spaces 14-22 and 23-31, approximately eighteen parking stalls, where there will be limited space for the front end of the car to overhang and the sidewalks would feel tight.

The applicant responded that the sidewalks along the storefronts at Buildings A & B have an average width of 11' beyond the 3' parked car overhang. This width is reduced to accommodate the accessible ramps at the east end. In these locations, the sidewalks narrow to 5' for some short portions. However, the average sidewalk width for building A is over 6' and for Building B it is over 7'.

The sidewalks within the project will be heavily used and the Planning Department recommends they be as functional as possible. Since the site is so constrained, staff has not identified a viable solution to maintain sidewalk width while including the accessible ramps. This may suggest that the proposed development is too intensive for the site. While a solution has not been identified, to offset the narrow sidewalks and create a better pedestrian experience in the parking lot, the Planning Department recommends additional landscaping and pedestrian amenities, such as planter boxes and enhanced pedestrian crossings.

Commercial Off-Street Parking requirement exception – Mixed Use development– Lot 2: Pursuant to SVMC Section 17.44.030(G)(7), landscaped areas within or adjacent to the parking area shall provide for a minimum of one shade tree for every four parking stalls. Depending on the parking dimensions, layout type and size of shade tree, this requirement may be modified by the Planning Director.

The applicant does not believe an exception is necessary because while the parking lot does not include one shade tree for every four parking stalls, they believe the project incorporates ample landscaping in the overall project, which compensates for the deficiency.

The Planning Department does not support this exception and believes that trees are an important part of parking lot design. They create shade and provide relief from the glare and harshness that result from large expanses of concrete.

Landscaping

Mixed – Use Development (Lot 2):

Pursuant to SVMC Section 17.20.040(I), not less than 10% of the total site area in the C-S zoning district shall be landscaped and permanently maintained.

The project proposes irrigated landscaping interspersed throughout the site including a variety of ground covers, vines, and medium height bushes. Planting areas surround the residential buildings and along the perimeter of the site. Many of these landscape areas are narrow, in the range of three to five feet. Planter edges along parking stalls are also used as vehicle overhangs, which reduce the possibility of these areas for shrubs or screening. Two bioretention swales would be located on both sides of the driveway from Scotts Valley Drive. The project proposes approximately 27.5% of the site to be covered with landscaping. While the proposed project meets the minimum landscaping requirement, the Planning Department has additional concerns, which are described in the following sections.

Parking Lot located between Buildings A and B (Lot 2): While the proposed development meets the overall landscaping requirement for the site, the Planning Department is concerned that the parking lot located between commercial Buildings A and B is not adequately landscaped, as evidenced by the Off-Street Parking requirement and Reduced Parking Stall dimension exceptions that were both requested and have been discussed in the Parking section above. The Planning Department recommends that the project include additional landscaping and pedestrian amenities within the parking lot, such as planter boxes, enhanced pedestrian crossings and additional landscaping to soften the hardscape.

Irrigation – Mixed Use Development (Lot 2): The Landscape Plan includes a Retail Pedestrian Street note that states the lightweight portable planters will be hand watered by the building tenants. The Planning Department does not recommend hand watering, as it is not reliable. The planters should be tied into the overall irrigation system on the project site.

Joint Trench – Mixed Use Development (Lot 2). A joint trench is a trench that is shared by a number of utility providers and runs underground through a project site. It should be designed during the project planning phase because trenching requires adequate space and separation and, if it is not considered early in the process, it could result in the loss of trees and/or landscaping.

The Planning Department recommends the applicant submit a detailed plan that shows the joint trench in relation to the landscape plan so we can determine how the utility

trench may impact the landscaping. Any loss of landscaping would be a negative impact for the project.

Open Space

Private open space would be comprised of townhouse decks on Lot 1 (776 sf total; 97 sf/unit) and apartment patios and balconies on Lot 2 (2,976 sf total; 72 sf/unit). Lot 2 would also include common open space in the form of terraces and roof top common areas (5,478 sf total; 105 sf/unit).

Private Open Space Exception for Townhomes (Lot 1): Pursuant to Section 17.09.040(F), each dwelling shall have private, usable outdoor space, i.e. decks, balconies, yards, or patios of one hundred square feet per residential unit. If the design is not suitable for private open space, useable common open space may be provided at two hundred square feet per residential unit, if approved by the Planning Commission.

The proposed project includes a 97sf deck for each unit, which does not meet the minimum requirement.

The Planning Department believes that applying the minimum outdoor private open space requirement to the townhomes is not adequate. These units will function more like single family homes and the outdoor space should be functional. The proposed deck area faces Mount Hermon Road and the units front on a parking lot. Planning Staff has not identified a viable solution to this problem, rather it would require a redesign of the project and, as discussed previously, raises the question of whether or not residential use is appropriate on this site.

Private Open Space Exception for Mixed Use Development (Lot 2, Building A): Pursuant to SVMC Section 17.20.045(C), each dwelling shall have private, usable outdoor space i.e. decks, balconies, yards or patios of 100-square feet per residential unit. The Planning Commission may determine that the required private outdoor space is not appropriate in a particular building design and allow the required outdoor space to be common open space for all residential units.

The proposed balconies vary in size, however, about half of them are undersized. As shown on Sheet A3.2, the balcony interior dimensions for some of the units only measure 4-feet deep by 8-feet wide (32 sf) and staff is concerned that they may be too small to be functional.

The applicant has responded that a 4' x 8' balcony can accommodate active use with a table and chairs and plants, and that the common areas and landscaping provide additional open space for the residents. The applicant believes their design is superior because the mixed-use apartment building is based on an integration of shared and private open spaces.

The Planning Department strongly encourages that the applicant increases the size of all balconies where feasible. The Planning Department also requests additional clarity in regard to how the roof top common open space would function, and how amenities in these areas could be maximized.

Public Art

Per the Scotts Valley General Plan commercial and residential projects should include public art. Commercial development should incorporate artistic elements and/or treatments into the architecture, landscape design, and infrastructure where appropriate and residential development should incorporate artistic elements and/or treatments into structures, landscaping, common space areas, or open space that are consistent with the City's urban forest concept.

In response to this requirement, the applicant has identified the stone walls as the public art contribution for the project. The applicant feels that the stone walls uniquely incorporate artistic elements of handcrafted stonework into locations that enhance the architecture, the landscape and place-making intended by the Guidelines. The stone walls form the setting for the urban forest theme. Details of the proposed rock wall are shown on Sheet A3.6.

Typically, site improvement like retaining walls are not considered public art. Given the scale and density of the project the Planning Commission should consider additional opportunities to meet the public art requirements.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

An Environmental Impact Report was prepared for the proposed development consistent with the requirements of the California Environment Quality Act. No significant project related environmental impacts were found to be present that were not reduced to less than significant levels. The Draft EIR was circulated from October 11, 2021 through November 30, 2021. Based on those comments, a Final EIR was prepared and attached is for consideration. The following written comments were received and addressed as a part of the Final EIR:

1. State of California, Department of Transportation, CalTrans District 5
2. State of California, Department of Fish and Wildlife
3. Pacific Gas and Electric
4. Email from Scotts Valley resident

PUBLIC NOTICE

On May 27, 2022, public hearing notices were posted at City Hall and were mailed to surrounding property owners located within 300 feet of the subject property, pursuant to State law. The Planning Department has received one letter in support of the project.

CONCLUSION

In summary, the Planning Department is requesting Planning Commission input and direction on the requested entitlements. This report does not include a resolution or request for action.

The Planning Department has identified three options for Planning Commission consideration:

1. Direct the project applicant to address Planning Commission identified issues associated with the project and return with an amended project.

2. If it is determined that the issues associated with the proposed project are adequately addressed the Planning Commission could direct staff to prepare a resolution recommending approval for consideration at a future Planning Commission meeting. The final recommendation would then be forwarded to the City Council for consideration.

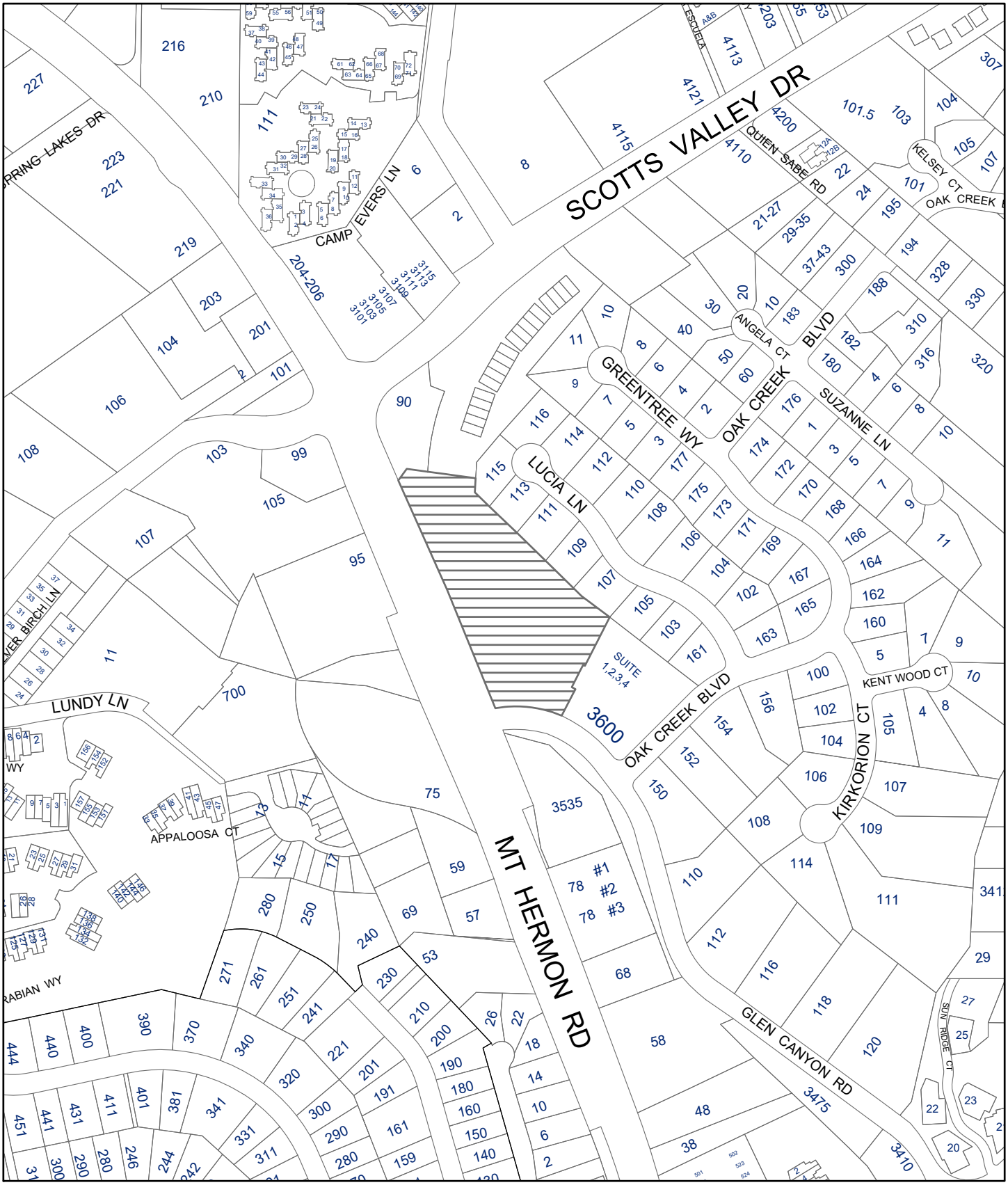
3. If it is determined that the issues associated with the proposed project are not adequately addressed or that it is not consistent with the General Plan the Planning Commission could direct staff to prepare a recommendation of denial for consideration at a future Planning Commission meeting. The final recommendation would then be forwarded to the City Council for consideration.

ATTACHMENTS

1. Location Map.....(Attached)
2. Project Plans .....(Attached)
3. Draft Environmental Impact Report .....
   https://www.scottsvalley.org/358/Oak-Creek-Park---Mixed-Use-Development
4. Final Environmental Impact Report .....(Attached)
5. Comment Letter (received 6/2/2022).....(Attached)

Project Site

Oak Creek Park / 3640 Glen Canyon Road / APN 022-162-76



OAK CREEK PARK

PROJECT DATA

PROJECT ADDRESS: MOUNT HERMON ROAD AT GLEN CANYON ROAD SCOTTS VALLEY, CA

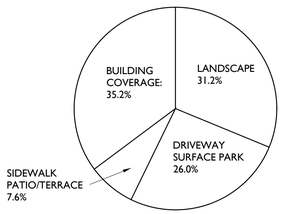
PROJECT APN: 022-162-76

ZONING: CS- COMMERCIAL SERVICE

GENERAL PLAN: SERVICE COMMERCIAL

AREA	TOTAL	LOT 1	LOT 2
LOT AREA:	155,350 SF	45,250 SF	110,100 SF
LAND USE			
DRIVEWAY/SURFACE PARK:	40,470 SF	13,426 SF	27,044 SF
% LOT AREA:	26.0%	29.7%	24.6%
BUILDING COVERAGE:	54,685 SF	11,430 SF	43,255 SF
% LOT AREA:*	35.2%	25.2%	39.3%
LANDSCAPE:	48,436 SF	18,095 SF	30,341 SF
%LOT AREA:	31.2%	40.0%	27.5%
SIDEWALK & PATIO/TERRACE:	11,759 SF	2,299 SF	9,460 SF
%LOT AREA:	7.6%	5.1%	8.6%

*C-S ZONE DISTRICT MAXIMUM COVERAGE: 45%



AERIAL VIEW



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APPROVAL AGENCIES

PLANNING & BUILDING:	CITY OF SCOTTS VALLEY
FIRE:	SCOTTS VALLEY FIRE DEPT.
WATER:	SCOTTS VALLEY WATER DEPT.
SANITATION:	SCOTTS VALLEY SANITATION

PROJECT TEAM

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PROJECT DESCRIPTION

This project is a mixed use commercial and residential development proposal on a 3.56 acre site at the intersection of Glen Canyon and Mt. Hermon Rd. The project involves a minor land division, general plan amendment, and zoning change (for Lot 1) in order to avoid issues with City concerns related to the proportionality of commercial and residential mixed use projects in a CS zone. Lot 2 will remain in CS zoning. A planned development also is requested to allow minor modifications to City standards.

The primary use on Lot 2 is commercial, which consists of 24,841 square feet. The commercial is located on the street frontage and on the ground floor on proposed Lot 2.
The secondary use on Lot 2 is residential and includes a mix of apartments (4 studios, 18 one bedroom, 22 two bedrooms totaling 44 units. Lot 2 land area will be 110,100 s.f.

The rezoned Lot 1 will contain 8 townhome style 3 bedroom apartments and is proposed for re-designation of zoning and general plan designations from CS to medium high residential density of 6-9 units/acre. Lot 1 will be slightly more than 1 acre (45,250 s.f.) and therefore will conform to the residential density standard.

The entire project will provide a mix of apartment options and sizes: studio and 1 bedroom apartment sizes range from 712sf to 906 sf, and the 2 and 3 bedroom units range from 1184 sf to 2172 sf.

The C-S zoning for Lot 2 allows mixed use commercial/residential by right (principal permitted use) per 17.20.020 (H) with a specified density in the Land Use Element (Table LU-1) of 15-20 units/acre. The density for Lot 2 is 17 units/acre.

The project further conforms to the requirements established in 17.20.020(H) which calls for the secondary multifamily dwellings to be "located either above the ground-level commercial or at ground level at the rear of a commercial space on sites designated in the Housing Element." Specifically:

- The primary commercial use and signature building in this design fronts the Glen Canyon/Mt. Hermon Rd. intersection, with additional commercial space included at ground level on the main drive aisle through the site. The residential units are located above the ground floor commercial on the back side of the main drive aisle (44 units.)

- This site is specifically identified for high density mixed use residential in the City's Housing Element which discusses the Glen Canyon site and states that the City "rezoned the property to C-S with high density residential permitted as part of a mixed use project".

The combination of the site's topography and high density zoning lends itself to the mixed use concept by making it physically and economically feasible to have structured parking partially underground. This makes it possible to provide 208 parking spaces while minimizing the visibility and lot coverage devoted to parking.

Notably, if the site had no or little housing, all parking would have to be at surface because commercial alone would not support the cost of a parking structure. In that scenario, the amount of commercial space would be nearly identical (25,000 sf) but the housing opportunity would be almost entirely lost. In other words, the housing does not compromise the commercial opportunity, and in fact provides a base of residents to support the commercial uses on the site.

The rear-of-site residential on Lot 2 also provides a transition and buffer from the primary commercial use to the residential neighborhood above the site. The scale and height is consistent with the neighboring homes. Using Average Grade as per California Building Code and measuring to highest point of roof, the height of the building facing the neighbors is 29 feet with the lowest grade at building to highest point of roof measuring 34 feet.

The buildings are articulated with varied forms, patterns, and massing to provide not only more desirable living spaces for residents, but also a more interesting visual image, especially as compared to the back side of a commercial only project.

The 8 residential townhome style apartments on Lot 1 will provide a transition to and continuity with the proposed residential project to the north.

The project will meet the City's inclusionary housing requirements for affordable housing. Per Municipal code section 14.01.040.C.2 (a), fifteen percent of the units will be designated for affordable housing. Specific details will be negotiated with the affordable housing subcommittee per the process established in Municipal Code section 14.01.040.E.2.

Planned development modifications are proposed as follows:

- *Height – Use the California Building Code method of calculating height. Under this standard, which averages the heights of the sides of the building, the project height is 35.5 feet, which nearly conforms to the 35 foot height limit allowed by the zoning.*

  Why this is superior: Use of the building code standard better accounts for the uniqueness of the site topography and the architectural design response to the site. The project design makes best use of the topography by burying parking into the hillside to minimize grading and avoid use of exposed massive retaining walls. It also creates an internal shopping street with a small town sense of identity and intimacy as opposed to suburban strip mall concept.

  The height adjacent to the neighborhood is within the existing City standard, and the over-height component only affects the internal commercial street. The internal building height relative to street width creates an interesting and comfortable town center feel which is beneficial to commercial interests and residents alike.

  Moreover, this variation allows for additional floor-to-ceiling heights in the ground floor commercial space along the internal streetscape. Greater floor-ceiling heights in commercial occupancies are an important component for successful retail and add light and interest to the streetscape for an enhanced pedestrian experience.

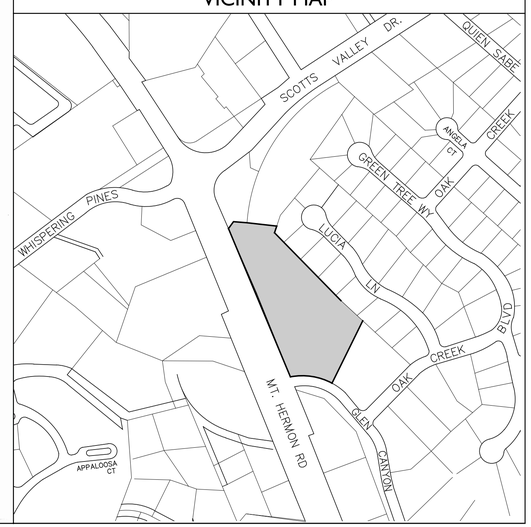
- *Private Open Space – Allow a reduction from 100 to 72 square feet of private open space.*

  Why this is superior: The design of the mixed use apartment building is based on an integration of shared and private open spaces, typical for this type of housing. The Scotts Valley standard for CS mixed use projects is 100 s.f. of private open space per unit; however, the ordinance does allow for variation per 17.20.040.C. This is a design where the variation is warranted. There is ample private open space (72 s.f. per unit) plus over 105 s.f. of common open space per unit, resulting in 177.5 s.f of total open space per unit. The community focus of this design facilitates investment in higher quality common areas than what would be typical of a suburban low rise apartment. This also allows for a greater mix of apartment sizes.

- *Side Yard Setback in RH Zone – Allow a reduction in the side yard setback for the townhouse apartments, from 10 ft. to 3.5 ft. at one corner of one of the buildings.*

  Why this is superior: The design of the townhouse units would be unnecessarily compromised by a strict adherence to the side yard requirement. In this case, there is no downside to the reduction since the adjacent use is open area, with no likelihood of negative impacts now or in the future. (Note that the setback is 5 feet at the NW building corner and increases to 20 feet at the SW corner. The average setback is 11.5 feet.)

VICINITY MAP



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OAK CREEK PARK
MOUNT HERMON ROAD AT GLEN CANYON ROAD
SCOTTS VALLEY, CA

DRAWING DATE
FEBRUARY 2017

PROJECT FILE NAME:
GRANUM 16.SD

REVISIONS		
No.	DESCRIPTION	DATE
No.	PLAN CK	7/15/19
No.	PLAN CK	6/01/20

THOMAS THACHER
C 12725
DECEMBER 31, 2023
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A1.0

NET AREAS BY LEVEL

AREA	TOTAL	LOT 1	LOT 2
FIRST LEVEL GROSS:	54,685 SF	11,456 SF	43,229 SF
NET RESIDENTIAL:	7,616 SF	7,616 SF	0
%	13.9%	66.5%	0
NET COMMERCIAL:	19,691 SF	0	19,691 SF
%	36.0%	0	45.5%
NET PARKING GARAGE:	25,222 SF	3,840 SF	21,382 SF
%	46.1%	33.5%	49.5%
COMMON AREA:	2,156 SF	0	2,156 SF
%	4.0%	0	5.0%
NET ASSIGNED COMMON OPEN SPACE:	0	0	0
NET PRIVATE OPEN SPACE:	388 SF	388 SF	0
SECOND LEVEL GROSS:	39,644 SF	9,992 SF	29,652 SF
NET RESIDENTIAL:	9,992 SF	9,992 SF	0
%	25.2%	100%	0
NET COMMERCIAL:	3,938 SF	0	3,938 SF
%	9.9%	0	13.3%
NET PARKING GARAGE:	24,123 SF	0	24,123 SF
%	60.9%	0	81.4%
COMMON AREA:	1,591 SF	0	1,591
%	4.0%	0	5.3%
NET ASSIGNED OPEN SPACE:	1,164 SF	0	1,164 SF
NET PRIVATE OPEN SPACE:	388 SF	388 SF	0
THIRD LEVEL GROSS:	26,326 SF	0	26,326 SF
NET RESIDENTIAL:	22,600 SF	0	22,600 SF
%	85.8%		85.2%
NET COMMERCIAL:	0	0	0
NET PARKING GARAGE:	0	0	0
COMMON AREA:	3,726 SF	0	3,726 SF
%	14.2%		14.2%
NET ASSIGNED OPEN SPACE:	4,314 SF	0	4,314 SF
NET PRIVATE OPEN SPACE:	2,088 SF	0	2,088 SF
FOURTH LEVEL GROSS:	26,326 SF	0	26,326 SF
NET RESIDENTIAL:	22,600 SF	0	22,600 SF
%	85.8%		85.2%
NET COMMERCIAL:	0	0	0
NET PARKING GARAGE:	0	0	0
COMMON AREA:	3,726 SF	0	3,726 SF
%	14.2%		14.2%
NET ASSIGNED COMMON OPEN SPACE:	0	0	0
NET PRIVATE OPEN SPACE:	564 SF	0	564 SF

PARKING DATA

PARKING DEMAND

TOTAL COMMERCIAL:	23,629 SF @ 1:250 = 94.5 SPACES
RESIDENTIAL:	52 @ 2.2 / D.U. = 114 SPACES
TOTAL PARKING DEMAND:	208.5 SPACES

PARKING SUPPLY

LOWER LOT:	58 SPACES
UPPER LOT:	18 SPACES
TOWNHOUSE GARAGE:	8 SPACES
COMMERCIAL GARAGE:	21 SPACES
LOWER RESIDENTIAL GARAGE:	41 SPACES
UPPER RESIDENTIAL GARAGE:	60 SPACES
TOTAL PARKING SUPPLY:	206 SPACES

PARKING SPACES BY TYPE

STANDARD SURFACE PARKING:	73 SPACES
STANDARD COVERED PARKING:	127 SPACES
ADA SURFACE PARKING:	3
ADA COVERED PARKING:	3
BICYCLE TENANT STOREROOM BLDG. A:	46
BICYCLE PARKING IN TOWNHOUSE GARAGE:	16
BICYCLE PUBLIC LOCKERS:	8
BICYCLE RACKS:	40
EV CHARGING STATIONS PER CALIF. CODE	TBD
TRUCK LOADING:	1
AUTO PASSENGER LOADING:	1

RESIDENTIAL HOUSING MIX

	#	AVERAGE SIZE
STUDIO:	4	712 SF
1 BEDROOM:	18	906 SF
2 BEDROOM:	22	1,184 SF
TOWNHOUSE:	8	2,172 SF
TOTAL	52	

DENSITY

LOT 1:	45,250 / 8 = 5,656 SF PER D.U. = 7.7 D.U.s PER ACRE
LOT 2:	110,100 / 44 = 2,502 SF PER D.U. = 17.4 D.U.s PER ACRE
TOTAL:	155,350 / 52 = 2,987.5 SF PER D.U. = 15.1 D.U.s PER ACRE

COMMERCIAL DATA

BUILDING A

TYPE 1:	6,786 SF
TYPE 2:	3,975 SF
SUBTOTAL FIRST FLOOR:	10,761 SF
TYPE 3:	2,958 SF
COMMON AREA:	1,344 SF
TOTAL BUILDING A:	15,063 SF

BUILDING B

TYPE 1:	8,930 SF
TYPE 3:	980 SF
TOTAL BUILDING B:	9,910 SF
TOTAL COMMERCIAL LOT 2:	24,973 SF

BUILDING AREAS BY FUNCTION

AREA	TOTAL	LOT 1	LOT 2
GROSS BUILDING AREA:	146,981 SF	21,448 SF	125,533 SF
COMMERCIAL:	24,973 SF	0	24,973 SF
NET:	23,629 SF	0	23,629 SF
COMMON AREA:	1,344 SF	0	1,344 SF
RESIDENTIAL:	72,633 SF	17,608 SF	55,055 SF
NET:	62,808 SF	17,608 SF	45,200 SF
COMMON AREA:	9,855 SF	0	9,855 SF
PARKING GARAGE:	49,345 SF	3,840 SF	45,505 SF
PARKING GARAGE RESIDENTIAL:	42,650 SF	3,840 SF	38,810 SF
PARKING GARAGE COMM:	6,695 SF	0	6,695 SF
GROSS BUILDING AREA:	146,154 SF	21,448 SF	125,533 SF
BASEMENT BUILDING AREA:	45,505 SF	0	45,505 SF
%	31.1%	0	36.5%
NON BASEMENT AREA:	100,649 SF	21,448 SF	79,201 SF
%	68.9%	100%	63.5%
OPEN SPACE USES			
OPEN SPACE TOTAL:	9,230 SF	776 SF	8,454 SF
PER DWELLING:	177.5 SF	97.0 SF	192.1 SF
APARTMENT BALCONY:	1,436 SF	0	1,436 SF
APARTMENT PATIO:	1,540 SF	0	1,540 SF
TOWNHOUSE DECK:	776 SF	776 SF	0
NET PRIVATE OPEN SPACE:	3,752 SF	776 SF	2,976 SF
PER DWELLING:	72.2 SF	97.0 SF	67.6 SF
COMMON APT. TERRACE:	1,164 SF	0	1,164 SF
COMMON APT. ROOF-TOP:	4,314 SF	0	4,314 SF
NET COMMON OPEN SPACE:	5,478 SF	0	5,478 SF
PER DWELLING:	105.3 SF	0	105.3 SF

1. MIXED USE RATIO (BASED ON NET BUILDING AREAS ON LOT 2)

COMMERCIAL	23,629 SF	34.3%
RESIDENTIAL	45,200 SF	65.7%

2. MIXED USE RATIO (BASED ON ZONING CONSISTENCY - 17.20.020 (H))

GROUND FLOOR COMMERCIAL, NET	19,691 SF	100%
GROUND FLOOR RESIDENTIAL, NET	0 SF	0%
ABOVE OR BEHIND COMMERCIAL, NET	3,938 SF	8%
ABOVE OR BEHIND RESIDENTIAL, NET	45,200 SF	92%

3. MIXED USE RATIO (CALIFORNIA BUILDING CODE)

NON-RESIDENTIAL	RESIDENTIAL
A, B, M, S-2 OCCUPANCIES	R-2 OCCUPANCY
70,478 SF = 56.1%	55,055 SF = 43.9%

CALIFORNIA BUILDING CODE:

A OCCUPANCY:	RESTAURANTS, ASSEMBLY AREAS
B OCCUPANCY:	BANKS BUSINESS OFFICES, ETC.
M OCCUPANCY:	STORES, RETAILERS
S-2 OCCUPANCY:	GARAGES
R-2 OCCUPANCY:	MULTI-FAMILY RESIDENTIAL

4. MIXED USE RATIO (BASED ON AREA BY FUNCTION)

NON-RESIDENTIAL	RESIDENTIAL
24,973 SF = 31.2%	55,055 SF = 68.8%

5. MIXED USE RATIO (BASED ON BUILDING COVERAGE)

NON-RESIDENTIAL		RESIDENTIAL
COMMERCIAL:	19,691 SF	RESIDENTIAL PARKING: 14,687 SF = 35.8%
COMMRCIAL PARKING:	6,695 SF	
TOTAL:	26,386 SF = 64.2%	

6. MIXED USE RATIO (ALLOCATION OF BLDG. AREA BY BLDG. COVERAGE RATIO)

NET COMMERCIAL:	23,629 SF x 64.2% COVERAGE = 15,170 SF	48.4%
NET RESIDENTIAL:	45,200 SF x 35.8% COVERAGE = 16,182 SF	51.6%
	31,352 SF	100%

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OAK CREEK PARK

MOUNT HERMON ROAD AT GLEN CANYON ROAD
SCOTTS VALLEY, CA

DRAWING DATE
FEBRUARY 2017

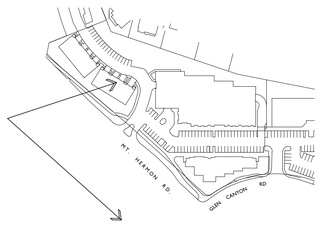
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C 12725
DECEMBER 31, 2023
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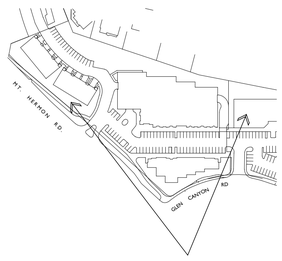
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A1.1





VIEW LOOKING UP MT. HERMON ROAD





VIEW LOOKING TOWARD PROPOSED COMMERCIAL BUILDING

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OAK CREEK PARK

MOUNT HERMON ROAD AT SCOTTS VALLEY DRIVE
SCOTTS VALLEY, CA

DRAWING DATE
FEBRUARY 2017

PROJECT FILE NAME:
GRANUM 16SD

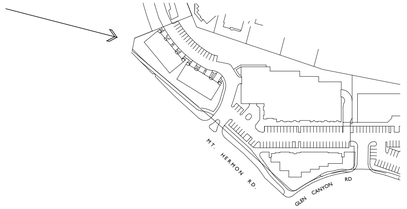
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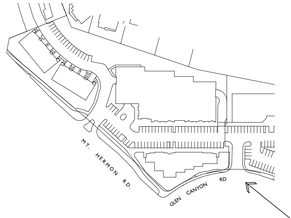
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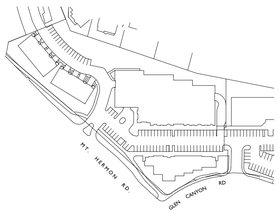
VIEW 1





VIEW 3

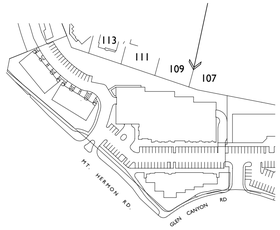




VIEW 2



109 LUCIA LANE



VIEW 4

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MOUNTAIN OAK CREEK PARK

MT HERMON ROAD AT GLEN CANYON ROAD
SCOTTS VALLEY, CA

DRAWING DATE
FEBRUARY 2017

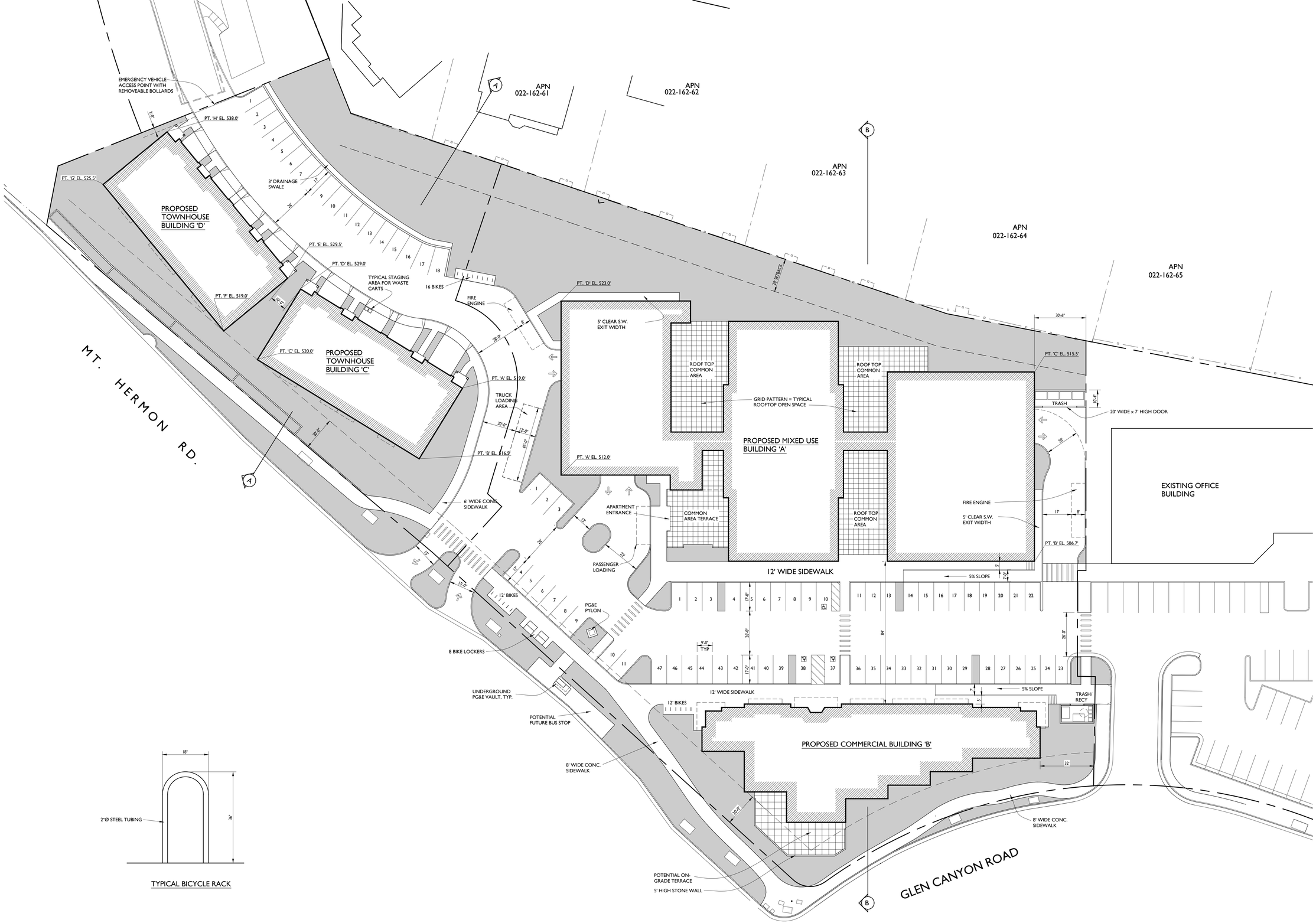
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A1.3



TYPICAL BICYCLE RACK

1 SITE PLAN

SCALE: 1" = 20'-0"

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OAK CREEK PARK

MOUNT HERMON ROAD AT GLEN CANYON ROAD
SCOTTS VALLEY, CA

DRAWING DATE
OCTOBER, 2016

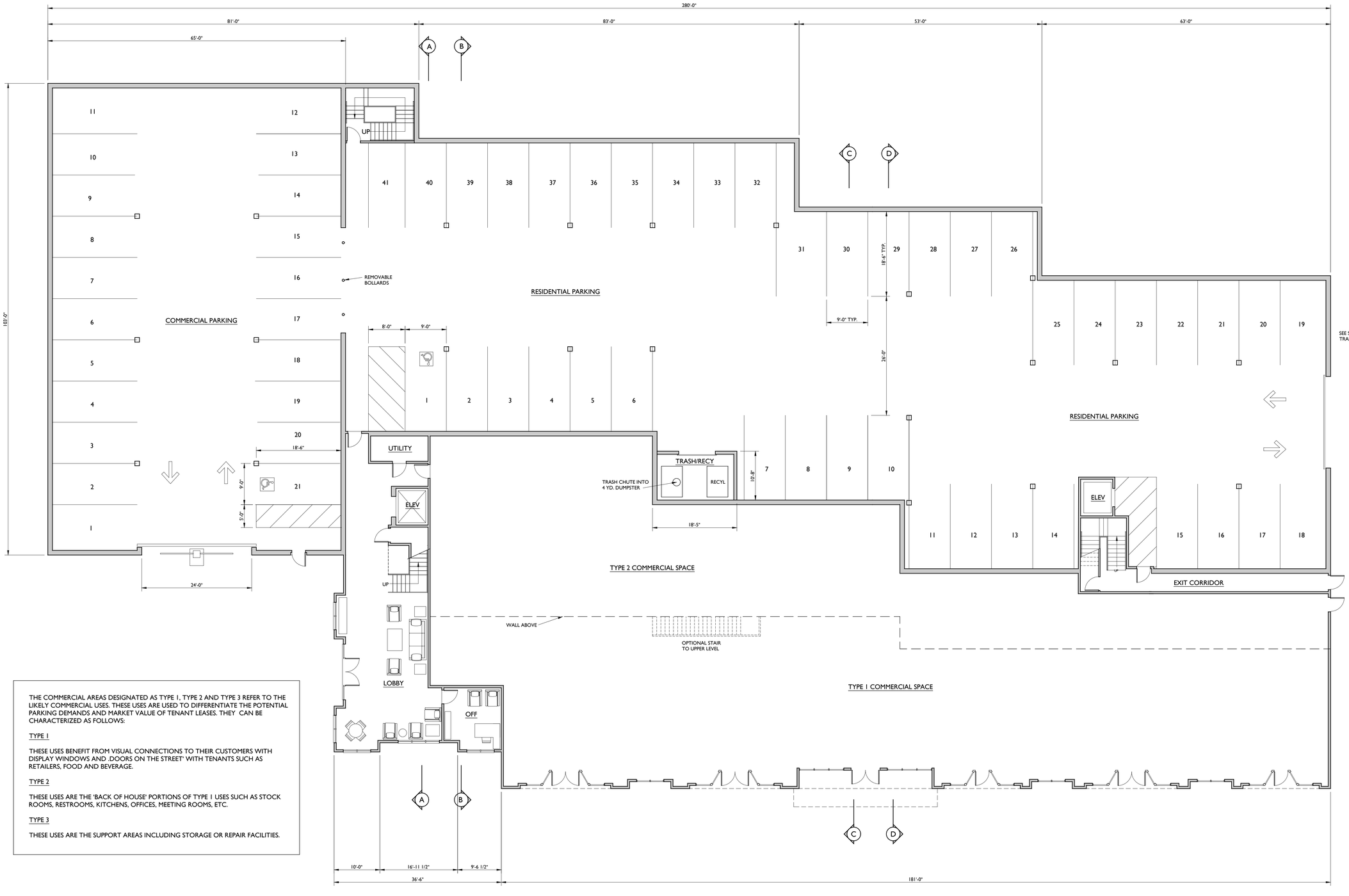
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	PLAN CHECK	6/01/20

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THE COMMERCIAL AREAS DESIGNATED AS TYPE 1, TYPE 2 AND TYPE 3 REFER TO THE LIKELY COMMERCIAL USES. THESE USES ARE USED TO DIFFERENTIATE THE POTENTIAL PARKING DEMANDS AND MARKET VALUE OF TENANT LEASES. THEY CAN BE CHARACTERIZED AS FOLLOWS:

TYPE 1

THESE USES BENEFIT FROM VISUAL CONNECTIONS TO THEIR CUSTOMERS WITH DISPLAY WINDOWS AND .DOORS ON THE STREET' WITH TENANTS SUCH AS RETAILERS, FOOD AND BEVERAGE.

TYPE 2

THESE USES ARE THE 'BACK OF HOUSE' PORTIONS OF TYPE 1 USES SUCH AS STOCK ROOMS, RESTROOMS, KITCHENS, OFFICES, MEETING ROOMS, ETC.

TYPE 3

THESE USES ARE THE SUPPORT AREAS INCLUDING STORAGE OR REPAIR FACILITIES.

1 FIRST LEVEL (BASEMENT)

SCALE: 1/8"=1'-0"

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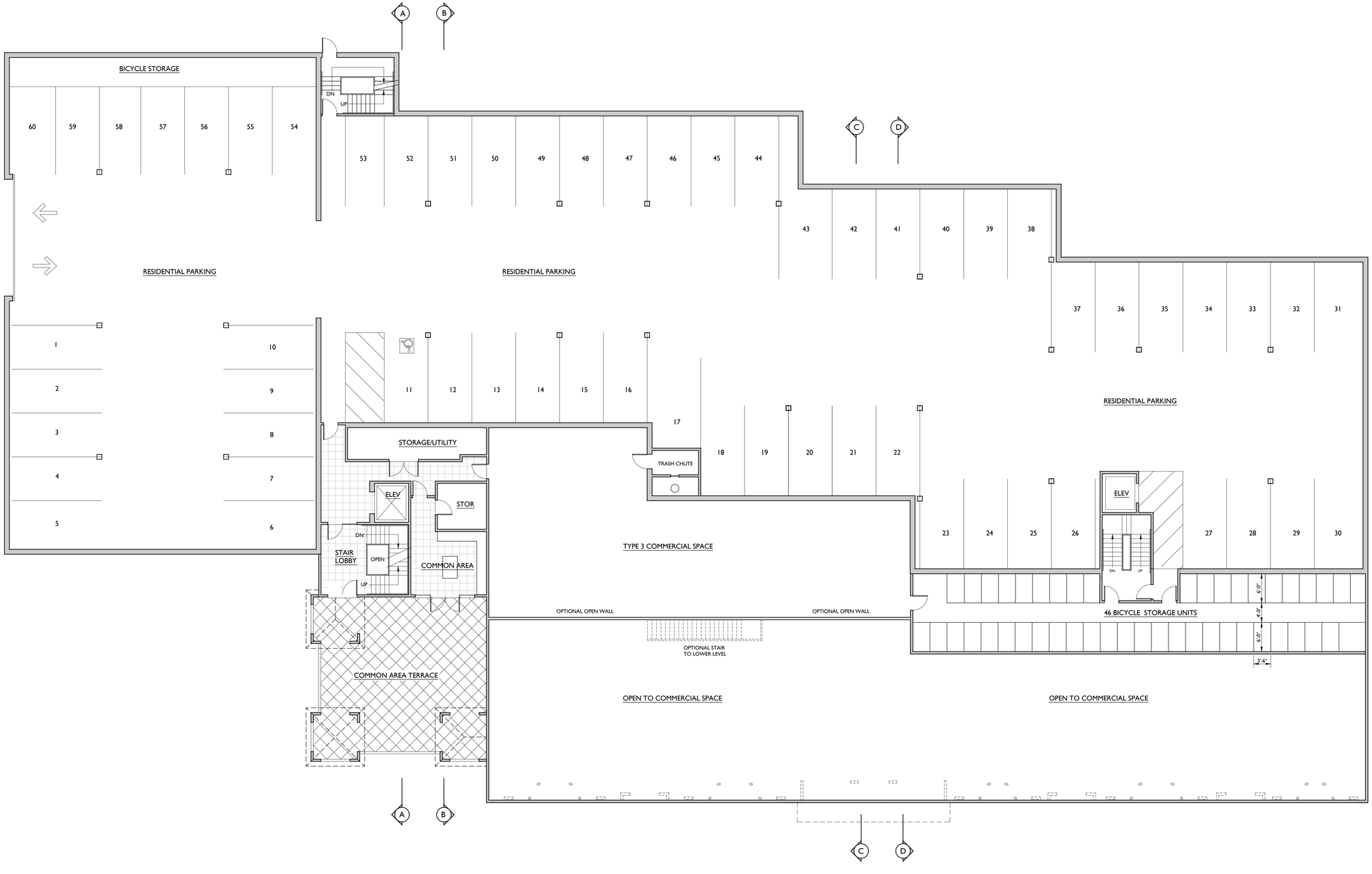
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OAK CREEK PARK

MOUNT HERMON ROAD AT GLEN CANYON ROAD
SCOTTS VALLEY, CA



1 SECOND LEVEL (1ST STORY)
SCALE: 1/8"=1'-0"

DRAWING DATE
FEBRUARY 2017

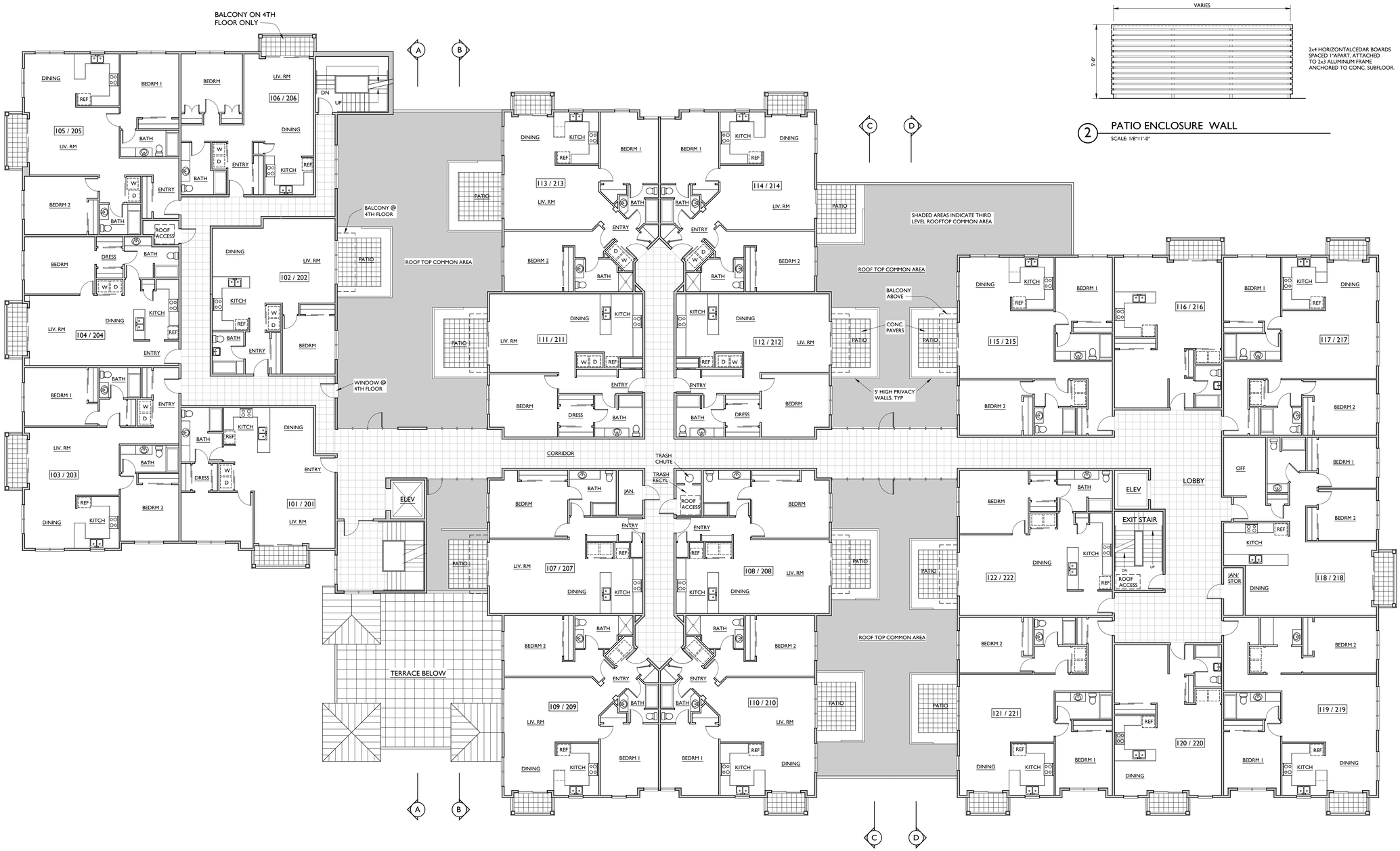
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GRANJM 16.5D

REVISIONS		
No.	DESCRIPTION	DATE
No.	PLAN CK	7/15/19
	PLAN CK	6/01/20

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1 3RD & 4TH LEVELS (2ND AND 3RD STORIES)
SCALE: 1/8"=1'-0"

2x4 HORIZONTALCEDAR BOARDS SPACED 1"APART, ATTACHED TO 2x3 ALUMINUM FRAME ANCHORED TO CONC. SUBFLOOR.

2 PATIO ENCLOSURE WALL
SCALE: 1/8"=1'-0"

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OAK CREEK PARK
MOUNT HERMON ROAD AT GLEN CANYON ROAD
SCOTTS VALLEY, CA

DRAWING DATE
FEBRUARY 2017

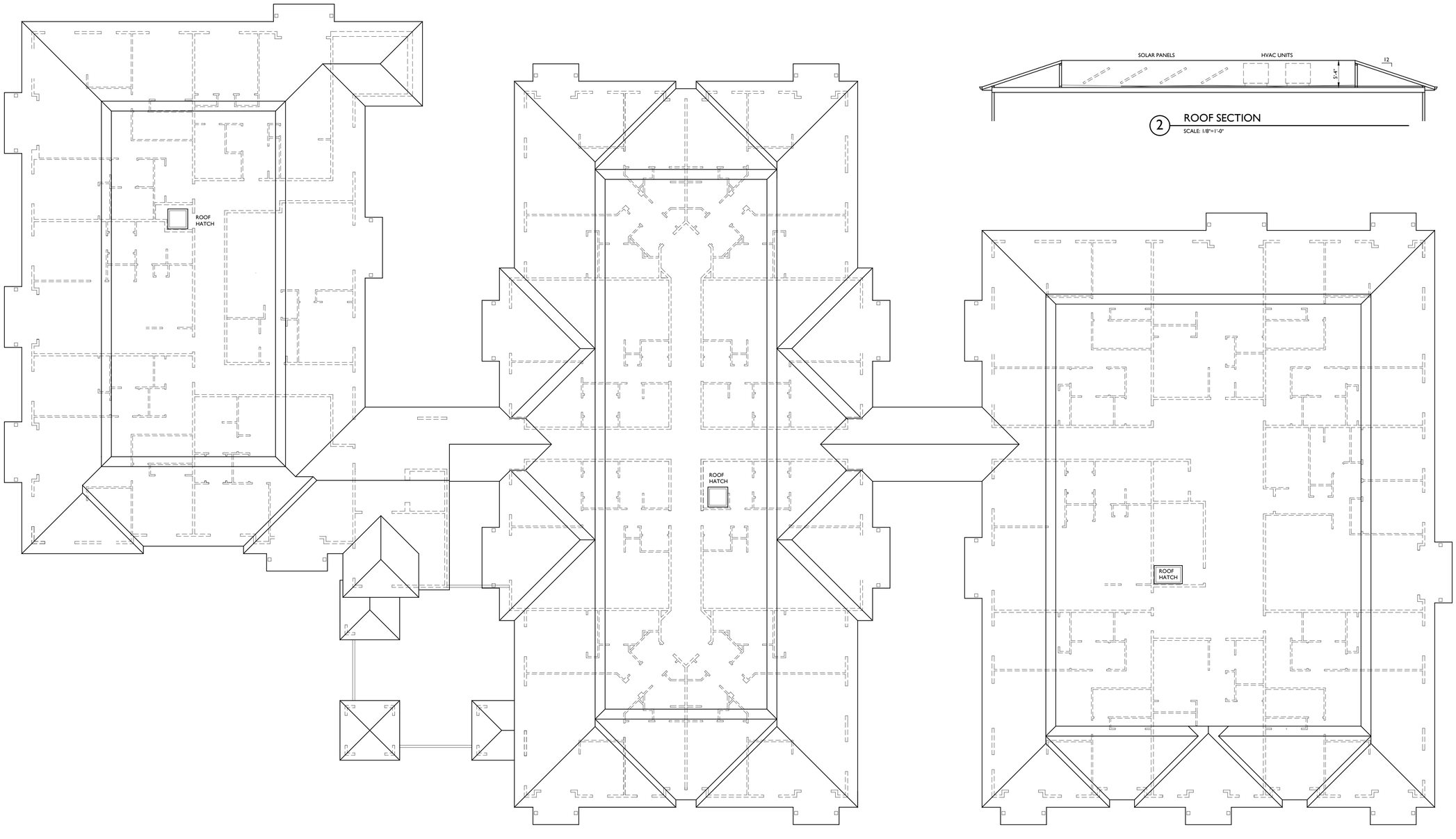
PROJECT FILE NAME:
GRANUM 16.SD

REVISIONS		
No.	DESCRIPTION	DATE
No.	PLAN CK	7/15/19
	PLAN CK	6/01/20

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

2 ROOF SECTION
SCALE: 1/8"=1'-0"

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OAK CREEK PARK

MOUNT HERMON ROAD AT GLEN CANYON ROAD
SCOTTS VALLEY, CA

DRAWING DATE
FEBRUARY 2017

PROJECT FILE NAME:
GRANUM 16.SD

REVISIONS		
No.	DESCRIPTION	DATE
No.	PLAN CK.	7/15/19
	PLAN CK.	6/01/20

THOMAS THACHER
C 12725
DECEMBER 31, 2023
EXPIRATION

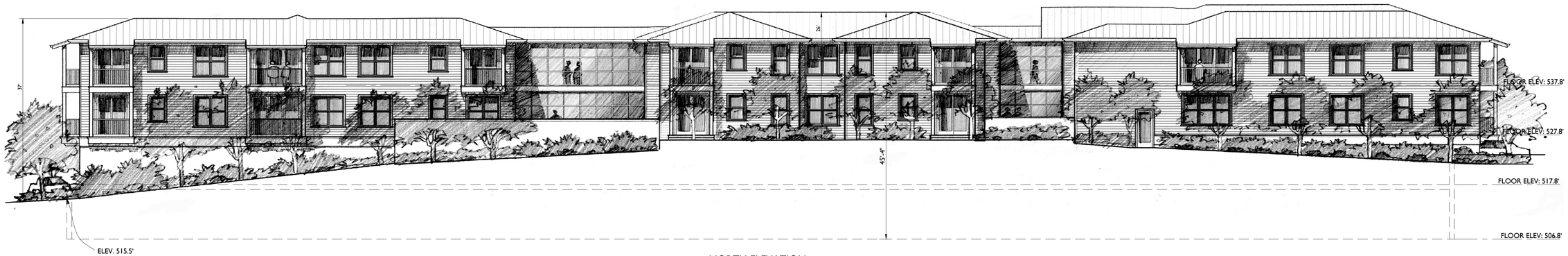
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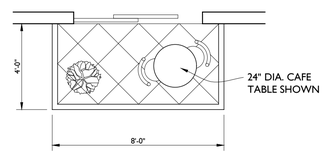
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1 SOUTH ELEVATION
SCALE: 1/8"=1'-0"



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



3 TYP. BALCONY PLAN
SCALE: 1/8"=1'-0"

OAK CREEK PARK
ERMON ROAD AT GLEN CANYON ROAD
SCOTTS VALLEY, CA

MOUNT H

DRAWING DATE
OCTOBER, 2016

PROJECT FILE NAME:
GRANUM 16.SD

REVISIONS		
No.	DESCRIPTION	DATE
No.	PLAN CHECK	7/15/19
	PLAN CHECK	6/01/20

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DECEMBER 31, 2023
EXPIRATION

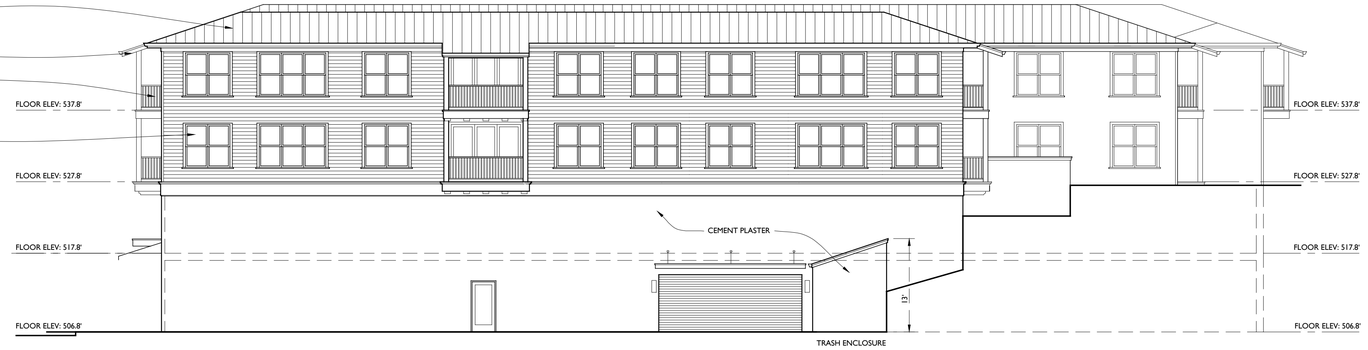
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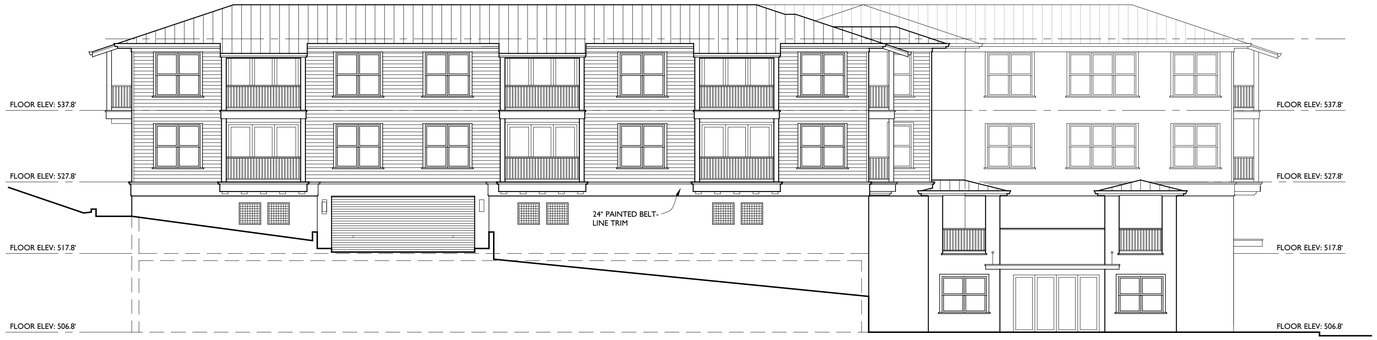
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MATERIALS:

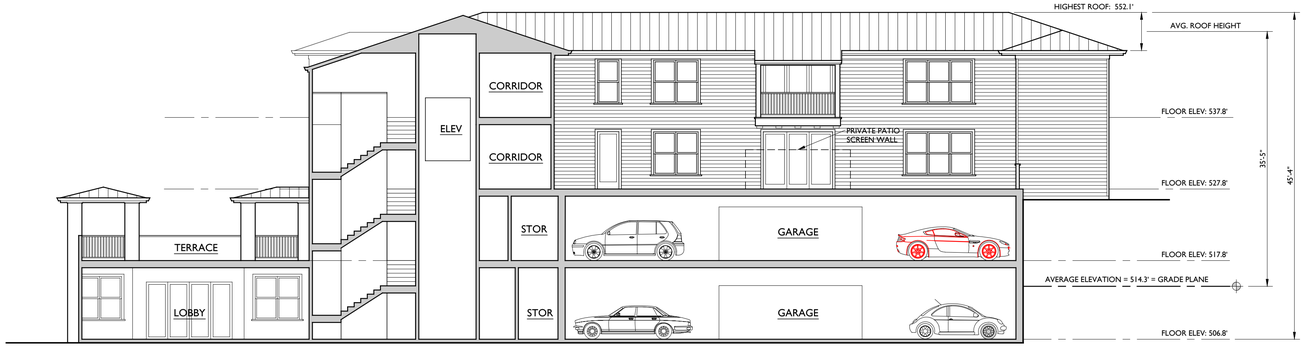
SLOPED ROOF:	STANDING SEAM METAL
EAVES:	PAINTED GUTTER ON PAINTED WOOD FASCIA WITH PAINTED WOOD SOFFIT BOARDS
BALCONY RAILINGS:	WOOD RAILING WITH PAINTED METAL PICKETS
SIDING:	PAINTED STUCCO BELOW BELTLINE TRIM PAINTED HORIZONTAL BEVELED SIDING
WINDOWS/DOORS:	FIBERGLASS DOUBLE HUNG @ RESIDENTIAL ALUM. STOREFRONT @ COMMERCIAL



3 EAST ELEVATION
SCALE: 1/8"=1'-0"



1 WEST ELEVATION
SCALE: 1/8"=1'-0"



2 ELEVATION/SECTION 'A'
SCALE: 1/8"=1'-0"

BUILDING 'A' HEIGHT CALCULATIONS:

AVERAGE GRADE OF 4 CORNERS = GRADE PLANE PER CBC. SEC. 502.1
REFER TO BLDG. A SITE PLAN

CORNER A ELEVATION = 512.0'
CORNER B ELEVATION = 506.7'
CORNER C ELEVATION = 515.5'
CORNER D ELEVATION = 523.0'

AVERAGE ELEVATION = 514.3' = GRADE PLANE

OAK CREEK PARK

MOUNT HERMON ROAD AT GLEN CANYON ROAD
SCOTTS VALLEY, CA

DRAWING DATE
OCTOBER, 2016

PROJECT FILE NAME:
GRANUM 16.SD

REVISIONS		
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EXTERIOR BUILDING MATERIALS

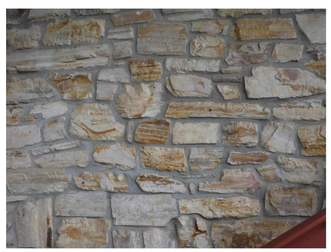
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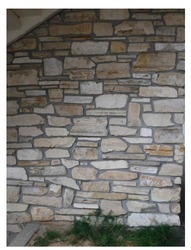
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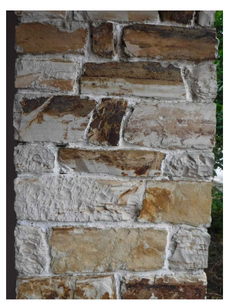
BUILDING A

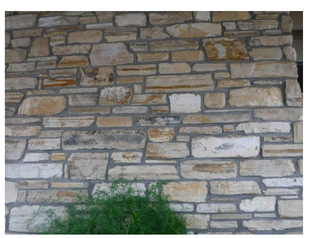
	MATERIAL	COLOR REF.	TEXTURE
Stone Base	Carmel Stone	All stone	Natural cleft
Cement Plaster	Cement Plaster	Base	Sand float
Horizontal Siding	6" Horizontal Beveled Cement Board	Upper Flrs.	Smooth
Trim & Belt line	Painted wood	Trim	Rough sawn
Eaves & Soffits	Painted wood	Trim	Rough sawn
Gutters	Aluminum ogee style	Trim	Smooth
Downspouts & Vents	Aluminum	Match wall	Smooth
Windows	Fiberglass	Trim	Smooth
Awnings*	Canvas	--	--
Skylights	None		
Doors & Store Front	Aluminum	Trim	Smooth
Garage Doors	Aluminum	Trim	Smooth
Railings	Galv. Steel & Wood	Accent	Smooth
Sloped roof	Metal	All Roofs	Smooth

*Awnings will be individual colors reflecting the commercial tenant graphic identity

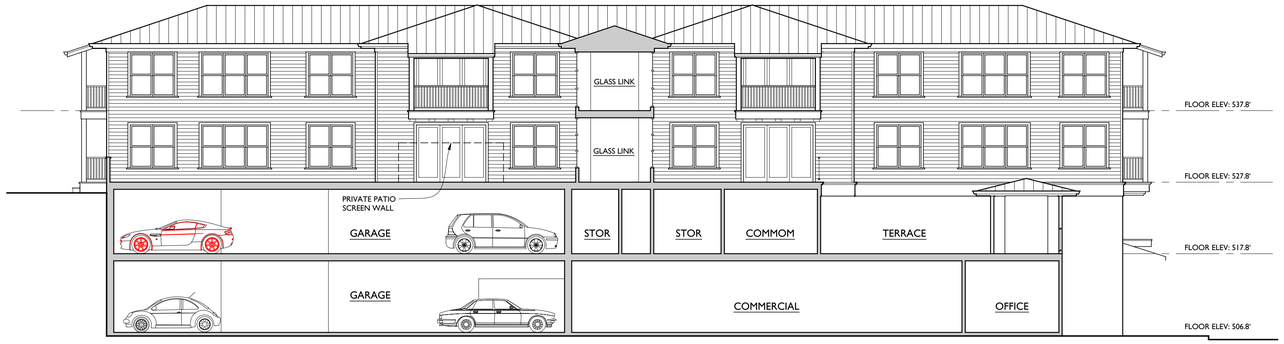




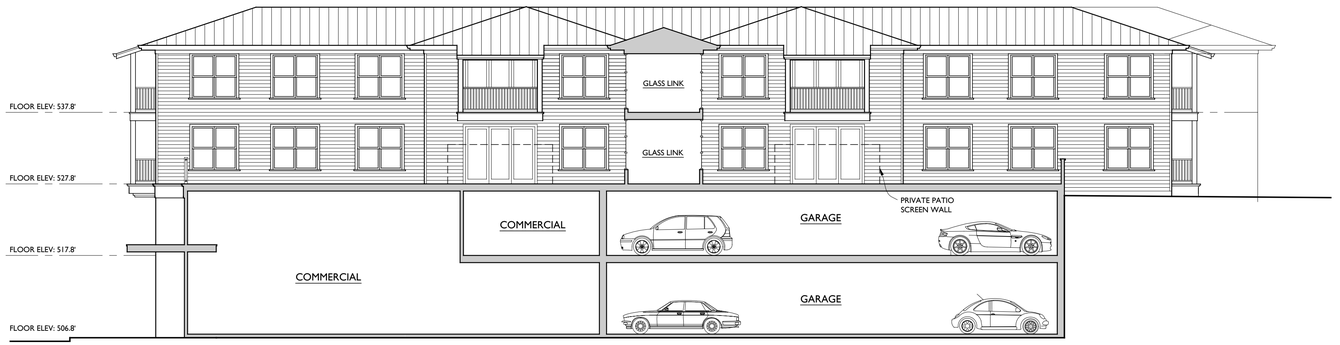




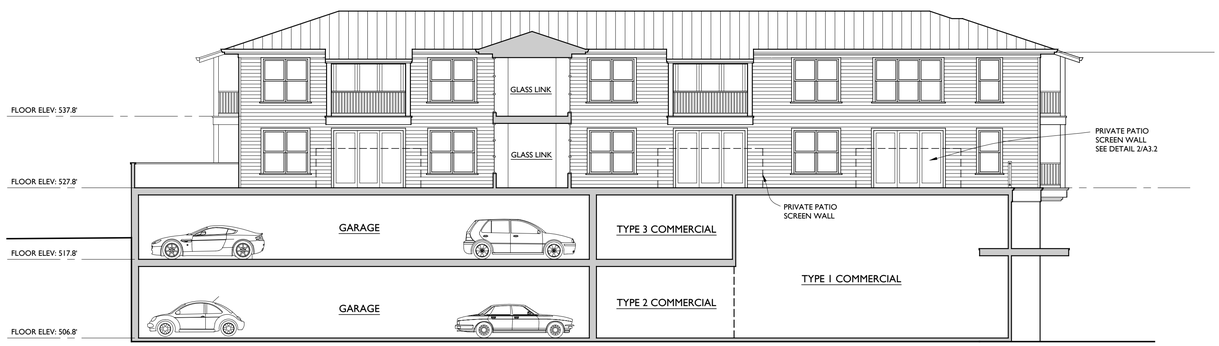
4 CARMEL STONE SAMPLE
SCALE: 1/8"=1'-0"



1 ELEVATION/SECTION 'B'
SCALE: 1/8"=1'-0"



2 ELEVATION/SECTION 'C'
SCALE: 1/8"=1'-0"



3 ELEVATION/SECTION 'D'
SCALE: 1/8"=1'-0"

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OAK CREEK PARK

MOUNT HERMON ROAD AT GLEN CANYON ROAD
SCOTTS VALLEY, CA

DRAWING DATE
OCTOBER, 2016

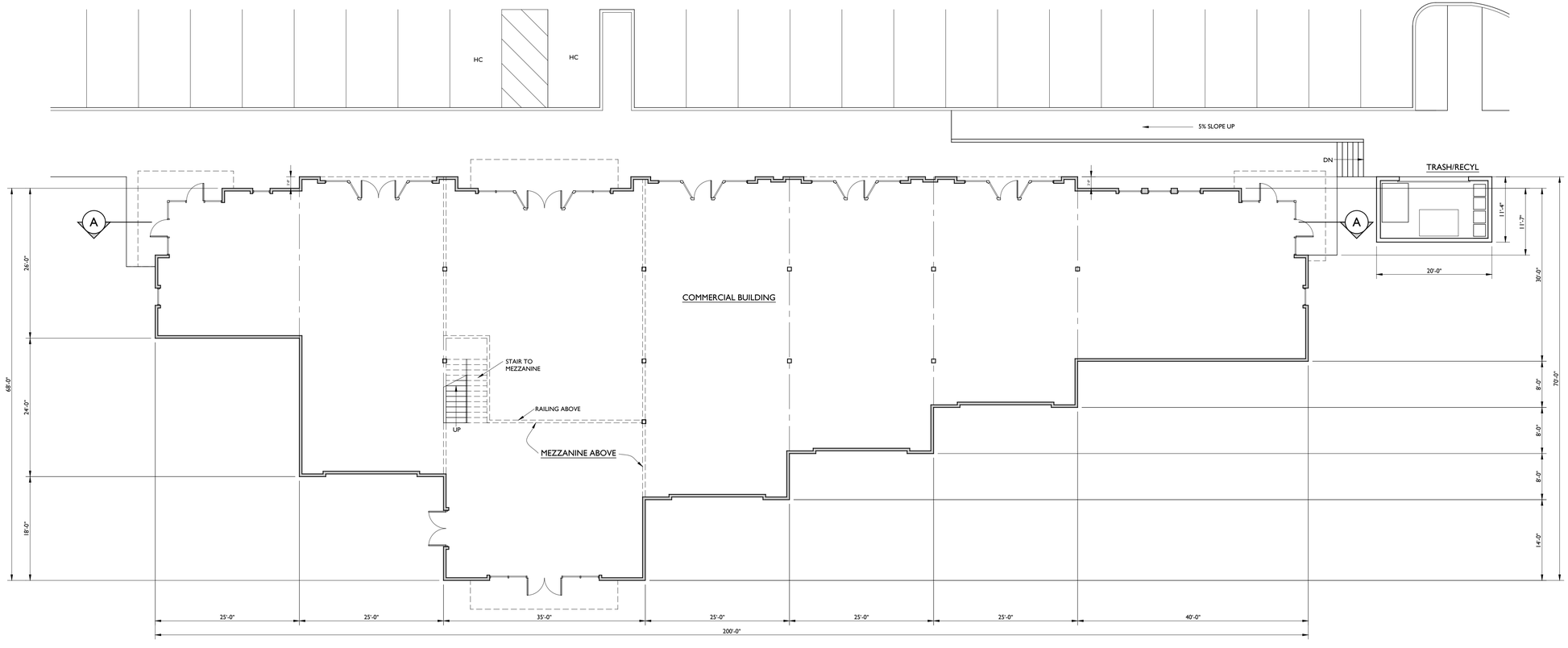
PROJECT FILE NAME:
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No.	DESCRIPTION	DATE
No.	PLAN CHECK	7/15/19
	PLAN CHECK	6/01/20

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DECEMBER 31, 2023
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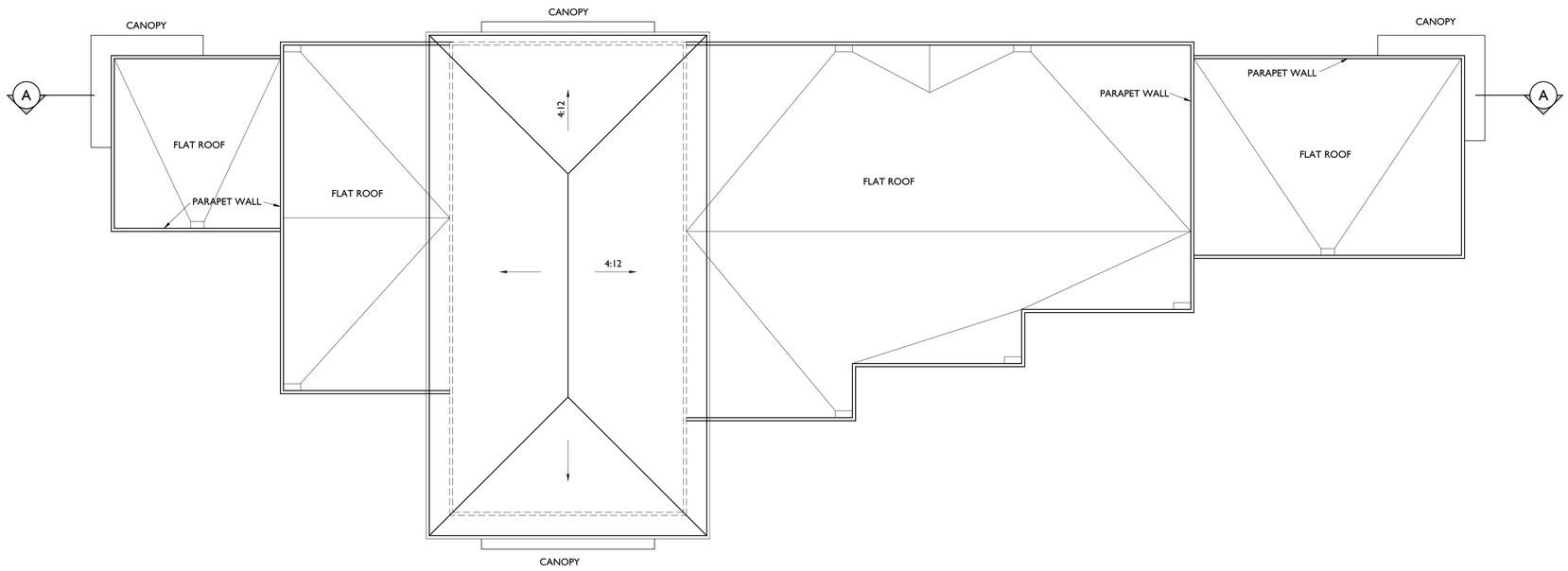
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1 FLOOR PLAN

SCALE: 1/8"=1'-0"



2 ROOF PLAN

SCALE: 1/8"=1'-0"

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OAK CREEK PARK

HERMON ROAD AT GLEN CANYON ROAD
SCOTTS VALLEY, CA

MOUNT

DRAWING DATE
OCTOBER, 2016

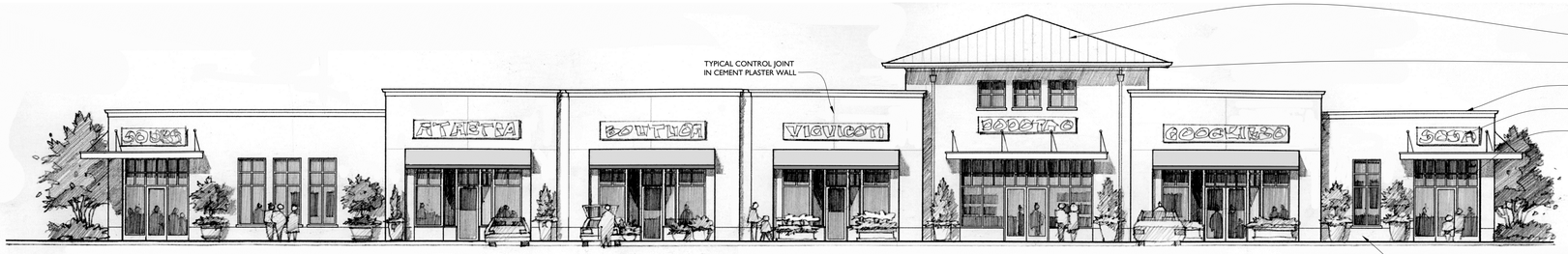
PROJECT FILE NAME:
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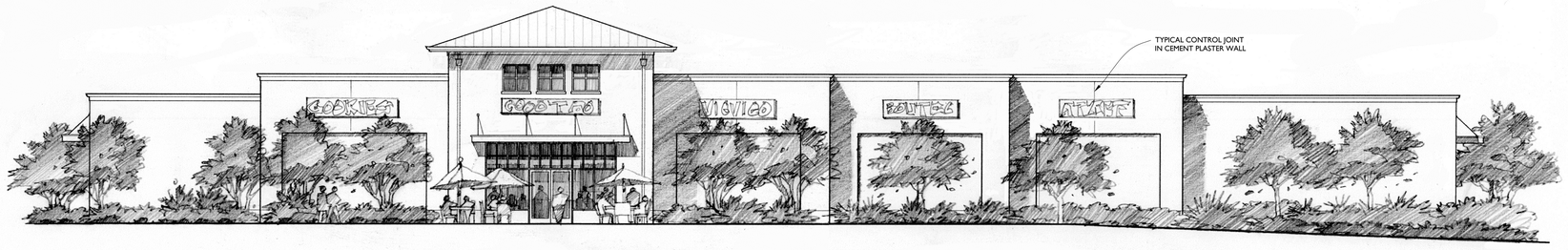


1 NORTH ELEVATION
SCALE: 1/8"=1'-0"

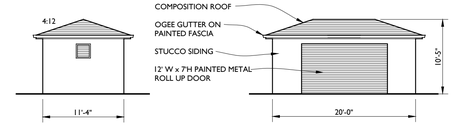
MATERIALS:

SLOPED ROOF:	STANDING SEAM METAL
EAVES: CLOSED SOFFIT:	PAINTED WOOD
PARAPET CORNICE:	PAINTED WOOD AND SHEET METAL
SIDING:	PAINTED STUCCO
WINDOWS/DOORS:	ALUM. STOREFRONT

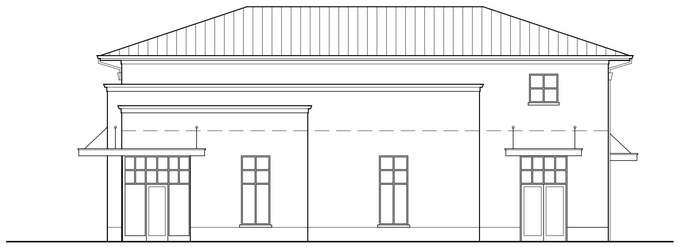
STONE VENEER BELOW THE SILL LINE OF STOREFRONT WINDOWS, TYPICAL NORTH ELEVATION ONLY.



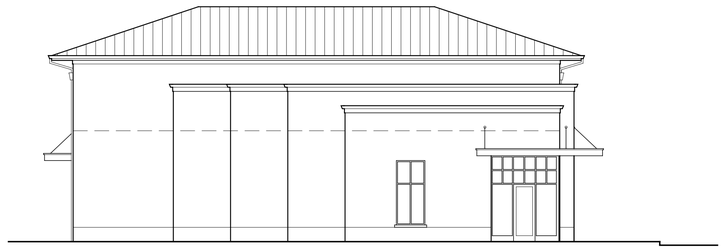
2 SOUTH ELEVATION
SCALE: 1/8"=1'-0"



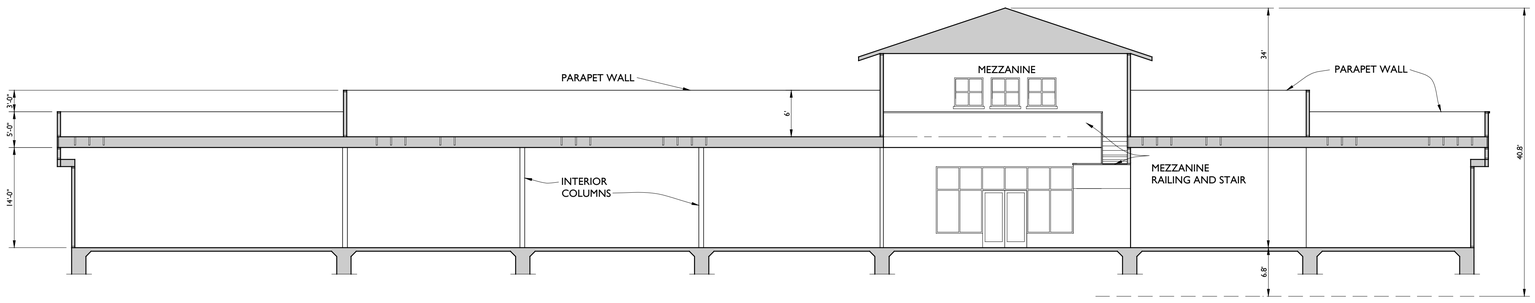
6 TRASH ENCLOSURE
SCALE: 1/8"=1'-0"



3 WEST ELEVATION
SCALE: 1/8"=1'-0"



4 EAST ELEVATION
SCALE: 1/8"=1'-0"



5 SECTION 'A'
SCALE: 1/8"=1'-0"

EXTERIOR BUILDING MATERIALS

BUILDING B

	MATERIAL	COLOR REF.	TEXTURE
Stone Base	Carmel Stone	All stone	Natural cleft
Cement Plaster	Cement Plaster	Base	Sand float
In-set Panels on South side	Cement Plaster	In-Set Panels	Sand float
Eaves, Soffits & Trim	Painted wood	Trim	Rough sawn
Copings & Roof Edge / Cornice	Aluminum & Wood	Trim	Smooth
Windows	Aluminum	Trim	Smooth
Awnings*	Canvas	--	--
Skylights	None		
Doors & Store Front	Aluminum	Trim	Smooth
Railings & Canopy Edge	Galv. Steel	Accent	Smooth
Sloped roof	Metal	All Roofs	Smooth

*Awnings will be individual colors reflecting the commercial tenant graphic identity

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OAK CREEK PARK
MOUNT HERMON ROAD AT GLEN CANYON ROAD
SCOTTS VALLEY, CA

DRAWING DATE
OCTOBER, 2016

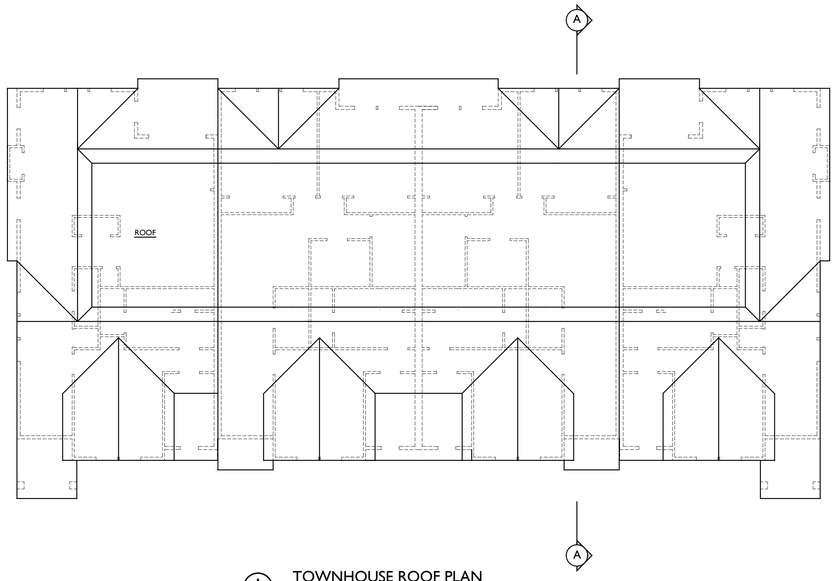
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No.	DESCRIPTION	DATE
	PLAN CHECK	6/01/20

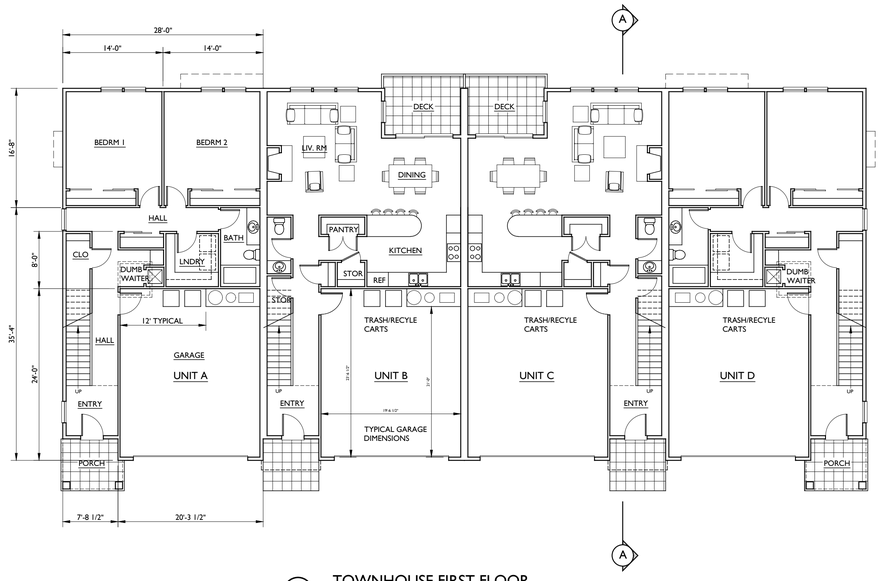
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1 TOWNHOUSE ROOF PLAN
SCALE: 1/8"=1'-0"

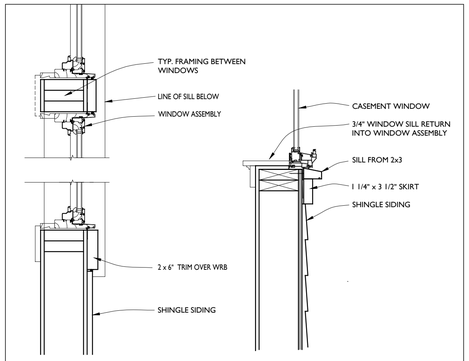


3 TOWNHOUSE FIRST FLOOR
SCALE: 1/8"=1'-0"

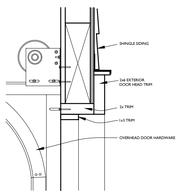
EXTERIOR BUILDING MATERIALS

TOWNHOUSES

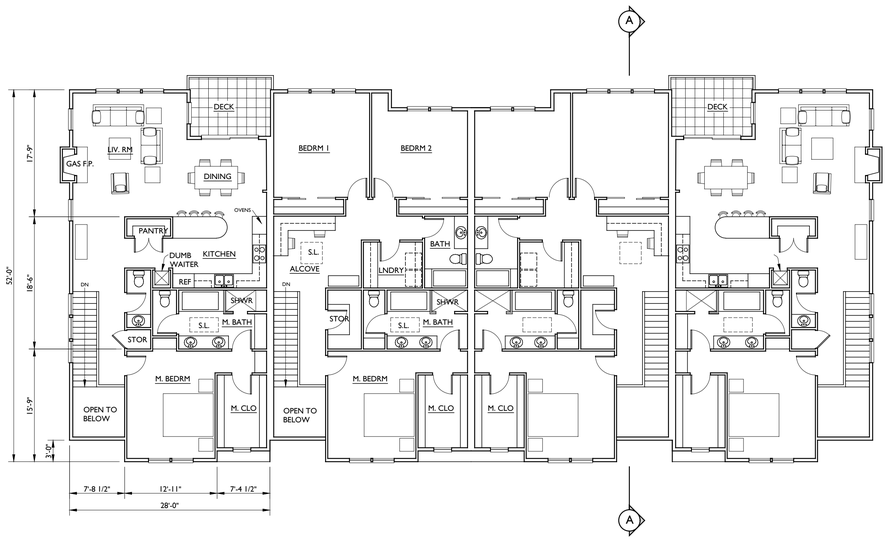
	MATERIAL	COLOR REF.	TEXTURE
Stone Base	Carmel Stone	All stone	Natural cleft
Shingle walls	Cedar shingle	Walls	Natural
Chimneys	Cement plaster	Walls	Sand float
Trim	Painted wood	Trim	Rough sawn
Gutters	Aluminum ogee Style	Trim	Smooth
Downspouts & Vents	Aluminum	Match walls	Smooth
Eaves & Rafter tails	Wood	Walls	Rough sawn
Windows & SG Doors	Fiberglass	Trim	Smooth
Front doors	Wood / metal	Accent	Smooth
Awnings	None		
Skylights	None		
Garage doors	Aluminum	Trim	Smooth
Railings	Wood / S. Steel	Accent	Smooth



5 WINDOW DETAILS
SCALE: 1/8"=1'-0"



6 GARAGE DOOR HEAD
SCALE: 1/8"=1'-0"



4 TOWNHOUSE SECOND FLOOR
SCALE: 1/8"=1'-0"

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OAK CREEK PARK

MOUNT HERMON ROAD AT GLEN CANYON ROAD
SCOTTS VALLEY, CA

DRAWING DATE
OCTOBER, 2016

PROJECT FILE NAME:
GRANUM 16.SD

REVISIONS		
No.	DESCRIPTION	DATE
	PLAN CHECK	7/15/19
	PLAN CHECK	6/01/20

THOMAS THACHER
C 12725
DECEMBER 31, 2023
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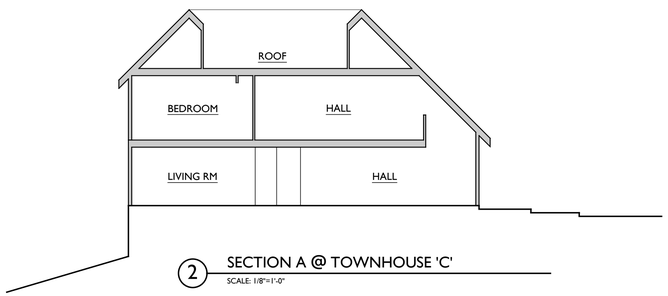
1 NORTH ELEVATION
SCALE: 1/8"=1'-0"



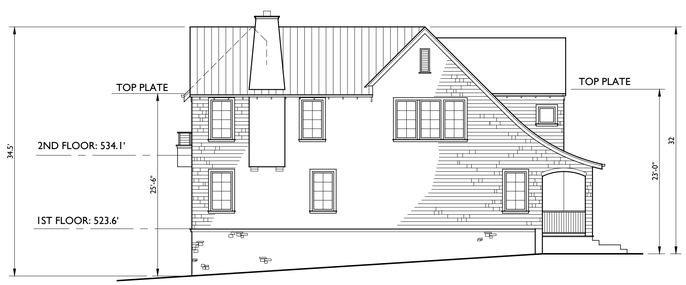
TOWNHOUSE BUILDING 'D'

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

TOWNHOUSE BUILDING 'C'



2 SECTION A @ TOWNHOUSE 'C'
SCALE: 1/8"=1'-0"



3 EAST ELEVATION
SCALE: 1/8"=1'-0"



4 WEST ELEVATION
SCALE: 1/8"=1'-0"

TOWNHOUSE BUILDING 'C' HEIGHT CALCULATIONS:

AVERAGE GRADE OF 4 CORNERS = GRADE PLANE PER CBC.
REFER TO BLDG. 'C' SITE PLAN

CORNER A ELEVATION = 519.0'
CORNER B ELEVATION = 516.5'
CORNER C ELEVATION = 520.0'
CORNER D ELEVATION = 529.0'

AVERAGE ELEVATION = 521.1' = GRADE PLANE

SEE NORTH ELEVATION

TOWNHOUSE BUILDING 'D' HEIGHT CALCULATIONS:

AVERAGE GRADE OF 4 CORNERS = GRADE PLANE PER CBC.
REFER TO BLDG. 'D' SITE PLAN

CORNER E ELEVATION = 529.5'
CORNER F ELEVATION = 519.0'
CORNER G ELEVATION = 525.5'
CORNER H ELEVATION = 538.0'

AVERAGE ELEVATION = 528.0' = GRADE PLANE

SEE SOUTH ELEVATION

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OAK CREEK PARK

MOUNT HERMON ROAD AT GLEN CANYON ROAD
SCOTTS VALLEY, CA

DRAWING DATE
OCTOBER, 2016

PROJECT FILE NAME:
GRANUM 16.SD

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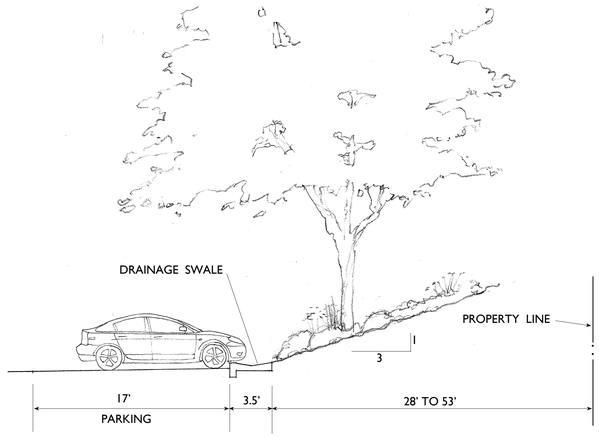
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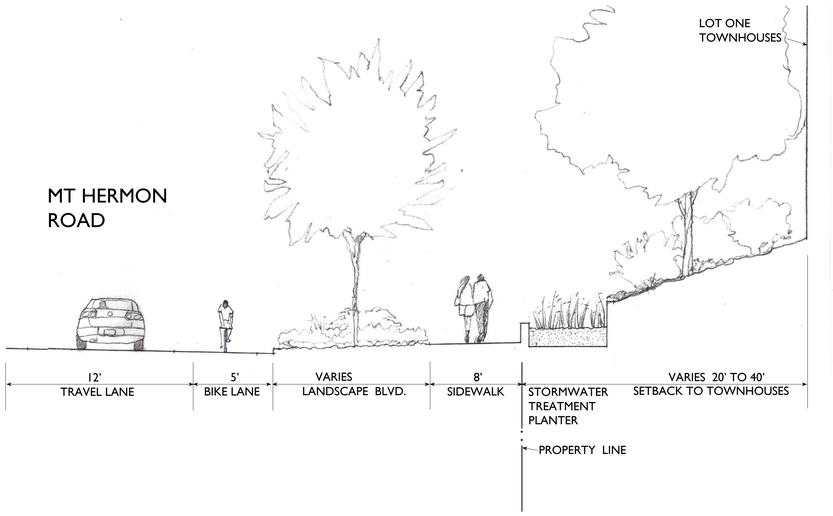
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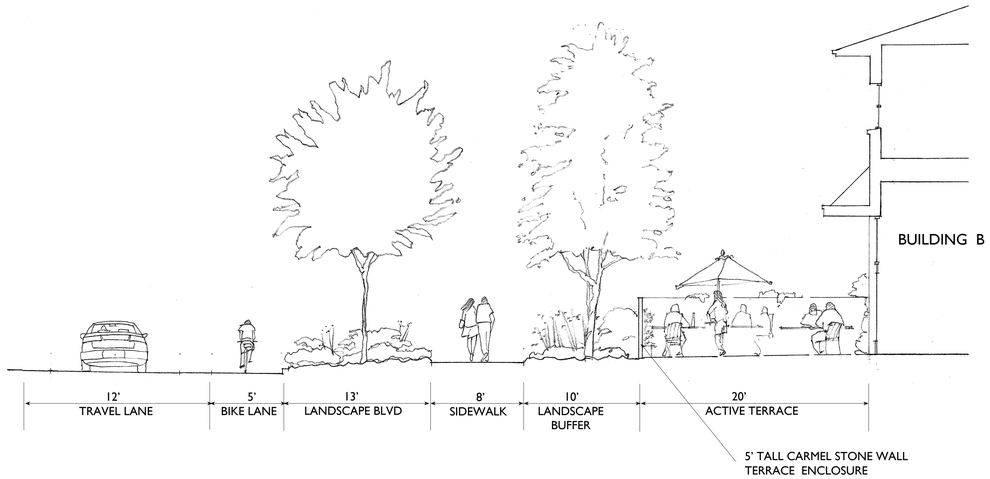
COMMERCIAL STREETSCAPE



LOT ONE UNCOVERED PARKING



TOWNHOUSES AT MT HERMON RD



BUILDING B CORNER TERRACE

THACHER & THOMPSON ARCHITECTS
877 CEDAR STREET SUITE 248
SANTA CRUZ, CA 95060
(831) 457-3939 V
(831) 426-7609 F
www.tnsarch.com

MOUNT HERMON OAK CREEK PARK

MT HERMON ROAD AT SCOTTS VALLEY DRIVE
SCOTTS VALLEY, CA

DRAWING DATE
FEBRUARY 2017

PROJECT FILE NAME:
GRANUM 16.SD

REVISIONS		
No.	DESCRIPTION	DATE
No.	PLAN CK	7/15/19

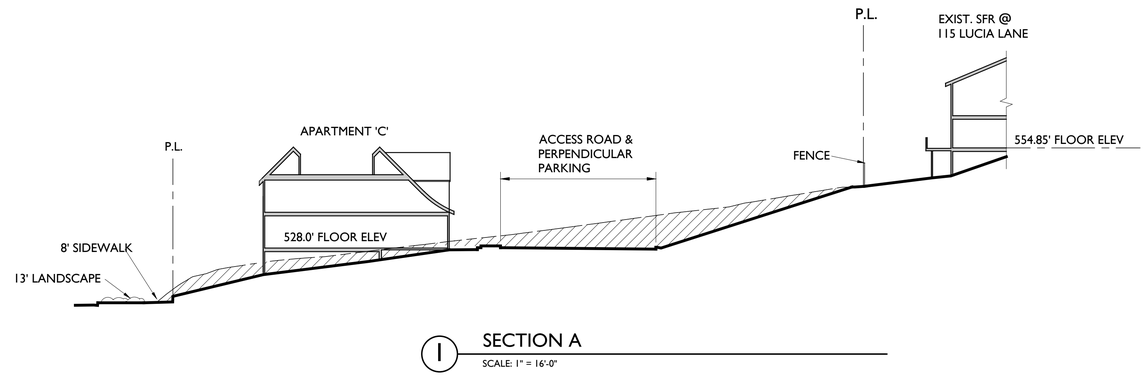
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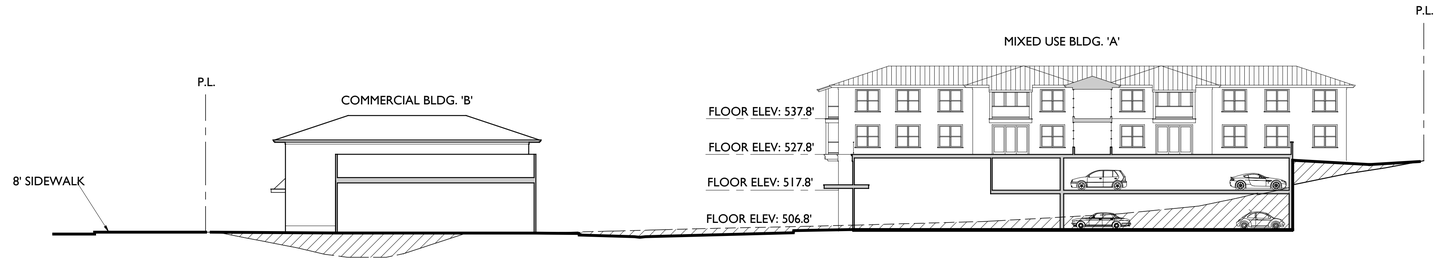
0077

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1 SECTION A

SCALE: 1" = 16'-0"



2 SECTION B

SCALE: 1" = 16'-0"

OAK CREEK PARK

MOUNT HERMON ROAD AT GLEN CANYON ROAD
SCOTTS VALLEY, CA

DRAWING DATE
OCTOBER, 2016

PROJECT FILE NAME:
GRANUM 16.SD

REVISIONS		
No.	DESCRIPTION	DATE
	PLAN CHECK	7/15/19
	PLAN CHECK	6/01/20

THOMAS THACHER
C 12725
DECEMBER 31, 2023
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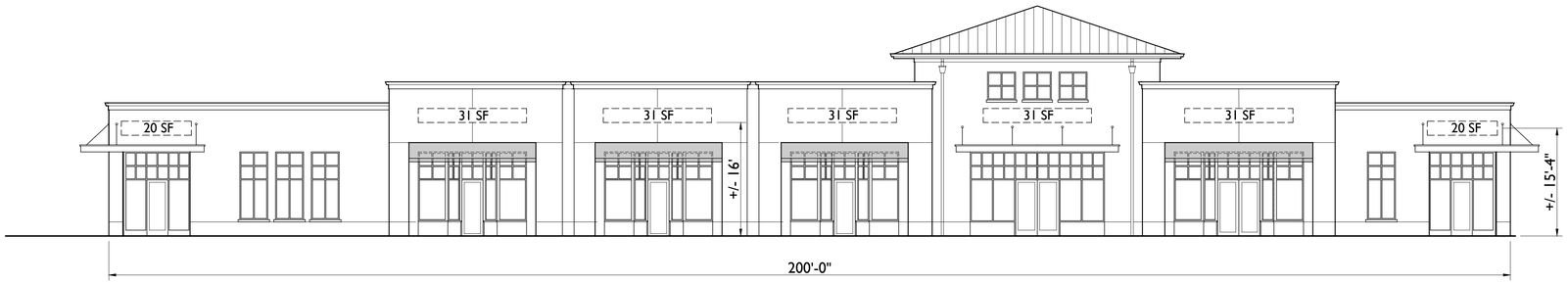
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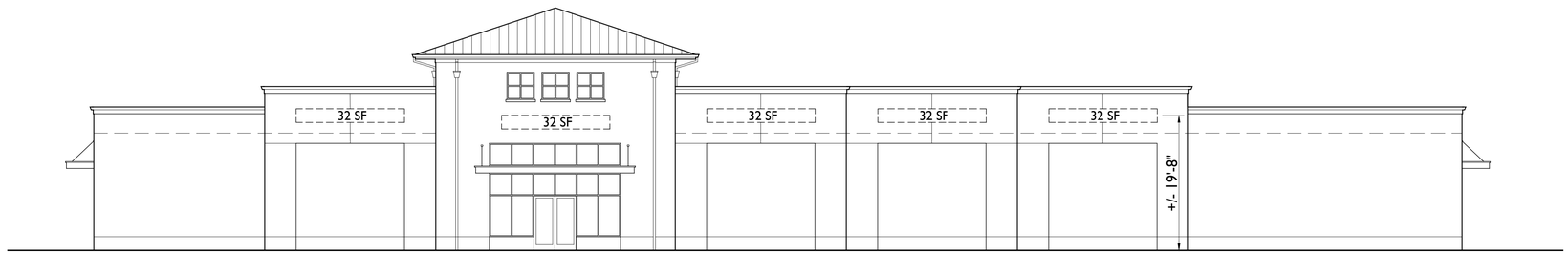
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1 BUILDING A SOUTH ELEVATION
SCALE: 1/8"=1'-0"



2 BUILDING B NORTH ELEVATION
SCALE: 1/8"=1'-0"



3 SOUTH ELEVATION
SCALE: 1/8"=1'-0"

SIGN PROGRAM

THE SIGN PROGRAM REFLECTS THE BEST PRACTICES FOR A WALKABLE COMMERCIAL STREET. THE SCALE AND CHARACTER OF THE SIGNS ARE APPROPRIATE FOR THE SIGHT DISTANCES OF AROUND 80' AND THE TRAVEL SPEEDS OF AROUND 5-10 MPH IN CONTRAST TO THE DISTANCES AND SPEEDS FOUND WITH STRIP SHOPPING CENTERS.

PER THE CITY'S SIGN ORDINANCE 17.56.180, THE ALLOWABLE SIGN AREA IS ONE SQ. FT. PER WIDTH OF THE FRONT OF THE BUILDING. ALL PROPOSED SIGNS ARE A MAXIMUM OF 30" TALL. THE APPROXIMATE DISTANCE FROM THE WALKWAY TO THE SIGN IS SHOWN ON THESE ELEVATIONS.

PROPOSED SIGNS ARE THREE DIMENSIONAL LETTERS AND NUMBERS APPLIED DIRECTLY ON THE WALL SURFACE.

SIGNS WILL BE ILLUMINATED BY WALL SCONCES. NO BACK-LIT SIGNS OR CAN SIGNS ARE ALLOWED. MIRROR REFLECTIVE OR IRRIDESCANT SIGNS ARE PROHIBITED EXCEPT AS MAY BE APPROVED BY THE PLANNING COMMISSION.

BUILDING 'A'

TOTAL WIDTH OF BUILDING = 235 FT.
TOTAL ALLOWABLE SIGN AREA = 235 SF
TOTAL PROPOSED SIGN AREA = 192 SF

BUILDING 'B' NORTH ELEVATION

TOTAL WIDTH OF BUILDING = 200 FT.
TOTAL ALLOWABLE SIGN AREA = 200 SF
TOTAL PROPOSED SIGN AREA = 195 SF

BUILDING 'B' SOUTH ELEVATION

TOTAL WIDTH OF BUILDING = 200 FT.
TOTAL ALLOWABLE SIGN AREA = 200 SF
TOTAL PROPOSED SIGN AREA = 160 SF

OAK CREEK PARK
MOUNT HERMON ROAD AT GLEN CANYON ROAD
SCOTTS VALLEY, CA

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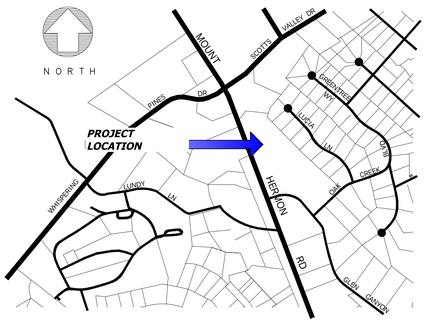
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IMPROVEMENT PLANS FOR OAK CREEK PARK

3640 GLEN CANYON ROAD

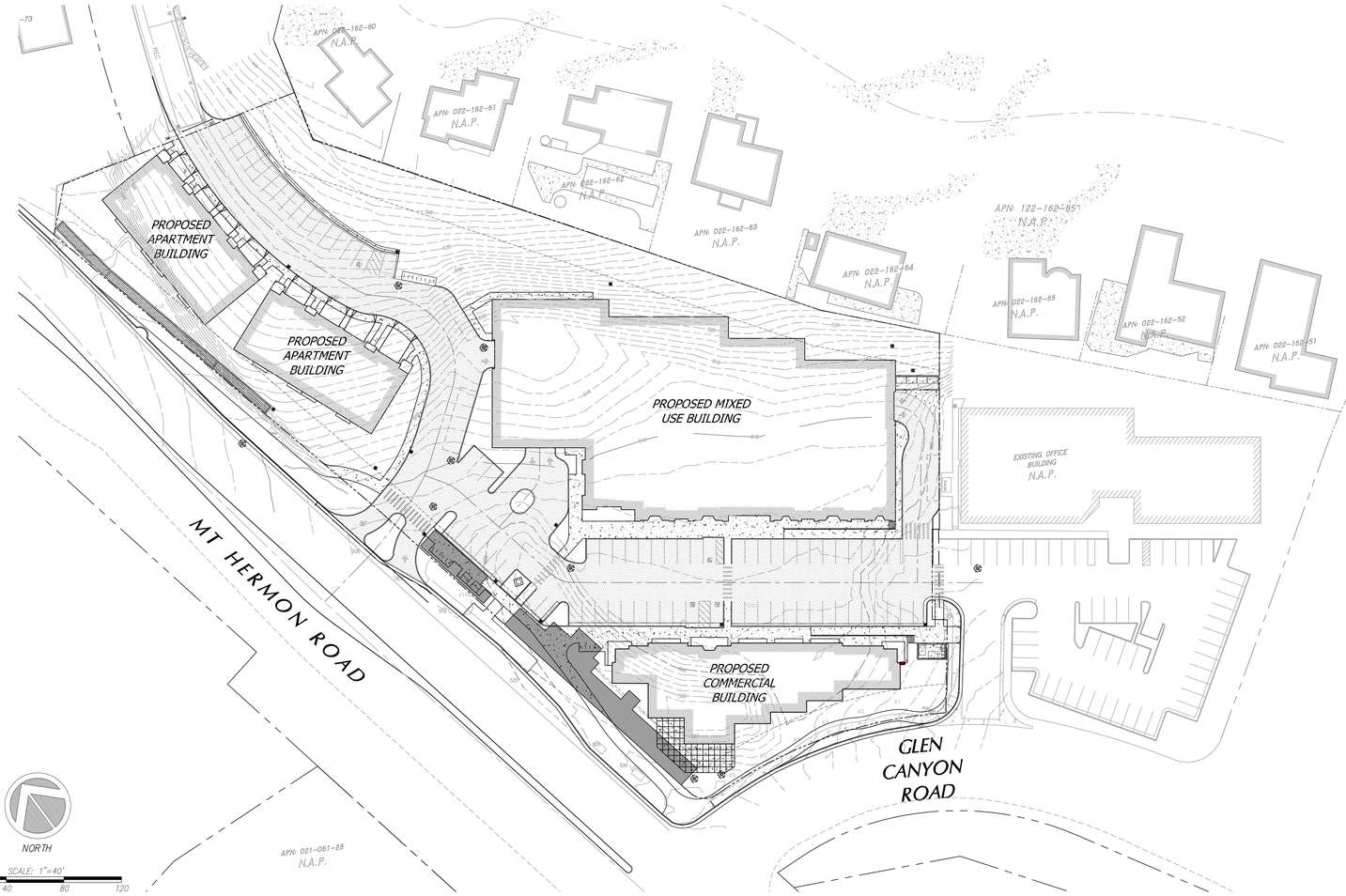
SCOTT'S VALLEY, CALIFORNIA 95066

APN: 022-162-76



VICINITY MAP

SCALE: NTS



CIVIL SHEET INDEX

C0.1 - COVER SHEET
C0.2 - EXISTING SITE
C0.3 - TENTATIVE MAP
C1.1 - TOPO AND DEMOLITION PLAN
C2.1 - HORIZONTAL CONTROL & PAVING PLAN
C3.1 - GRADING PLAN
C3.2 - CUT-FILL PLAN
C4.1 - UTILITY PLAN
C4.2 - STORMWATER CONTROL PLAN
C5.1 - EROSION CONTROL PLAN
C6.1 - SECTIONS

CIVIL ENGINEER:

C2G/CIVIL CONSULTANTS GROUP, INC
4444 SCOTTS VALLEY DRIVE STE. 6
SCOTTS VALLEY, CA 95066
OFFICE: (831) 438-4420

ARCHITECT:

THACHER & THOMPSON ARCHITECTS
877 CEDAR STREET, SUITE 248
SANTA CRUZ, CA 95060
831.457.3939

SURVEYOR:

ALPHA SURVEY
4444 SCOTTS VALLEY DRIVE
SCOTTS VALLEY, CA 95066
OFFICE: (831) 438-4420

UTILITIES/NOTIFICATIONS

WATER:	SCOTTS VALLEY WATER DISTRICT
GAS AND ELECTRIC:	PACIFIC GAS AND ELECTRIC
SANITARY SEWER:	CITY OF SCOTTS VALLEY
STORM DRAIN SYSTEM:	CITY OF SCOTTS VALLEY

PROJECT DATUM

THE TOPOGRAPHIC SURVEY IS BASED UPON NAVD88.

BENCHMARK : SANITARY SEWER MANHOLE RIM FOUND IN THE CENTER OF LUNDY LANE

ELEV=505.89

CONTRACTOR RESPONSIBILITY

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

DISCREPANCIES

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

EROSION CONTROL NOTE

1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE AND MAINTAIN EROSION CONTROL MEASURES AS REQUIRED THROUGHOUT THE LIFE OF THE PROJECT IN CONFORMANCE WITH THE CITY OF SCOTTS VALLEY AND THE ASSOCIATION OF BAY AREA GOVERNMENTS
2. CONTRACTOR TO PROVIDE BACK-UP EROSION PREVENTION MEASURES (SOIL STABILIZATION) WITH SEDIMENT CONTROL MEASURES SUCH AS STRAW WATTLES, SILT FENCE, GRAVEL INLET FILTERS, AND/OR SEDIMENT TRAPS OR BASINS. ENSURE CONTROL MEASURES ARE ADEQUATE, IN PLACE, AND IN OPERABLE CONDITIONS. SEDIMENT CONTROLS, INCLUDING INLET PROTECTION, ARE NECESSARY BUT SHOULD BE A SECONDARY DEFENSE BEHIND GOOD EROSION CONTROL MEASURES.
3. ALL EROSION PREVENTION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED THROUGHOUT THE SEASON. REPLACEMENT SUPPLIES SHOULD BE KEPT ON SITE.
4. SITE INSPECTIONS SHALL BE CONDUCTED BEFORE AND AFTER EACH STORM EVENT, AND EVERY 24 HOURS FOR EXTENDED STORM EVENTS, TO IDENTIFY AREAS THAT CONTRIBUTE TO EROSION AND SEDIMENT PROBLEMS OR ANY OTHER POLLUTANT DISCHARGES. IF ADDITIONAL MEASURES ARE NEEDED, REVISE THE EROSION CONTROL PLAN AND IMPLEMENT THE MEASURES IMMEDIATELY. DOCUMENT ALL INSPECTION FINDINGS AND ACTIONS TAKEN.
5. CONTRACTOR SHALL USE BEST MANAGEMENT PRACTICES DURING CONSTRUCTION FOR CONTROL OF STORM WATER RUNOFF (E.G. GRAVEL BAGS AT CATCH BASIN INLETS).

UNDERGROUND NOTES

1. STORMDRAIN PIPE SHALL BE SDR-26 P.V.C., A.D.S. N-12 SMOOTH INTERIOR CORRUGATED POLYETHYLENE PIPE OR APPROVED SUBSTITUTE, OR AS NOTED ON PLAN. ALL DRAINAGE PIPE SHALL BE SHIPPED, STORED, AND INSTALLED PER THE PIPE MANUFACTURER'S RECOMMENDATIONS.
2. ALL CONCRETE DRAINAGE INLETS CALLED OUT ON THE PLANS SHALL BE CHRISTY BRAND PRECAST CONCRETE OR EQUIVALENT. ALL STRUCTURES SHALL BE STORED, HANDLED, AND INSTALLED PER THE MANUFACTURER'S RECOMMENDATIONS. ALL GRATES IN PAVEMENT AREAS SHALL BE ADA COMPLIANT.
3. ALL CONCRETE DRAINAGE INLETS CALLED OUT ON THE PLANS SHALL HAVE A HEAVY RATED FRAME WITH A ADA COMPLIANT GRATE. CATCH BASINS THAT HAVE SILT AND GREASE TRAPS SHALL BE INCLUDED IN THE PROJECT MONITORING AND MAINTENANCE PLAN.
4. STORM DRAIN TRENCH BACKFILL SHALL CONFORM TO CITY OF SCOTTS VALLEY FIG SD-9.
5. JETTING OF BACKFILL MATERIALS TO ACHIEVE COMPACTION IS NOT ALLOWED.
6. ALL THE WATER PIPING SHALL BE AWWA CLASS 150 OR APPROVED EQUAL, ALL VALVES , ANGLES, AND THRUST BLOCKS SHALL BE INSTALLED PER CURRENT CPC SPECIFICATIONS.
7. ALL FIRE SERVICE PIPING AND APPURTENANCES SHALL CONFORM TO NFPA STANDARDS AND SPECIFICATIONS
8. ANY EXISTING UTILITIES THAT ARE REQUIRED TO BE RELOCATED AS A PART OF THIS CONSTRUCTION SHALL BE RELOCATED AT THE DEVELOPER'S EXPENSE.

CONSTRUCTION SURVEYING / STAKING

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

UNAUTHORIZED CHANGES AND USES

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

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GENERAL NOTES

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

ABBREVIATIONS

AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
B/SS	BOTTOM OF SANITARY SEWER
BFC	BOTTOM FACE OF CURB
BFS	BOTTOM FACE OF STEP
B/STEP	BOTTOM OF STEP
BFW	BOTTOM FACE OF WALL
BW	BACK OF WALL
BFP	BACKFLOW PREVENTER
E	ELECTRICAL (PG&E)
(E)	EXISTING
EP	EDGE OF PAVEMENT
C	AT&T CABLE
CB	CATCH BASIN
FH	FIRE HYDRANT
FL	FLOW LINE
FG	FINISHED GROUND
FS	FINISHED SURFACE
G	GAS
GV	GATE VALVE
HYD	HYDRANT
ME	MATCH EXISTING
(N)	NEW
OH	OVERHEAD LINES
P	PAVEMENT
POC	POINT OF CONNECTION
REC	RECLAIMED WATER
PE	POLY ETHYLENE TUBING
SAN	SANITARY
SSCO	SANITARY SEWER CLEAN OUT
SD	STORM DRAIN
STA	STATION
T	TELEPHONE
T/REC	TOP OF REC WATER LINE
TC	TOP OF CURB
TOW	TOP OF WALL
T/STEP	TOP OF STEP
SW	TOP OF SIDEWALK
W	WATER
WM	WATER METER
WV	WATER VALVE

LEGEND

PROPOSED	EXISTING	DESCRIPTION
SD	SD	STORM MANHOLE
		DRAIN/DROP INLET
		AREA DRAIN
SS	SS	SEWER MANHOLE
		GATE VALVE
		UTILITY POLE
SS	SS	SEWER LATERAL
W		WATER SERVICE & WATER METER
		FIRE HYDRANT
		CLEAN OUT
		THRUST BLOCK
SD	SD	STORM DRAIN
SS	SS	SANITARY SEWER
W	W	WATER MAIN
E	E	ELECTRICAL
FS	FS	FIRE SUPPRESSION
JT	JT	JOINT TRENCH
		PROPERTY LINE
		CENTER LINE
502	502	CONTOURS
		OVERLAND RELEASE
		VALLEY GUTTER
		RETAINING WALL

USA NORTH 811 Call 811 Before You Dig

REVISIONS | BY

COVER SHEET

REGISTERED PROFESSIONAL ENGINEER TODD R. CREAMER No. C 64561 Exp. 6/30/21 CIVIL STATE OF CALIFORNIA

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

OAK CREEK PARK
MIXED USE DEVELOPMENT
SCOTT'S VALLEY, CA

Date: 12.02.19
Scale: 1" = 40'
Drawn: DD/JB
Job: 318-00
Sheet: C0.1
Of 11 Sheets

Drawing: M:\318-00 Oak Creek Mix\CAD\Models\Sheets\Tentative Plans\C01 - COVER - TENTATIVE.dwg Layout: C01 - COVER Last Saved: Mon Dec 02, 2019 - 9:50am Last Plotted: Mon Dec 02, 2019 - 10:34am By: jbarta

044

0080

LUCIA LANE

APN: 022-162-73
N.A.P.

APN: 022-162-60
N.A.P.

APN: 022-162-61
N.A.P.

APN: 022-162-62
N.A.P.

APN: 022-162-63
N.A.P.

APN: 022-162-64
N.A.P.

APN: 022-162-65
N.A.P.

APN: 022-162-52
N.A.P.

APN: 022-162-51
N.A.P.

APN: 021-021-33
N.A.P.

EXISTING
PARCEL 'B'

EXISTING OFFICE BUILDING
N.A.P.

EXISTING
PARCEL 'A'
1.384 AC.

MT HERMON ROAD

GLEN
CANYON
ROAD

APN: 021-061-28
N.A.P.

APN: 022-162-06
N.A.P.

20'

1

R=30'
L=47.12'

21'-6"

L=167.98'
R=305.50'
=31°30'08"

VICINITY MAP
SCALE: NTS



NOTES

THE PURPOSE OF THIS SURVEY IS TO ESTABLISH THE BOUNDARIES OF LOT 68 AS SHOWN ON MAP 73 M 15 AND TO DIVIDE AS SHOWN, AND IS A RETRACEMENT OF THAT SURVEY (73M15).

THE BASIS OF BEARINGS IS THE NORTHWEST PROPERTY LINE DEFINED BY THE FOUND 3/4" IP NO TAG & THE FOUND 1/2 IP NO TAG AND MEASURED TO BE N 86°13'46" W 119.41 FEET.

FOUND MONUMENTS AS NOTED, HELD THOSE AS MARKED. SET MISSING MONUMENTS IN "BEST FIT" POSITION, OR TO DENOTE NEW BOUNDARIES TO ESTABLISH FOR DIVISION OF SAID LOT 68.

LEGEND	I.D.	ACTION
PARCEL MAP VOL 56 PG 22 (EXISTING 6' PUBLIC UTILITY EASEMENT)		TO REMAIN
TRACT MAP #851 BK 73 PG 15 (PUBLIC UTILITY EASEMENT)		TO REMAIN
PARCEL MAP VOL 56 PG 22 (10' EASEMENT FOR PUBLIC WATERLINE)		TO BE REMOVED
PARCEL MAP VOL 56 PG 22 (RECIPROCAL PRIVATE EASEMENT FOR THE PURPOSE OF INGRESS AND EGRESS, PARKING, LIGHTING, LANDSCAPE DRAINAGE AND SEWER)		TO BE REMOVED
02/13/1986 BK 3803 PG 672 (STORM DRAINAGE)		TO REMAIN
BK 1155 PG 447 AND BK 1941 PG 16 (POLE EASEMENT)		TO REMAIN

1 BUILDING SETBACK (20')

○ EXIST 1/2" IP LS 5615
● NEW 1/2" IP LS 5615
(25.03) DENOTES RECORD DATA
25.00 DENOTES MEASURED DATA

DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF.

NORTH

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

REVISIONS	BY

EXISTING SITE

REGISTERED PROFESSIONAL ENGINEER
TODD R. GREMMER
No. C 64561
Exp. 6/30/21
CIVIL
STATE OF CALIFORNIA

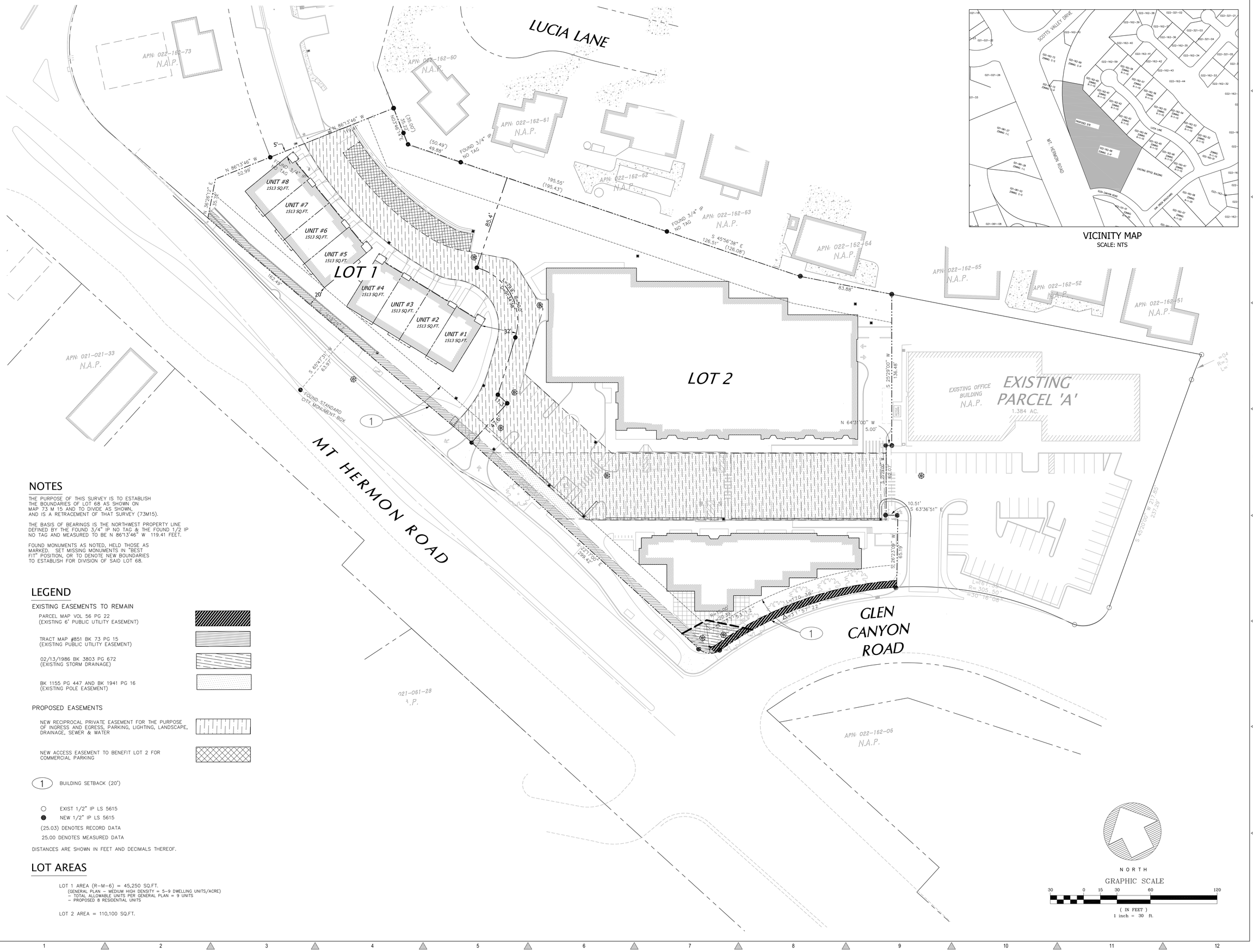
C2G /CIVIL CONSULTANTS GROUP, INC.
Engineers/Planners
4444 Scotts Valley Drive / Suite 6
Scotts Valley, CA 95066
T (831) 438-4420 F (831) 438-4420

OAK CREEK PARK
MIXED USE DEVELOPMENT
SCOTT'S VALLEY, CA

Date:	12.02.19
Scale:	1" = 30'
Drawn:	DD/JB
Job:	318-00
Sheet:	C0.2
Of	11 Sheets

0081

Drawing: # 318-00 Oak Creek Mxd Use\Models\Sheets\Tentative Plans\C0.2 - EXISTING SITE.dwg Layout: C0.2 - TENTATIVE MAP Last Saved: Wed Sept. 04, 2019 - 2:54pm Last Plotted: Mon Dec. 02, 2019 - 10:34am By: jbone



VICINITY MAP
SCALE: NTS

NOTES

THE PURPOSE OF THIS SURVEY IS TO ESTABLISH THE BOUNDARIES OF LOT 68 AS SHOWN ON MAP 73 M 15 AND TO DIVIDE AS SHOWN, AND IS A RETRACEMENT OF THAT SURVEY (73M15).

THE BASIS OF BEARINGS IS THE NORTHWEST PROPERTY LINE DEFINED BY THE FOUND 3/4" IP NO TAG & THE FOUND 1/2 IP NO TAG AND MEASURED TO BE N 86°13'46" W 119.41 FEET.

FOUND MONUMENTS AS NOTED, HELD THOSE AS MARKED. SET MISSING MONUMENTS IN "BEST FIT" POSITION, OR TO DENOTE NEW BOUNDARIES TO ESTABLISH FOR DIVISION OF SAID LOT 68.

LEGEND

EXISTING EASEMENTS TO REMAIN

- PARCEL MAP VOL 56 PG 22 (EXISTING 6' PUBLIC UTILITY EASEMENT)
- TRACT MAP #851 BK 73 PG 15 (EXISTING PUBLIC UTILITY EASEMENT)
- 02/13/1986 BK 3803 PG 672 (EXISTING STORM DRAINAGE)
- BK 1155 PG 447 AND BK 1941 PG 16 (EXISTING POLE EASEMENT)

PROPOSED EASEMENTS

- NEW RECIPROCAL PRIVATE EASEMENT FOR THE PURPOSE OF INGRESS AND EGRESS, PARKING, LIGHTING, LANDSCAPE, DRAINAGE, SEWER & WATER
- NEW ACCESS EASEMENT TO BENEFIT LOT 2 FOR COMMERCIAL PARKING

(1) BUILDING SETBACK (20')

○ EXIST 1/2" IP LS 5615
● NEW 1/2" IP LS 5615
(25.03) DENOTES RECORD DATA
25.00 DENOTES MEASURED DATA

DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF.

LOT AREAS

LOT 1 AREA (R-M-6) = 45,250 SQ.FT.
(GENERAL PLAN - MEDIUM HIGH DENSITY = 5-9 DWELLING UNITS/ACRE)
- TOTAL ALLOWABLE UNITS PER GENERAL PLAN = 9 UNITS
- PROPOSED 8 RESIDENTIAL UNITS

LOT 2 AREA = 110,100 SQ.FT.

NORTH

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

REVISIONS	BY

TENTATIVE MAP

REGISTERED PROFESSIONAL ENGINEER TODD R. CREAMER No. C 64561 Exp. 6/30/21 CIVIL STATE OF CALIFORNIA

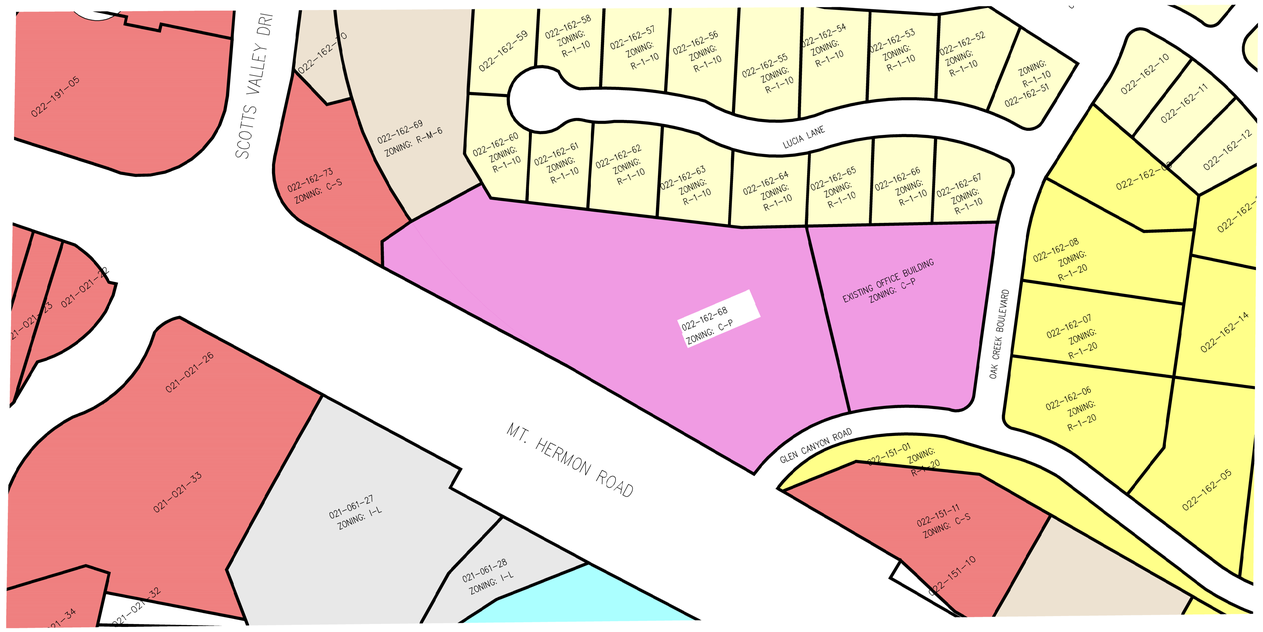
C2G /CIVIL CONSULTANTS GROUP, INC.
Engineers/Planners
4444 Scotts Valley Drive / Suite 6
Scotts Valley, CA 95066
T (831) 438-4420 F (831) 438-4420

OAK CREEK PARK
MIXED USE DEVELOPMENT
SCOTT'S VALLEY, CA

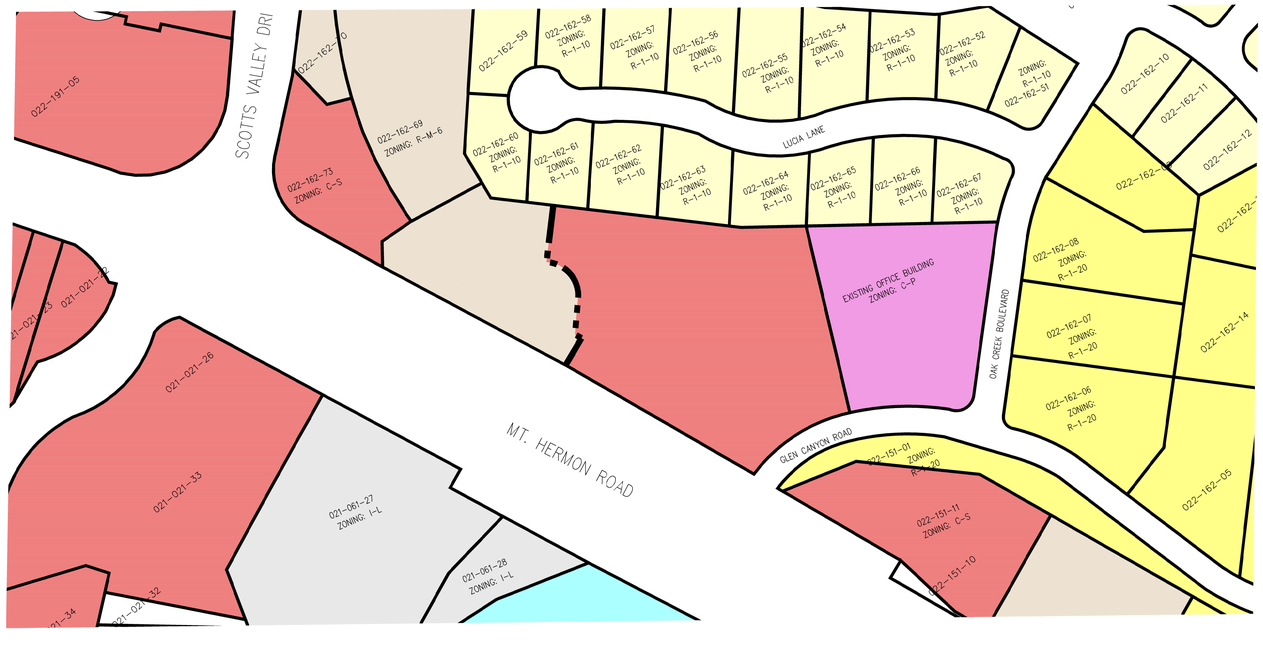
Date:	12.02.19
Scale:	1" = 30'
Drawn:	DD/JB
Job:	318-00
Sheet:	C0.3
Of	11 Sheets

Drawing # 1318-00 dwg Plotted on May 28, 2020 - 8:10am Last Saved on May 28, 2020 - 8:10am Saved by: JB Name: C0.3 - TENTATIVE MAP.dwg

0082



EXISTING ZONING



PROPOSED ZONING

ZONING LEGEND

- *R-M-6: MEDIUM HIGH DENSITY RESIDENTIAL ESTATE 6,000 SQ. FT. MIN. LOT SIZE*
- *R-1-10: MEDIUM DENSITY RESIDENTIAL 10,000 SQFT MIN. LOT SIZE*
- *R-1-20: LOW DENSITY RESIDENTIAL 20,000 SQFT MIN. LOT SIZE*
- *C-S: COMMERCIAL SERVICE 45% MAX. BLDG COVERAGE 35' HEIGHT LIMIT*
- *C-P: COMMERCIAL PROFESSIONAL 50% MAX. BLDG COVERAGE 35' HEIGHT LIMIT*
- *I-L: INDUSTRIAL LIGHT 50% MAX. BLDG COVERAGE 35' HEIGHT LIMIT*
- *PUBLIC / QUASI PUBLIC*

REVISIONS	BY
3 CITY COMMENTS MAY 18, 2020	DD
2 CITY COMMENTS NOV. 6, 2019	DD
1 CITY COMMENTS MAY 22, 2019	DD

ZONING MODIFICATION MAP

REGISTERED PROFESSIONAL ENGINEER
TODD R. CREAMER
No. C 64561
Exp. 6/30/21
CIVIL
STATE OF CALIFORNIA

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

OAK CREEK PARK
MIXED USE DEVELOPMENT
SCOTT'S VALLEY, CA

Date:	12.02.19
Scale:	NTS
Drawn:	DD/JB
Job:	318-00
Sheet:	C0.4
Of	11 Sheets

Drawing: Z:\Drawn\CAD\318-00 Oak Creek Mix\CAD\Arches\Sheets\Tentative Plans\C0.4 - ZONING MAP.dwg Layout: C0.4 - ZONING MAP Last Saved: Tue Mar 01, 2022 - 10:15am Last Plotted: Wed Jun 01, 2022 - 3:23pm By: Dave

00B3

SLOPE ANALYSIS TABLE

- 25.01% TO 30%
- 30.01% & GREATER

DEMOLITION KEY NOTES

1. REMOVE (E) UNDERGROUND STORM DRAIN LINES.
2. REMOVE (E) AC PAVEMENT (APPROX. 1,406 FT).
3. REMOVE (E) CONCRETE.
4. (E) SSCO TO BE REMOVED AND CAPPED FOR FUTURE CONNECTION. (SEE IMPROVEMENT PLANS).
5. (E) WATER METER TO BE REMOVED AND CAPPED FOR FUTURE CONNECTION (SEE IMPROVEMENT PLANS).
6. (E) TREE TO BE REMOVED.
7. (E) FENCE TO BE REMOVED.
8. (E) TREE TO REMAIN. PROTECT TREE THROUGHOUT CONSTRUCTION

LEGEND

- PROPERTY LINE
- EXISTING EASEMENTS
- EXISTING SANITARY SEWER
- EXISTING WATER MAIN
- SURVEYED TREE DRIP LINE
- EXISTING FENCE
- EXISTING SPOT ELEVATION (×575.00)
- EXISTING CONTOURS (575)
- EXISTING CONCRET REMOVAL
- EXISTING AC REMOVAL
- EXISTING CONCRETE REMAIN
- EXISTING TREE TO BE REMOVED
- TREE NUMBER IDENTIFIED IN PROJECT'S ARBORIST REPORT (#1)

LUCIA LANE

MT HERMON ROAD

GLEN CANYON ROAD

ADJACENT PROPERTY N.A.P.

EXISTING OFFICE BUILDING N.A.P.

TREE GROUP #17

APN: 022-162-73 N.A.P.

APN: 022-162-60 N.A.P.

APN: 022-162-61 N.A.P.

APN: 022-162-62 N.A.P.

APN: 022-162-63 N.A.P.

APN: 022-162-64 N.A.P.

APN: 022-162-65 N.A.P.

APN: 022-162-52 N.A.P.

APN: 022-162-55 N.A.P.

APN: 021-021-27 N.A.P.

APN: 021-021-33 N.A.P.

APN: 021-061-28 N.A.P.

APN: 022-162-06 N.A.P.

NORTH

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

AVERAGE SLOPE CALCULATION (PER SV HILLSIDE RESIDENTIAL REGULATIONS)

$$S = \frac{0.00229}{A} I L \qquad S = \frac{0.00229}{1.037} (1)(7{,}435)$$

S = AVERAGE SLOPE — S = 16.42%

I = CONTOUR INTERVAL IN FEET — I = 1 FOOT INTERVAL

L = COMB. LENGTH OF CONTOUR LINES WITHIN PARCEL — L = 7,435

A = AREA OF THE PARCEL TO BE SUBDIVIDED (IN ACRES) — A = 1.037 ACRES (LOT 1, SEE C0.3)

Call Two Working Days Before You Dig!
1-800-227-2600

REVISIONS	BY
3 CITY COMMENTS MAY 18, 2020	DD
2 CITY COMMENTS NOV. 6, 2019	DD
1 CITY COMMENTS MAY 22, 2019	DD

EXISTING SITE AND DEMOLITION PLAN

REGISTERED PROFESSIONAL ENGINEER TODD R. CREAMER No. C 64561 Exp. 6/30/21 CIVIL STATE OF CALIFORNIA

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

OAK CREEK PARK
MIXED USE DEVELOPMENT
SCOTT'S VALLEY, CA

Date:	12.02.19
Scale:	1" = 30'
Drawn:	DD/JB
Job:	318-00
Sheet:	C1.1
	Of 11 Sheets

Drawing # 2018.00 Oak Creek #4\CAD\Working\Sheets\Sheet Files\C1.1 - SITE AND DEMO.dwg Layout: C1.1 - 11 X 17 (ORIG) Last Saved: Fri May 29, 2020 - 8:37am Last Plotted: Fri May 29, 2020 - 8:37am By: Dane

0084

048

IMPERVIOUS AREA	
PROPOSED	SQFT
BUILDING COVERAGE	54,685
DRIVEWAYS & PARKING	40,470
SIDEWALK	11,759
TOTAL	106,914

PAVEMENT LEGEND

- MAIN DRIVE - ASPHALT SECTION. SEE DETAIL 1 ON C6.4
- CONCRETE DRIVEWAYS AND SIDEWALK
- STORMWATER FLOW-THROUGH TREATMENT PLANTER (1)
- RETAINING WALL

X PARKING STALL CALCULATIONS

GUEST AND EMPLOY	=	68 PERPENDICULAR STALLS
ACCESSIBLE SPACES	=	3 ACCESSIBLE STALLS (9' X 18')
EV CHARGING SPACES	=	5 STALLS (9' X 18')
TOTAL	=	***76 PARKING STALLS***

HORIZONTAL CONTROL AND PAVING NOTES

1. TYPE "A" CURB AND GUTTER. SEE DETAIL 5, SHEET C6.4
2. TYPE "B" CURB AND GUTTER (CATCH). SEE DETAIL 5, SHEET C6.4
3. TYPE "C" VERTICAL CURB. SEE DETAIL 5, SHEET C6.4
4. 1' WIDE STOP BAR PAINTED WHITE (TYP)
5. TYPE "B" CURB & GUTTER TO TYPE "A" CURB & GUTTER TRANSITION
6. CONCRETE SIDEWALK
7. 3' WIDE VALLEY GUTTER
8. CONCRETE WEIR
9. 20' SWING GATE - EMERGENCY VEHICLE ACCESS
10. CONCEPTUAL LOCATION FOR NEW TRANSFORMER
11. VAN ACCESSIBLE EV CHARGING SPACE
12. STANDARD ACCESSIBLE EV CHARGING SPACE
13. STANDARD EV CHARGING SPACE

PROPOSED APARTMENT BUILDING

LOT 1

PROPOSED APARTMENT BUILDING

PROPOSED MIXED USE BUILDING

LOT 2

PROPOSED COMMERCIAL BUILDING

MT HERMON ROAD

GLEN CANYON ROAD

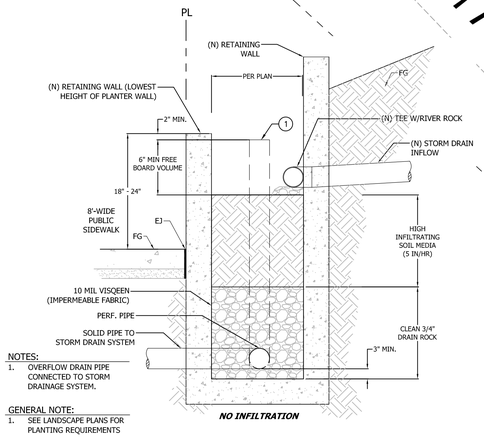
APN: 022-162-61 N.A.P.

APN: 022-162-62 N.A.P.

APN: 022-162-63 N.A.P.

APN: 022-162-64 N.A.P.

PROPERTY LINE



NOTES:
1. OVERFLOW DRAIN PIPE CONNECTED TO STORM DRAINAGE SYSTEM.

GENERAL NOTE:
1. SEE LANDSCAPE PLANS FOR PLANTING REQUIREMENTS

NO INFILTRATION

1 FLOW THROUGH PLANTER

Scale: NTS

Call Two Working Days Before You Dig!

1-800-227-2600

NORTH

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

REVISIONS	BY
3 CITY COMMENTS MAY 18, 2020	DD
2 CITY COMMENTS NOV. 6, 2019	DD
1 CITY COMMENTS MAY 22, 2019	DD

HORIZONTAL CONTROL AND PAVING PLAN

REGISTERED PROFESSIONAL ENGINEER
TODD R. CREAMER
No. C 64561
Exp. 6/30/21
CIVIL
STATE OF CALIFORNIA

C2G /CIVIL CONSULTANTS GROUP, INC.
Engineers/Planners
4444 Scotts Valley Drive / Suite 6
Scotts Valley, CA 95066
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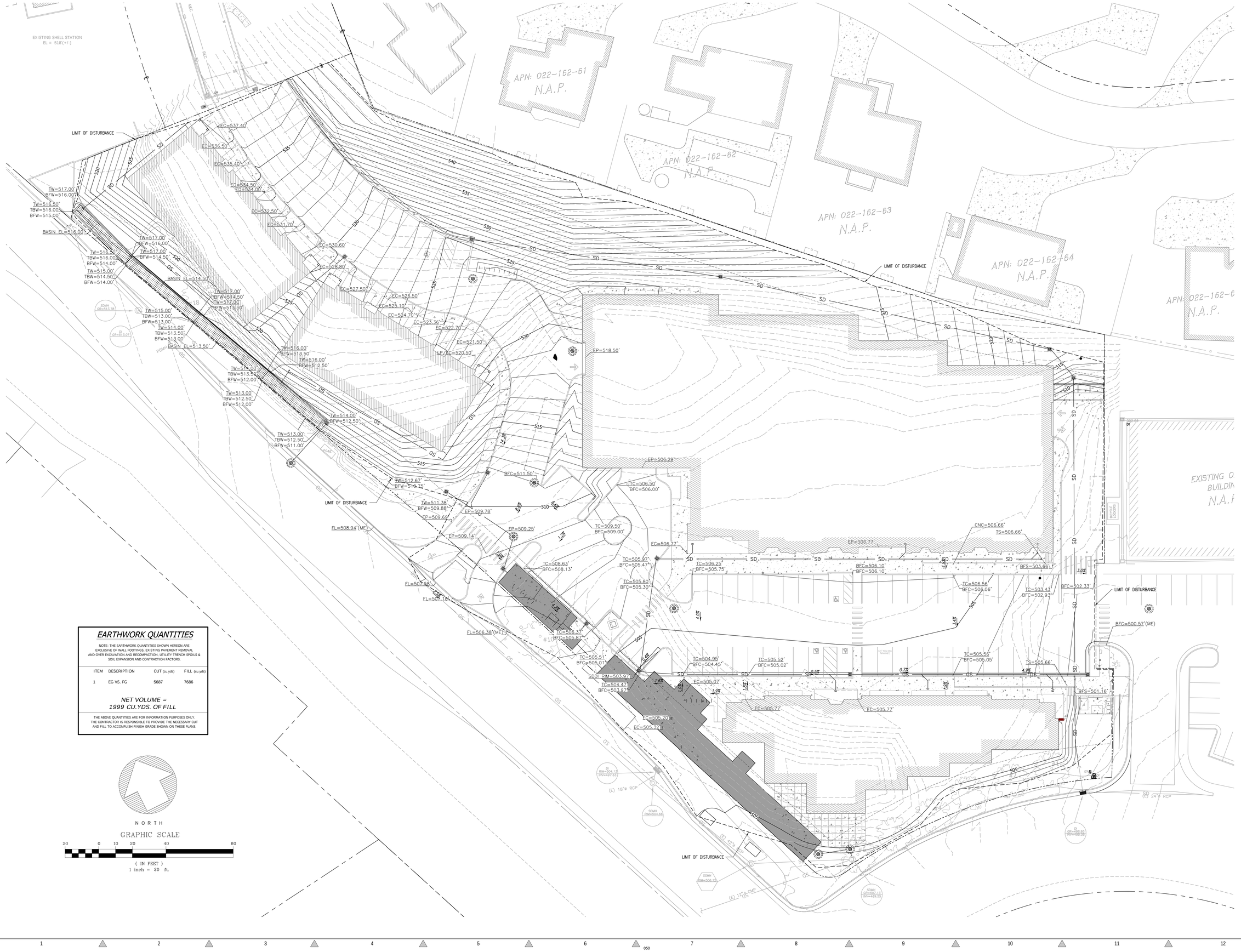
OAK CREEK PARK
MIXED USE DEVELOPMENT
SCOTT'S VALLEY, CA

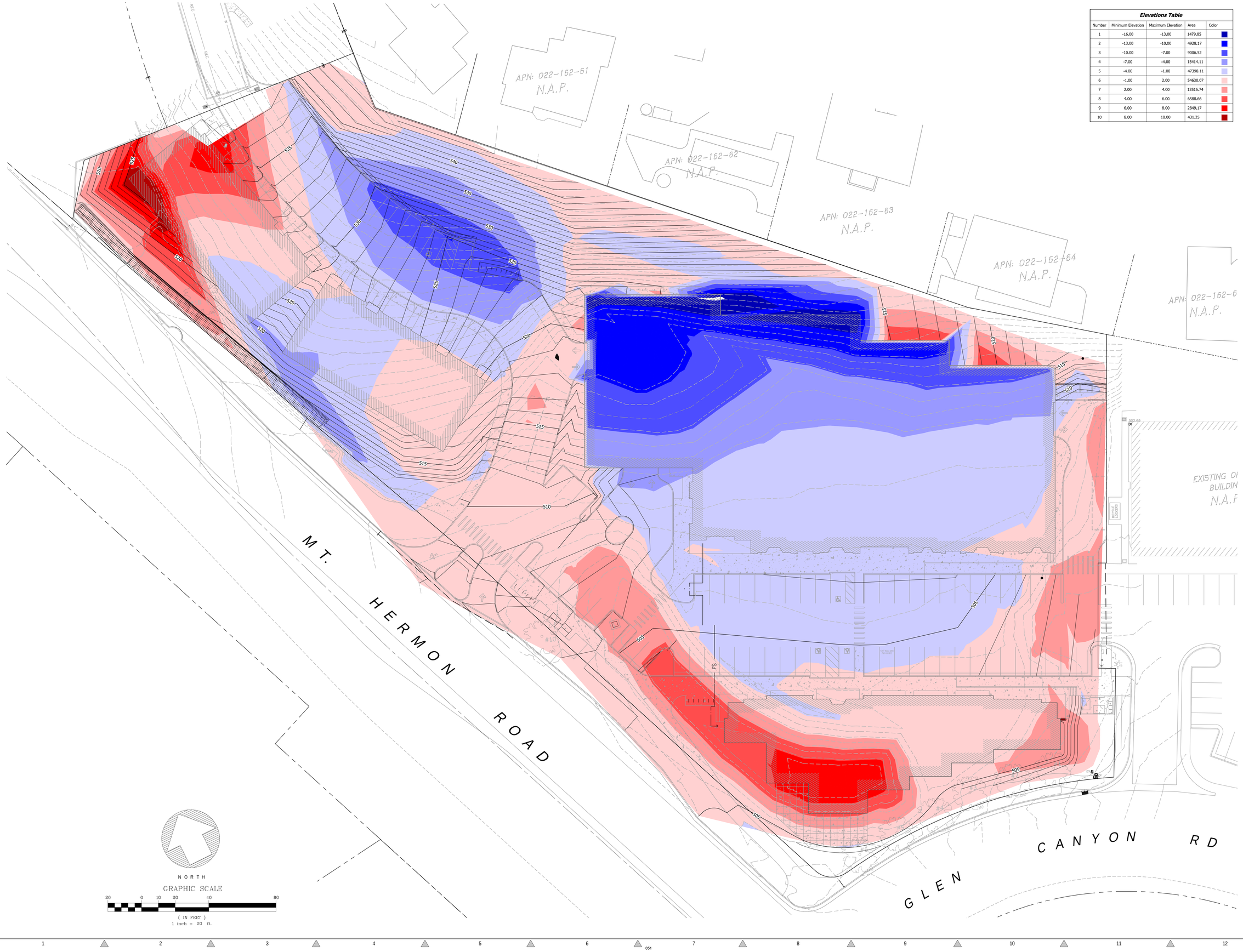
Date:	12.02.19
Scale:	1" = 20'
Drawn:	DD/JB
Job:	318-00
Sheet:	C2.1
Of	11 Sheets

Drawing #: L:\318-00 Oak Creek MU\Civil\Sheets\Tentative Map\C2.1 - HORIZONTAL AND PAVING - DD/JB.dwg Layout: C2.1 - HORIZONTAL Last Saved: Thu, May 28, 2020 - 10:55am Last Plotted: on May 28, 2020 - 9:43am By: Todd

REVISIONS	BY

GRADING PLAN


APN: 022-162-61
N.A.P.
APN: 022-162-62
N.A.P.
APN: 022-162-63
N.A.P.
APN: 022-162-64
N.A.P.
APN: 022-162-6
N.A.P.
EXISTING SHELL STATION
EL = 518(+/-)
EXISTING O
BUILDIN
N.A.F
LIMIT OF DISTURBANCE
LIMIT OF DISTURBANCE
LIMIT OF DISTURBANCE
LIMIT OF DISTURBANCE
EC=537.40'
EC=536.50'
EC=535.40'
EC=534.50'
EC=534.00'
EC=532.50'
EP=531.70'
EC=530.60'
EC=528.80'
EC=527.50'
EC=526.50'
EC=525.10'
EC=524.70'
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LP/EC=520.50'
TW=517.00'
BFW=516.00'
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TW=517.00'
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TW=517.00'
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BFW=514.00'
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BFW=514.50'
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BFW=513.00'
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TBW=513.50'
BFW=513.00'
BASIN EL=513.50'
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BFW=513.50'
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BFW=509.88'
EP=509.78'
EP=509.69'
EP=509.14'
EP=509.25'
FL=508.94'(ME)
TC=509.50'
BFC=509.00'
TC=508.63'
BFC=508.13'
FL=507.68'
FL=507.18'
FL=506.38'(ME)
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BFC=505.87'
TC=505.51'
BFC=505.01'
SDDI RIM=503.97'
TC=504.47'
BFC=503.97'
EP=518.50'
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EP=506.77'
CNC=506.66'
TS=506.66'
BFC=506.10'
BFC=506.10'
BFS=503.66'
TC=506.56'
BFC=506.06'
TC=503.43'
BFC=502.93'
BFC=502.33'
BFC=500.57'(ME)
TC=505.56'
BFC=505.06'
TS=505.66'
BFS=501.16'
TC=504.95'
BFC=504.45'
TC=505.52'
BFC=505.02'
EC=505.07'
EC=505.77'
EC=505.77'
EC=505.20'
EC=505.32'
(E) 18"ø RCP
(E) 42"ø
(E) 17"x CMP
(E) 24"ø RCP
SDMH
RIM=513.78
SDMH
RIM=513.07
SDMH
RIM=504.66
SDMH
RIM=506.12
SDMH
RIM=507.13
INV=499.05
SDMH
RIM=504.13
INV=497.63
SDMH
GR=498.60
INV=494.05
#10 SD
#18 SD
#24 SD
#30 SD
#36 SD
#42 SD
#48 SD
#54 SD
#60 SD
#66 SD
#72 SD
#78 SD
#84 SD
#90 SD
#96 SD
#102 SD
#108 SD
#114 SD
#120 SD
#126 SD
#132 SD



Elevations Table

Number	Minimum Elevation	Maximum Elevation	Area	Color
1	-16.00	-13.00	1479.85	
2	-13.00	-10.00	4928.17	
3	-10.00	-7.00	9006.52	
4	-7.00	-4.00	15414.11	
5	-4.00	-1.00	47398.11	
6	-1.00	2.00	54630.07	
7	2.00	4.00	13516.74	
8	4.00	6.00	6588.66	
9	6.00	8.00	2849.17	
10	8.00	10.00	431.25	

REVISIONS	BY

GRADING CUT - FILL PLAN

REGISTERED PROFESSIONAL ENGINEER
TODD R. GREMBS
No. C 64561
Exp. 6/30/21
CIVIL
STATE OF CALIFORNIA

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

OAK CREEK PARK
MIXED USE DEVELOPMENT
SCOTT'S VALLEY, CA

Date:	12.02.19
Scale:	1" = 20'
Drawn:	DD/JB
Job:	318-00
Sheet:	C3.2
Of	11 Sheets

Drawing: M:\318-00 Oak Creek Mix\CAD\Models\Sheets\Tentative Plans\C3.2 - GUT-FILL - TENTATIVE.dwg Layout: C3.2 - GUT-FILL Last Saved: Mon Dec 02, 2019 - 9:20am Last Plotted: Mon Dec 02, 2019 - 10:30am By: Jamie

051

0087

SANITARY SEWER PIPE SCHEDULE (X)

1. 8"ø PVC SDR-35 PIPE
2. 6"ø PVC SDR-35 PIPE
3. 4"ø PVC SDR-35 PIPE

SANITARY SEWER NOTES (X)

1. P.O.C. TO (E) SANITARY SEWER SYSTEM. CONTRACTOR SHALL VERIFY INVERT ELEVATION, LOCATION, MATERIAL & SIZE PRIOR TO THE START OF CONSTRUCTION.
2. (N) 4"ø PVC SDR-35 SEWER LATERAL @ 2.0 MIN SLOPE W/ CLEAN OUT PER THE CITY OF SCOTT'S VALLEY STANDARDS.
3. P.O.C. TO BUILDING SNAITARY SEWER SERVICE. INSTALL CLEANOUT
4. INSTALL CLEANOUT

GENERAL SANITARY SEWER NOTES

1. ALL SANITARY SEWER LATERALS SHALL BE EQUIPPED WITH A (N) CLEAN OUT 5-FT MIN FROM FACE OF BUILDING
2. ALL SANITATION DISTRICT REQUIREMENTS SHALL BE MET AT ALL TIMES

STORM DRAINAGE PIPE SCHEDULE (X)

1. 15" ø HDPE
2. 12" ø HDPE
3. 8" ø HDPE
4. 6" ø HDPE

STORM DRAIN NOTES (X)

1. (N) UNDERGROUND STORAGE CHAMBERS TO MEETING TIER 4 MITIGATION REQUIREMENTS FOUND IN THE SCOTTS VALLEY STORMWATER GUIDANCE MANUAL.
2. P.O.C. TO EXISTING 18" CMP SD PIPE. CONTRACTOR TO VERIFY EXACT SIZE, DEPTH, MATERIAL & LOCATION PRIOR TO CONSTRUCTION
3. P.O.C. TO EXISTING STORM DRAIN INLET

GENERAL STORM DRAIN NOTES

1. REFER TO DETAILS ON GRADING SHEETS FOR MORE STORM DRAINAGE INFORMATION WITHIN BIO-RETENTION AREAS.
2. CONTRACTOR SHALL PROVIDE & INSTALL ALL TRANSITIONS FROM PERF. PIPE TO SOLID PIPE W/ NECESSARY COUPLER FOR DISSIMILAR MATERIAL AND/OR SIZE.
3. ALL NEW STORM DRAIN INLETS AND CATCH BASINS SHOWN IN THESE PLANS SHALL BE EQUIPPED WITH A THERMOPLASTIC STENCILING STATING "NO DUMPING - DRAINS TO BAY", IN BLUE LETTERING, AS SHOWN BELOW. CONTRACTOR MAY SUBSTITUTE STENCILING FOR EMBLEM WITH ENGINEERS APPROVAL.

GENERAL WATER NOTES

1. ALL WATER UTILITY INSTALLATIONS AND ASSOCIATED EQUIPMENT SHALL BE IN ACCORDANCE WITH SVWD APRIL 2011 STANDARD SPECIFICATIONS AND DETAILS
2. WHERE NECESSARY, DEFLECT WATER ONSITE MAINS NOT TO EXCEED 3° FOR EVERY 20-FT OF PIPE.
3. ALL SERVICE LATERAL INSTALLATION SHALL BE PER SVWD DETAIL 14 ON SHEET C6.6.
4. REFER TO SVWD DETAIL 19 FOR ALL THRUST BLOCK REQUIREMENTS.

WATER PIPE SCHEDULE (X)

1. 10"ø PVC C900 DR 14
2. 8"ø PVC C900 DR 14
3. 6"ø PVC C900 DR 14
4. 4"ø PVC C900 DR 14
5. 2"ø TYPE "K" COPPER TUBING
6. 1"ø TYPE "K" COPPER TUBING
7. 6"ø PVC C900 (PURPLE PIPE)

WATER NOTES (X)

1. P.O.C. TO WATER MAIN. CONTRACTOR SHALL VERIFY EXACT SIZE, DEPTH, LOCATION AND MATERIAL PRIOR TO CONSTRUCTION.
2. (N) FIRE HYDRANT INSTALLATION PER SVWD DETAIL 10.
3. 2"ø DUAL-SERVICE CONNECTION PER SVWD DETAIL 1. TYPICAL OF 8 (1 PER UNIT).
4. P.O.C. TO EXISTING 6" RECYCLED WATER MAIN. CONTRACTOR SHALL VERIFY EXACT SIZE, DEPTH, LOCATION AND MATERIAL PRIOR TO CONSTRUCTION.
5. BACKFLOW PREVENTION ASSEMBLY PER SVWD DETAIL 8
6. P.O.C. TO BUILDING FIRE SPRINKLER SERVICE.
7. DOMESTIC SERVICE CONNECTION PER SVWD DETAIL 1.
8. CAP AND INSTALL UTILITY IDENTIFICATION MARKER. STUB FOR FUTURE SVWD P.O.C.
9. REMOVE EXISTING BLOW-OFF AND INSTALL ARV AT HIGH POINT OF WATER MAIN PER SVWD DETAILS 24 OR 25.
10. FIRE SERVICE CONNECTION TO BUILDING
11. INSTALL DCDA PER SVWD DETAIL 9
12. IRRIGATION METER
13. REMOVE (E) BLOW OFF ASSEMBLY
14. INSTALL ARV PER SVWD DETAILS 24 OR 25

PROPOSED APARTMENT BUILDING

PROPOSED APARTMENT BUILDING

PROPOSED MIXED USE BUILDING

PROPOSED COMMERCIAL BUILDING

MT HERMON ROAD

GLEN CANYON ROAD

SDDI #1
TYPE: 2KR
RIM= 527
INV= 524

SSMH #5
TYPE: 48ø
RIM= 510.2
INV= 502.5

SSMH #4
TYPE: 48ø
RIM= 508.1
INV= 501.4

SSMH #3
TYPE: 48ø
RIM= 506.8
INV= 499.2

SDDI #2
TYPE: U23
RIM= 510.9
INV= XX

SDDI #3
TYPE: 2KR
RIM= 510.8
INV= XX

SDMH #3
TYPE: 48ø
RIM= 509.8
INV= XX

SDDI #4
TYPE: U23
RIM= 505.5
INV= XX

SSMH #2
TYPE: 48ø
RIM= 504.8
INV= 498.5

SSMH #1
TYPE: 48ø
RIM= 502.5
INV= 497.0

SDMH #2
TYPE: 48ø
RIM= 503.3
INV= XX

SDMH #1
TYPE: 48ø
RIM= 504.7
INV= XX

(E) SS LINE TO BE REMOVED AND REPLACED

INSTALL BLOW-OFF ASSY PER SVWD DETAIL 23

EXISTING OFFICE BUILDING N.A.P.

(E) 18"ø RCP

(E) 12"ø CMP

(E) 24"ø RCP

(E) 10" DIP

UTILITY LEGEND

PROPOSED	EXISTING	DESCRIPTION
SD	SD	STORM MANHOLE
		CURB INLET
SD		DITCH/DROP INLET
SS	SS	SEWER MANHOLE
		GATE VALVE
		UTILITY POLE
		FIRE HYDRANT
		WATER METER
		STORM DRAIN AREA DRAIN
NN		BACKFLOW PREVENTER
		THRUST BLOCK
SS	SS	SEWER LATERAL
		WATER SERVICE
		CLEAN OUT
SD	SD	STORM DRAIN
SS	SS	SANITARY SEWER
W	W	WATER MAIN
		PROPERTY LINE
		CENTER LINE
REC	REC	RECLAIMED WATER

Call Two Working Days Before You Dig!

1-800-227-2600

NORTH

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

REVISIONS	BY
3 CITY COMMENTS MAY 18, 2020	DD
2 CITY COMMENTS NOV. 6, 2019	DD
1 CITY COMMENTS MAY 22, 2019	DD

UTILITY PLAN

REGISTERED PROFESSIONAL ENGINEER
TODD R. CREAMER
No. C 64561
Exp. 6/30/21
CIVIL
STATE OF CALIFORNIA

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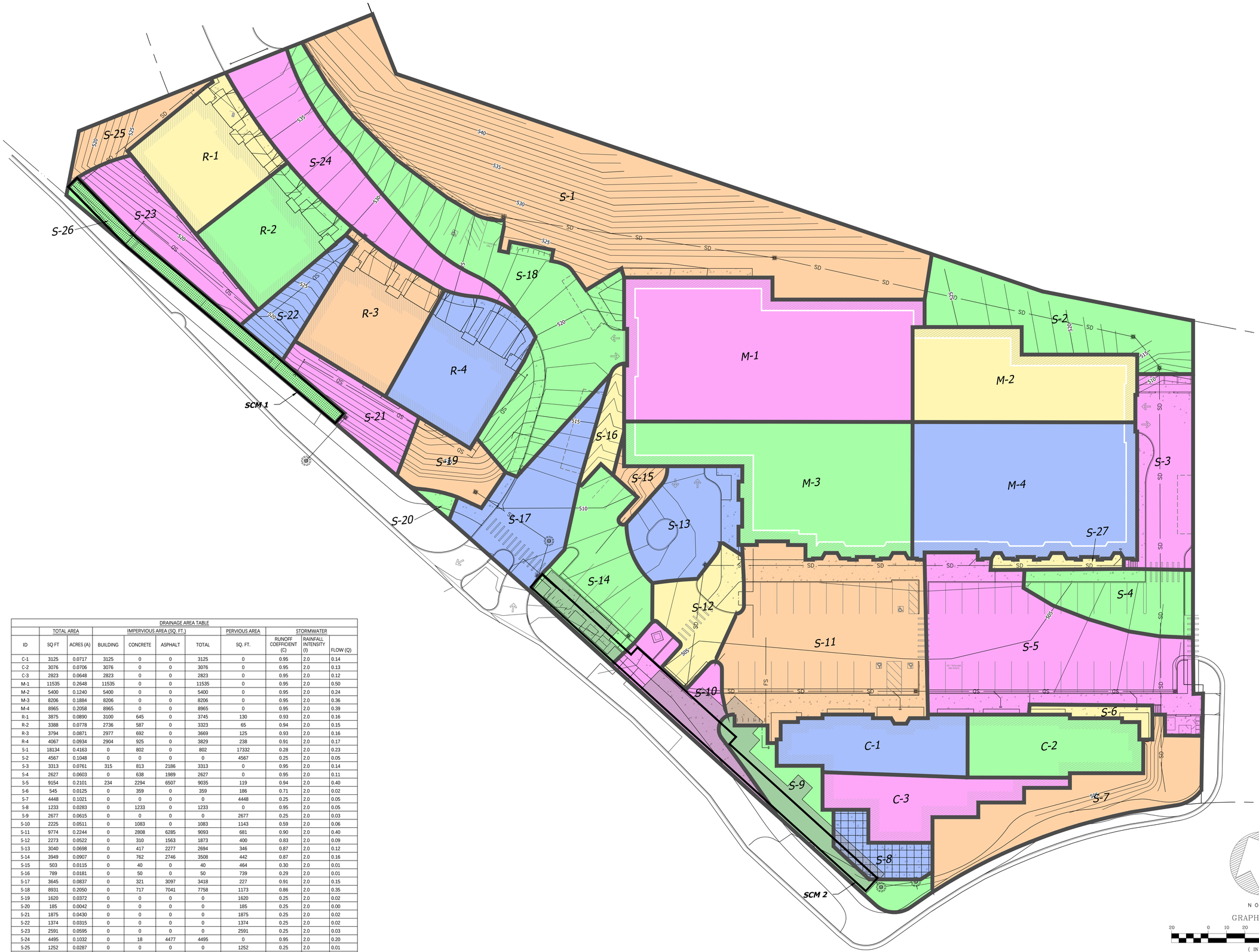
OAK CREEK PARK
MIXED USE DEVELOPMENT
SCOTT'S VALLEY, CA

Date:	12.02.19
Scale:	1" = 20'
Drawn:	DD/JB
Job:	318-00
Sheet:	C4.1
Of	11 Sheets

Drawing #: 318-00 Oak Creek MU\Working\Sheets\Base Plan\C4.1 - UTILITY - 36X24.dwg Layout: C4.1 - UTILITY Last Saved: Tue Aug 11, 2020 - 8:55am Last Plotted: Tue Aug 11, 2020 - 8:55am By: dave

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DRAINAGE AREA TABLE

	TOTAL AREA		IMPERVIOUS AREA (SQ. FT.)				PERVIOUS AREA	STORMWATER		
ID	SQ FT	ACRES (A)	BUILDING	CONCRETE	ASPHALT	TOTAL	SQ. FT.	RUNOFF COEFFICIENT (C)	RAINFALL INTENSITY (I)	FLOW (Q)
C-1	3125	0.0717	3125	0	0	3125	0	0.95	2.0	0.14
C-2	3076	0.0706	3076	0	0	3076	0	0.95	2.0	0.13
C-3	2823	0.0648	2823	0	0	2823	0	0.95	2.0	0.12
M-1	11535	0.2648	11535	0	0	11535	0	0.95	2.0	0.50
M-2	5400	0.1240	5400	0	0	5400	0	0.95	2.0	0.24
M-3	8206	0.1884	8206	0	0	8206	0	0.95	2.0	0.36
M-4	8965	0.2058	8965	0	0	8965	0	0.95	2.0	0.39
R-1	3875	0.0890	3100	645	0	3745	130	0.93	2.0	0.16
R-2	3388	0.0778	2736	587	0	3323	65	0.94	2.0	0.15
R-3	3794	0.0871	2977	692	0	3669	125	0.93	2.0	0.16
R-4	4067	0.0934	2904	925	0	3829	238	0.91	2.0	0.17
S-1	18134	0.4163	0	802	0	802	17332	0.28	2.0	0.23
S-2	4567	0.1048	0	0	0	0	4567	0.25	2.0	0.05
S-3	3313	0.0761	315	813	2186	3313	0	0.95	2.0	0.14
S-4	2627	0.0603	0	638	1989	2627	0	0.95	2.0	0.11
S-5	9154	0.2101	234	2294	6507	9035	119	0.94	2.0	0.40
S-6	545	0.0125	0	359	0	359	186	0.71	2.0	0.02
S-7	4448	0.1021	0	0	0	0	4448	0.25	2.0	0.05
S-8	1233	0.0283	0	1233	0	1233	0	0.95	2.0	0.05
S-9	2677	0.0615	0	0	0	0	2677	0.25	2.0	0.03
S-10	2225	0.0511	0	1083	0	1083	1143	0.59	2.0	0.06
S-11	9774	0.2244	0	2808	6285	9093	681	0.90	2.0	0.40
S-12	2273	0.0522	0	310	1563	1873	400	0.83	2.0	0.09
S-13	3040	0.0698	0	417	2277	2694	346	0.87	2.0	0.12
S-14	3949	0.0907	0	762	2746	3508	442	0.87	2.0	0.16
S-15	503	0.0115	0	40	0	40	464	0.30	2.0	0.01
S-16	789	0.0181	0	50	0	50	739	0.29	2.0	0.01
S-17	3645	0.0837	0	321	3097	3418	227	0.91	2.0	0.15
S-18	8931	0.2050	0	717	7041	7758	1173	0.86	2.0	0.35
S-19	1620	0.0372	0	0	0	0	1620	0.25	2.0	0.02
S-20	185	0.0042	0	0	0	0	185	0.25	2.0	0.00
S-21	1875	0.0430	0	0	0	0	1875	0.25	2.0	0.02
S-22	1374	0.0315	0	0	0	0	1374	0.25	2.0	0.02
S-23	2591	0.0595	0	0	0	0	2591	0.25	2.0	0.03
S-24	4495	0.1032	0	18	4477	4495	0	0.95	2.0	0.20
S-25	1252	0.0287	0	0	0	0	1252	0.25	2.0	0.01
S-26	1530	0.0351	0	1530	0	1530	0	0.95	2.0	0.07
S-27	498	0.0114	0	498	0	498	0	0.95	2.0	0.02

REVISIONS	BY

TENTATIVE STORMWATER CONTROL PLAN

REGISTERED PROFESSIONAL ENGINEER
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STATE OF CALIFORNIA

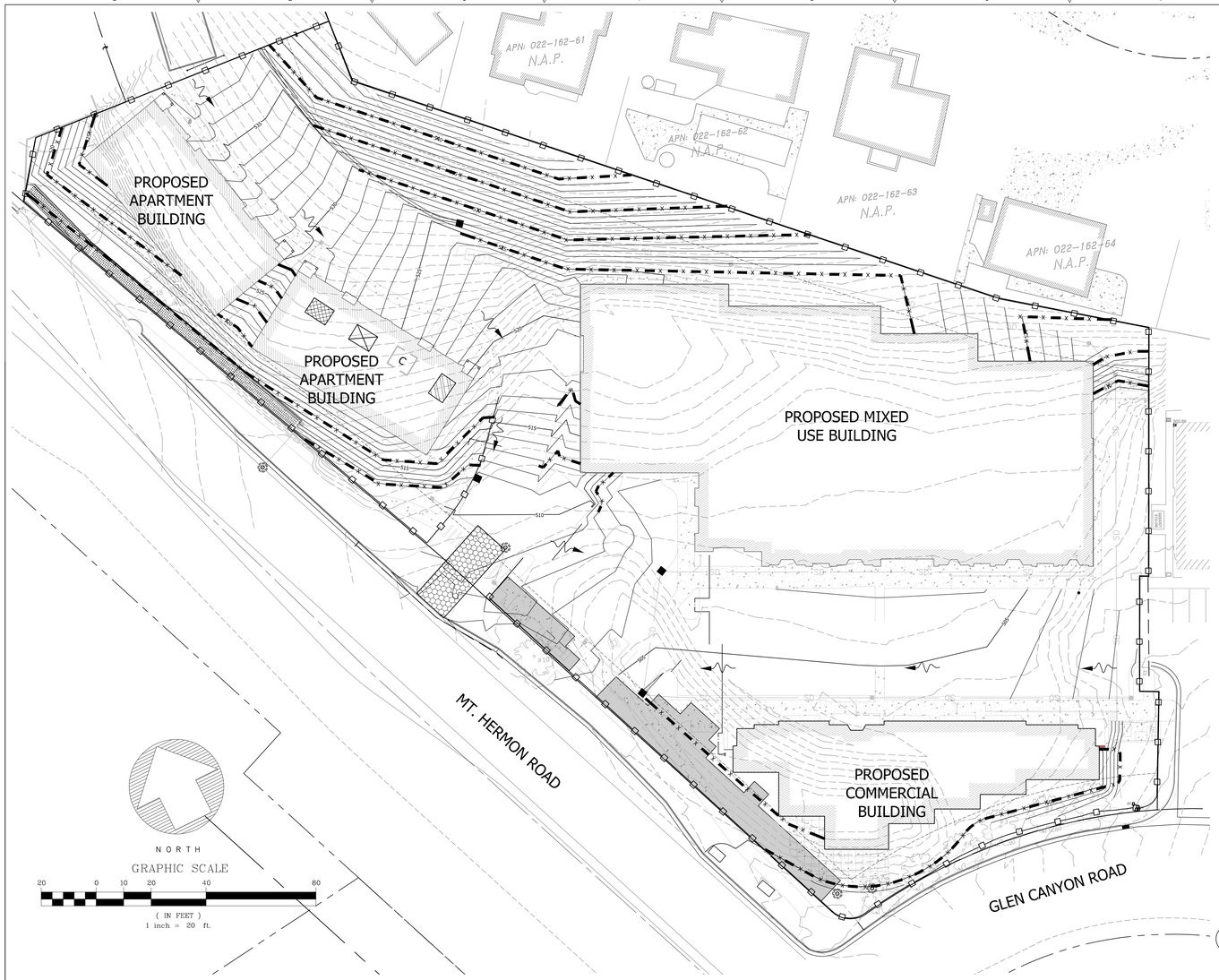
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OAK CREEK PARK
MIXED USE DEVELOPMENT
SCOTT'S VALLEY, CA

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Job:	318-00
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Of	11 Sheets

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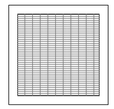
ERTEC® GR8 Guard™ – For drainage inlets with grates in paved areas

Installation Guide

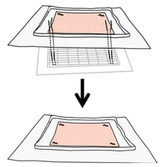
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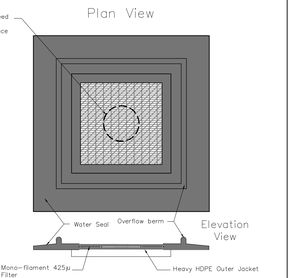
Grates less than	GG size
13"x13"	GG 13"x13"
20"x20"	GG 20"x20"
28"x28"	GG 28"x28"
36"x24"	GG 36"x24"
36"x36"	GG 36"x36"
42"x28"	GG 42"x28"
48"x36"	GG 48"x36"
48"x48"	GG 48"x48"

Custom sizes are available.



Unprotected drainage inlet





ERTEC® GR8™
Protected drainage inlet

Installation Notes

1. **Placement:** Select correct size (Table 1). DO NOT remove grate. Lay GR8 Guard™ on top of grate. GR8 Guard™ shall extend at least 3 inches beyond grate in each direction.
2. **Anchor methods:** **A)** Attach with 16 gauge tie-wire. Cut wire to 18" length. At each corner of GR8 Guard™, feed one end of wire down through GR8 Guard™, around grate bar, and back up thru GR8 Guard™. Above ground, twist wires several times, cut-off excess (Fig 1), or **B)** Place small snake bags or equivalent (gravel bags) containing clean, pea-sized graded gravel around perimeter of GR8 Guard™ (Fig 2), or C) Place traffic cone on top of GR8 Guard™ (Fig 3).
3. **Clean:** Accumulation of leaves, debris and sediment can cause backups! Clean after every storm or as necessary.
4. **Protect:** In stop and go traffic areas where exposed to constant tire abuse, it is useful to place traffic cones or delineators on or near GR8 Guard™ to discourage run-overs.
   GR8 Guard™ works well with periodic run-overs, but does not survive long in constant stop and start traffic.

Fig 1

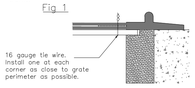
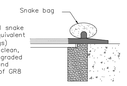
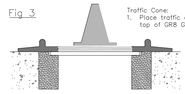


Fig 2



Snake Bag:
1. Place small snake bags or equivalent (gravel bags) containing clean, pea-sized graded gravel around perimeter of GR8 Guard™.

Fig 3



Traffic Cone:
1. Place traffic cone on top of GR8 Guard™.

Maintenance: Perform maintenance as required. Inspect following rainfall events and at least daily during prolonged rainfall. Maintain to provide an adequate sediment holding capacity. Debris shall be removed daily and sediment shall be removed when the sediment accumulation reaches 50% of the barrier height. Removed sediment shall be incorporated in the project at designated locations.

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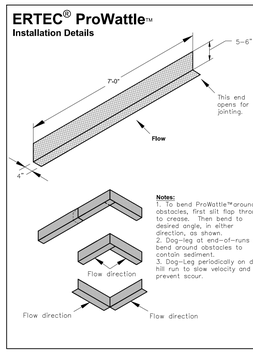
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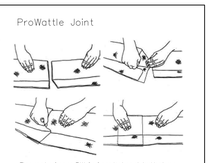
2 GR8 GUARD DETAIL

Scale: NTS

ERTEC® ProWattle™

Installation Details





Notes:
1. To bend ProWattle™around obstacles, first slit flap through to crease. Then bend to desired angle, in either direction, as shown.
2. Dog-leg at end-of-runs or bend around obstacles to contain sediment.
3. Dog-Leg periodically on down hill run to slow velocity and prevent scour.

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Layout Name:	P1 Slope Details
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Sheet:	1 of 2

3 PRO WATTLE DETAIL

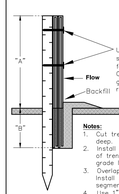
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ERTEC® S-Fence™

Installation Details

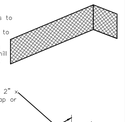
8", 10" or 14", SF08, SF10 or SF14

S-Fence	"A"	"B"
8"	5"	3"
10"	7"	3"
14"	11"	3"
20"	16"	4"



Use 1" Dry Wall screws: 2 screws for 8" or 10", 3 screws for 14".
Or alternately 16 gauge galvanized wire or 8" Black UV rated cable ties.

Notes:
1. Cut trench 2" to 4" wide, 3" to 4" deep.
2. Install in slot against downstream side of trench wall, backfill the trench to grade level.
3. Overlap segments by at least 3". Install stakes on downstream side of segment overlaps.
4. Use 1" Dry Wall screws: 2 or 3 places. Or alternately 16 gauge tie-wire or 8" Black UV rated staple cable ties (zip ties) to tie segments together.



Notes:
1. Dog-leg at end-of-runs to contain sediment.
2. Install on same contour to limit scour and flow concentration. Dog-leg periodically if on down-hill run to minimize velocity scour.

Staking Methods:
1. Wooden Stake: Use 1" x 2" x 18" . One at each overlap or 6.67' apart.
2. #3 or #4 rebar j-hook minimum 18" long. Use galvanized wire or zip ties to tie segments to j-hook.
   Overlap segments 4"

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Drawing Name:	ERTEC – Installation Details – S Fence.dwg
Layout Name:	P1 Details
Scale:	NONE
Sheet:	2 of 2

4 S FENCE DETAIL

Scale: NTS

EROSION CONTROL LEGEND

- DIRECTION OF DRAINAGE
- PRO WATTLE (SEE DETAIL 3)
- S-FENCE (SEE DETAIL 4)
- ROCKED CONSTRUCTION ENTRANCE (SEE DETAILS 1)
- INLET PROTECTION (SEE DETAIL 2)
- PROPOSED STORM WATER SAMPLING LOCATION
- C — CONCRETE WASHOUT AREA (SEE DETAIL 5)
- SANITARY FACILITY
- MATERIALS & EQUIPMENT STORAGE AREA
- VEHICLE MAINTENANCE/FUELING AREA

EROSION CONTROL NOTE

IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE AND MAINTAIN EROSION CONTROL MEASURES AS REQUIRED THROUGHOUT THE LIFE OF THE PROJECT IN CONFORMANCE WITH THE CITY OF SCOTTS VALLEY AND THE ASSOCIATION OF BAY AREA GOVERNMENTS

CONTRACTOR TO PROVIDE BACK-UP EROSION PREVENTION MEASURES (SOIL STABILIZATION) WITH SEDIMENT CONTROL MEASURES SUCH AS STRAW WATTLES, SILT FENCE, GRAVEL INLET FILTERS, AND/OR SEDIMENT TRAPS OR BASINS. ENSURE CONTROL MEASURES ARE ADEQUATE, IN PLACE, AND IN OPERABLE CONDITIONS. SEDIMENT CONTROLS, INCLUDING INLET PROTECTION, ARE NECESSARY BUT SHOULD BE A SECONDARY DEFENSE BEHIND GOOD EROSION CONTROL MEASURES.

ALL EROSION PREVENTION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED THROUGHOUT THE SEASON. REPLACEMENT SUPPLIES SHOULD BE KEPT ON SITE.

SITE INSPECTIONS SHALL BE CONDUCTED BEFORE AND AFTER EACH STORM EVENT, AND EVERY 24 HOURS FOR EXTENDED STORM EVENTS TO IDENTIFY AREAS THAT CONTRIBUTE TO EROSION AND SEDIMENT PROBLEMS OR ANY OTHER POLLUTANT DISCHARGES. IF ADDITIONAL MEASURES ARE NEEDED, REVISE THE EROSION CONTROL PLAN AND IMPLEMENT THE MEASURES IMMEDIATELY. DOCUMENT ALL INSPECTION FINDINGS AND ACTIONS TAKEN.

CONTRACTOR SHALL USE BEST MANAGEMENT PRACTICES DURING CONSTRUCTION FOR CONTROL OF STORM WATER RUNOFF (E.G. GRAVEL BAGS AT CATCH BASIN INLETS).

EROSION CONTROL BMP'S

ALL CONSTRUCTION SITES

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

MINIMIZE SOIL MOVEMENT

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

STRUCTURES TO CONTROL AND CONVEY RUNOFF

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

CAPTURE SEDIMENT

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

OTHER RUNOFF CONTROLS

1. TEMPORARY SEDIMENT BASIN
2. SEDIMENT TRAP
3. BRUSH OR ROCK FILTER
4. SILT FENCE
5. SAND OR GRAVEL BAG BARRIER

TRACKING CONTROL

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

PAINT WORK

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

CEMENT AND CONCRETE WORK

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

ROADWORK/PAVEMENT

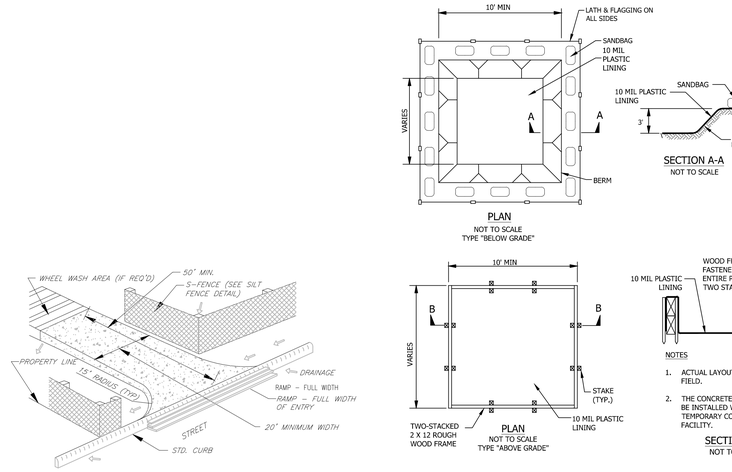
5. APPLY CONCRETE, ASPHALT, AND SEAL COAT DURING DRY WEATHER TO PREVENT CONTAMINANTS FROM CONTACTING STORMWATER RUNOFF.
6. COVER STORM DRAIN INLETS AND MANHOLES WHEN PAVING OR APPLYING SEAL COAT, SLURRY SEAL, FOG SEAL, AND SIMILAR MATERIALS.
7. ALWAYS PARK PAVING MACHINES OVER DRIP PANS OR ABSORBENT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

HAZARDOUS MATERIAL SPILL PREVENTION, SPILL REPORTING AND RESPONSE

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

GOOD HOUSEKEEPING PRACTICES

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



1 ROCKED CONSTRUCTION ENTRANCE

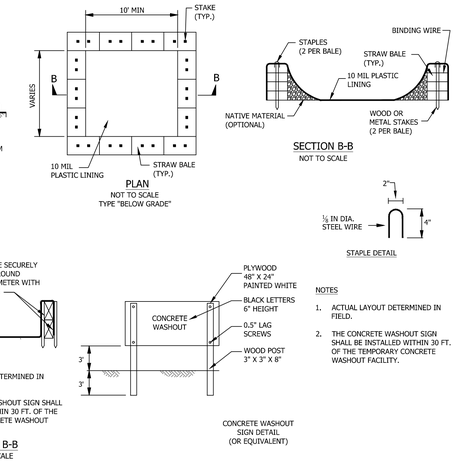
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PLAN
NOT TO SCALE
TYPE "BELOW GRADE"

SECTION A-A
NOT TO SCALE

5 CONCRETE WASH DETAIL

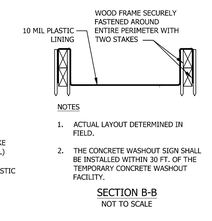
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PLAN
NOT TO SCALE
TYPE "BELOW GRADE"

SECTION B-B
NOT TO SCALE

PLAN
NOT TO SCALE
TYPE "ABOVE GRADE"



NOTES

1. ACTUAL LAYOUT DETERMINED IN FIELD.
2. THE CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 30 FT. OF THE TEMPORARY CONCRETE WASHOUT FACILITY.

SECTION B-B
NOT TO SCALE

CONCRETE WASHOUT SIGN DETAIL
(OR EQUIVALENT)

NOTES

1. ACTUAL LAYOUT DETERMINED IN FIELD.
2. THE CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 30 FT. OF THE TEMPORARY CONCRETE WASHOUT FACILITY.

STAPLE DETAIL

REVISIONS	BY

EROSION CONTROL PLAN

REGISTERED PROFESSIONAL ENGINEER TODD R. GREMMER No. C 64561 Exp. 6/30/21 CIVIL STATE OF CALIFORNIA

C2G /CIVIL CONSULTANTS GROUP, INC.
Engineers/Planners
5444 Scotts Valley Drive / Suite 6
Scotts Valley, CA 95066
T (831) 438-4420 F (831) 438-4420

OAK CREEK PARK
MIXED USE DEVELOPMENT
SCOTT'S VALLEY, CA

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Scale:	1" = 20'
Drawn:	DD/JB
Job:	318-00
Sheet:	C5.1
Of	11 Sheets

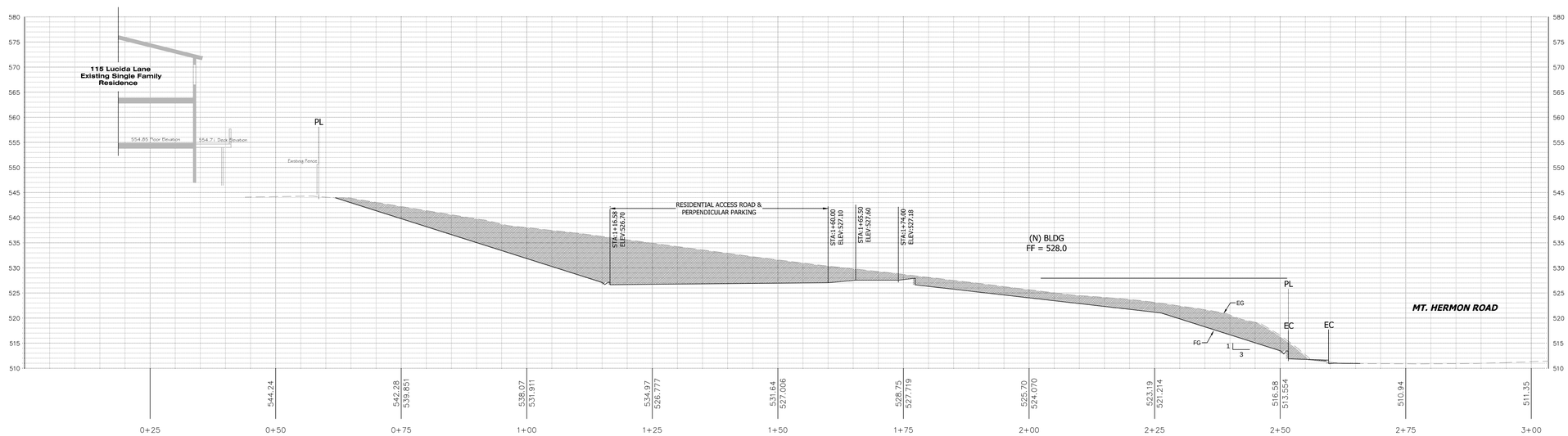
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1 SECTION A

Scale: 1"=10'



1 SECTION B

Scale: 1"=10'

REVISIONS	BY

SECTIONS

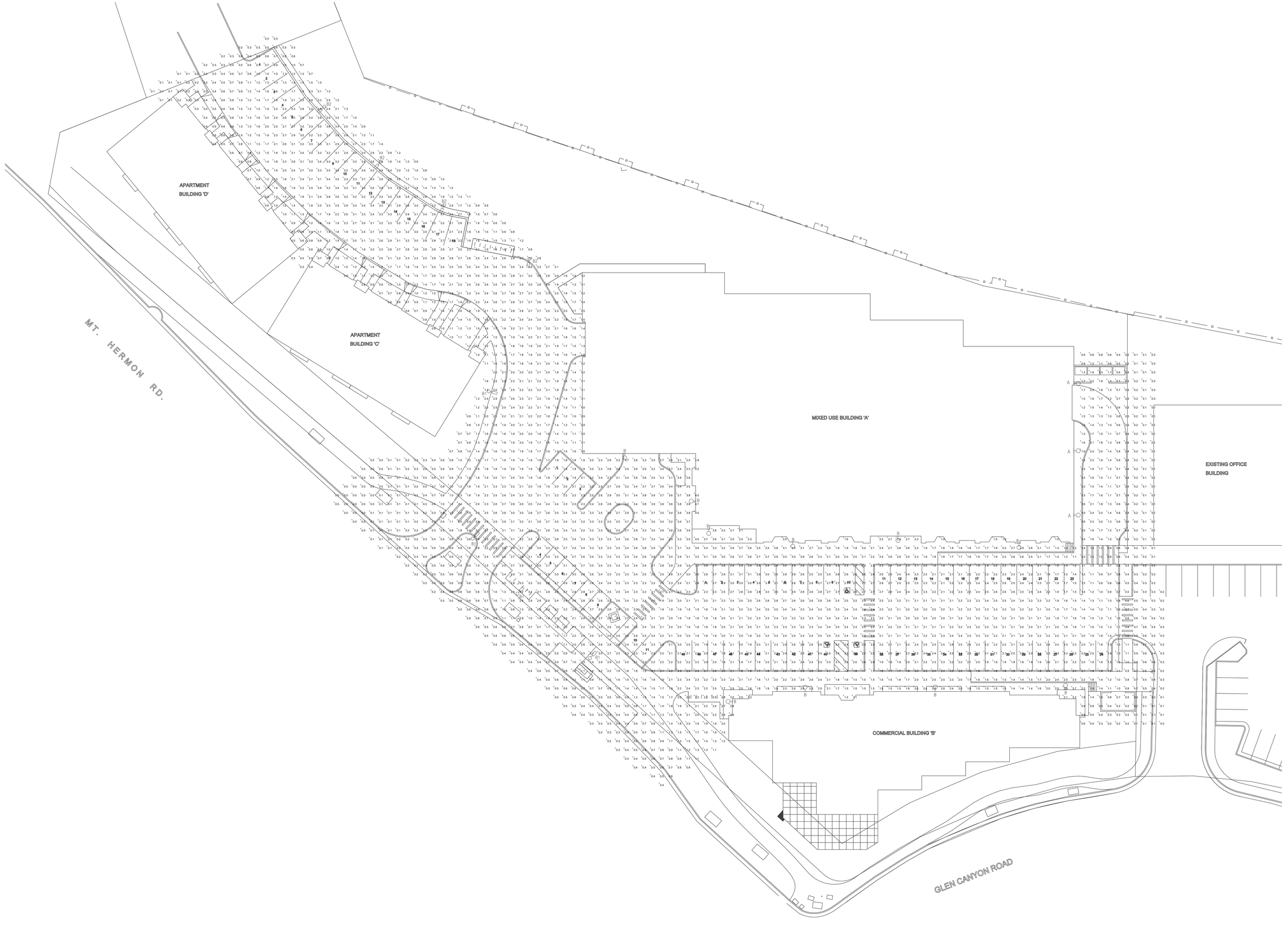
REGISTERED PROFESSIONAL ENGINEER
TODD R. GREMBECKI
No. C 64561
Exp. 6/30/21
CIVIL
STATE OF CALIFORNIA

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

OAK CREEK PARK
MIXED USE DEVELOPMENT
SCOTT'S VALLEY, CA

Date:	12.02.19
Scale:	1" = 20'
Drawn:	DD/JB
Job:	318-00
Sheet:	C6.1
Of	11 Sheets

Drawing: #:\318-00 Oak Creek Mix\DGN\Models\Sheets\Tentative Plans\C6.1 - SECTIONS - TENTATIVE.dwg Layout: C6.1 - SECTIONS Last Saved: Mon Dec 02, 2019 - 10:30am By: jamie
Last Plotted: Mon Dec 02, 2019 - 10:30am



01 SITE PHOTOMETRIC PLAN
SCALE: 1" = 20' - 0"

AVERAGE FOOTCANDLES 1.7FC

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(831) 688-8013

JOB NO.: 19066

OAK CREEK PARK
MOUNT HERMON RD. AT
SCOTTS VALLEY DR.
SCOTTS VALLEY, CA

SITE
PHOTOMETRIC
PLAN

DATE 08-15-19

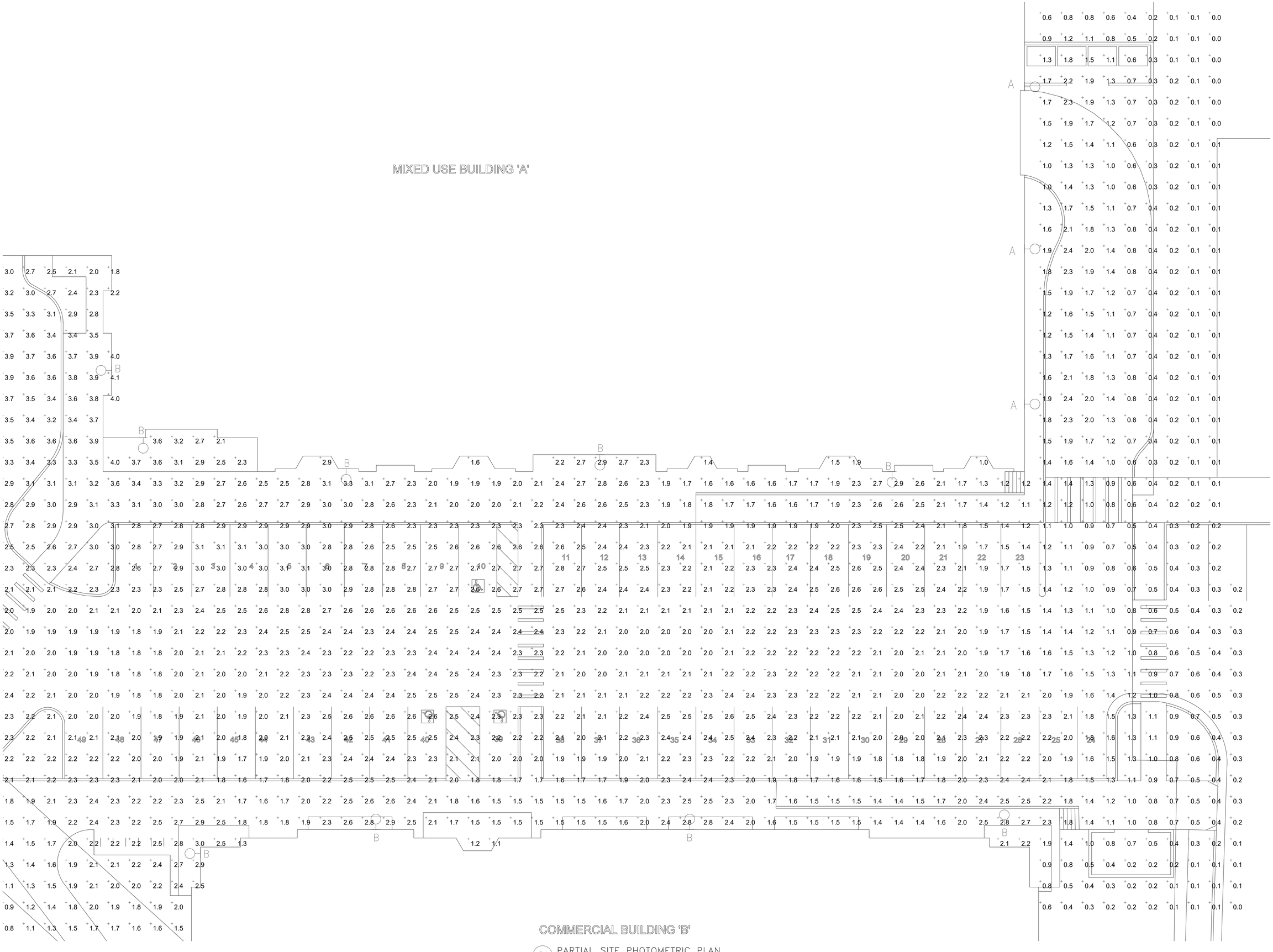
SCALE: AS NOTED

JOB 19066

SHEET
E1.0

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MIXED USE BUILDING 'A'



COMMERCIAL BUILDING 'B'

01 PARTIAL SITE PHOTOMETRIC PLAN
SCALE: 1/8" = 1' - 0"

AVERAGE FOOTCANDLES 1.7FC

057

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OAK CREEK PARK
MOUNT HERMON RD. AT
SCOTTS VALLEY DR.
SCOTTS VALLEY, CA

PARTIAL SITE PHOTOMETRIC PLAN

DATE 08-15-19
SCALE: AS NOTED
JOB 19066
SHEET
E1.1
0093

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01 PARTIAL SITE PHOTOMETRIC PLAN
SCALE: 1/8" = 1' - 0"

AVERAGE FOOTCANDLES 1.7FC

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OAK CREEK PARK
MOUNT HERMON RD. AT
SCOTTS VALLEY DR.
SCOTTS VALLEY, CA

PARTIAL SITE PHOTOMETRIC PLAN

DATE 08-15-19
SCALE: AS NOTED
JOB 19066
SHEET
E1.2

APARTMENT
BUILDING 'D'

APARTMENT
BUILDING 'C'

ERMON RD.

B1

B2

01 PARTIAL SITE PHOTOMETRIC PLAN
SCALE: 1/8" = 1' - 0"

AVERAGE FOOTCANDLES 1.7FC

059

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JOB NO.: 19066

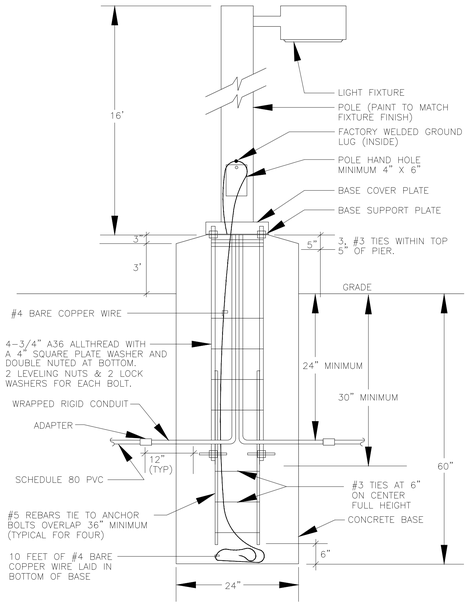
OAK CREEK PARK
MOUNT HERMON RD. AT
SCOTTS VALLEY DR.
SCOTTS VALLEY, CA

PARTIAL SITE PHOTOMETRIC PLAN

DATE 08-15-19
SCALE: AS NOTED
JOB 19066
SHEET
E1.3

0095

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VERIFY POLE MANUFACTURERS BOLT DOWN SPACING PRIOR TO CONSTRUCTION OF POLE BASE.

01 POLE BASE SUPPORT DETAIL
SCALE: NOT TO SCALE



WST LED
Architectural Wall Sconce

Catalog Number
Notes
Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

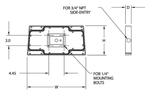
Luminaire

Height: 8-1/2" (21.59 cm)
Width: 17" (43.18 cm)
Depth: 10-3/16" (25.9 cm)
Weight: 20 lbs (9.1 kg)



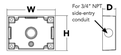
Optional Back Box (PBBW)

Height: 8.49" (21.56 cm)
Width: 17.01" (43.21 cm)
Depth: 1.70" (4.32 cm)



Optional Back Box (BBW)

Height: 4" (10.2 cm)
Width: 5-1/2" (14.0 cm)
Depth: 1-1/2" (3.8 cm)



A+ Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and system-level interoperability.

- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency
- This luminaire is A+ Certified when ordered with DTL® controls marked by a shaded background. DTL DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability1
- This luminaire is part of an A+ Certified solution for ROAM® or XPoint™ Wireless control networks, providing out-of-the-box control compatibility with simple commissioning, when ordered with drivers and control options marked by a shaded background2

To learn more about A+, visit www.acuitybrands.com/aplus.

See ordering tree for details.

A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately: Link to Roam; Link to DTL DLL

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FIXTURE TYPE A



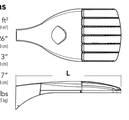
D-Series Size 0
LED Area Luminaire

Catalog Number
Notes
Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

EPA: 0.95 ft² (.09 m²)
Length: 26" (66.0 cm)
Width: 13" (33.0 cm)
Height: 7" (17.8 cm)
Weight (max): 16 lbs (7.0 kg)



A+ Capable options indicated by this color background.

A+ Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and system-level interoperability.

- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency
- This luminaire is A+ Certified when ordered with DTL® controls marked by a shaded background. DTL DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability1
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To learn more about A+, visit www.acuitybrands.com/aplus.

1. See ordering tree for details.
2. A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately: Link to Roam; Link to DTL DLL

Ordering Information

EXAMPLE: DSX0 LED P6 40K T3M MVOLT SPA DDBXD

DSX0 LED

Series	LEDs	Color temperature	Distribution	Voltage	Mounting
DSX0 LED	**Forward optics** P1 P4 P7 P2 P5 P3 P6 **Rotated optics** P10[7] P12[7] P11[7] P13[7]	30K 3000 K 40K 4000 K 50K 5000 K AMBPC Amber phosphor converted[8]	T1S Type I short T2S Type II short T2M Type II medium T3S Type III short T3M Type III medium T4M Type IV medium T5TM Forward throw medium T5VS Type V very short T5S Type V short T5M Type V medium T5W Type V wide BLC Backlight control[9] LCCO Left corner cutoff[9] RCCO Right corner cutoff[9]	MVOLT[4,5] 120[6] 208[5,6] 240[5,6] 277[6] 347[5,6,7] 480[5,6,7] **Shipped separately** KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish)[7]	**Shipped included** SPA Square pole mounting RPA Round pole mounting WBA Wall bracket SPUMBA Square pole universal mounting adaptor[4] RPUMBA Round pole universal mounting adaptor[4]

Control options			Other options	Finish (required)
Shipped installed NLTAIR2 nLight AIR generation 2 enabled[10] PCR NEMA twist-lock receptacle only (control ordered separate)[11] PER5 Five-wire receptacle only (control ordered separate)[11,12] PER7 Seven-wire receptacle only (control ordered separate)[11,12] DMG 0-10V dimming extend out back of housing for external control (control ordered separate) PIR Bi-level, motion/ambient sensor, 8-12' mounting height, ambient sensor enabled at 5fc[13,14] PIRH Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc[13,14] PIRHN Network, Bi-Level motion/ambient sensor[8] PIR1FC3V Bi-level, motion/ambient sensor, 8-12' mounting height, ambient sensor enabled at 1fc[13,14]	PIRH1FC3V Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc[13,14] BL30 Bi-level switched dimming, 30%[3,14,15] BL50 Bi-level switched dimming, 50%[3,14,15] PNMTD03 Part night, dim till dawn[3,16] PNMT5D3 Part night, dim 5 hrs[3,16] PNMT6D3 Part night, dim 6 hrs[3,16] PNMT7D3 Part night, dim 7 hrs[3,16] FAO Field adjustable output[16]	**Shipped installed** HS House-side shield[10] SF Single fuse (120, 277, 347V)[5] DF Double fuse (208, 240, 480V)[5] L90 Left rotated optics[7] R90 Right rotated optics[7] DDL Diffused drop lens[10] **Shipped separately** BS Bird spikes[8] EGS External glare shield[10]	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white

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FIXTURE TYPE B, B1, B2

LIGHTING FIXTURE SCHEDULE						
MARK	MANUFACTURER & CATALOG NO.	MOUNTING	LAMPS		VOLTS	REMARKS
			QTY / WATTS	TYPE		
A	LITHONIA LIGHTING #WST LED P1 50K VW 120 PIR DDBX	WALL	1/12	LED	120	MOTION/AMBIANT SENSOR MOUNT AT 20' AFG
B	LITHONIA LIGHTING #DSXO LED P3 50K TFTM 120 WBA PIRH1 DDXBD	WALL	1/38	LED	120	MOTION/AMBIANT SENSOR MOUNT AT 20' AFG
B1	LITHONIA LIGHTING #DSXO LED P3 50K TFTM 120 SPA PIRH1 DDXBD	POLE	1/71	LED	120	MOTION/AMBIANT SENSOR, 16' POLE, TOP OF FIXTURE 19'
B2	LITHONIA LIGHTING #DSXO LED P4 50K TFTM 120 SPA PIRH1 DDXBD	POLE	1/92	LED	120	MOTION/AMBIANT SENSOR, 16' POLE, TOP OF FIXTURE 19'

REVISIONS

MIRACLES UNLIMITED, INC.
ELECTRICAL ENGINEERING
P. O. BOX 1808
APTOS, CA 95001
(831) 688-8013
JOB NO.: 19066

MIRACLES UNLIMITED

OAK CREEK PARK
MOUNT HERMON RD. AT
SCOTTS VALLEY DR.
SCOTTS VALLEY, CA

LIGHT FIXTURE CUTSHEETS, FIXTURE SCHEDULE

DATE 08-15-19
SCALE: AS NOTED
JOB 19066
SHEET
E3.1
0096

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Hatched Area Indicates Area for Salvaged & Replanted Coastal Prairie Grasses (+- 1000 Sq Ft)

Tree #11-#15 Live Oak

Tree # 16 Live Oak

Tree #18 Ponderosa Pine

PROPOSED APARTMENT BUILDING BUILDING 'D'

PROPOSED APARTMENT BUILDING BUILDING 'C'

PROPOSED MIXED USE BUILDING 'A'

PROPOSED COMMERCIAL BUILDING 'B'

EXISTING OFFICE BUILDING

Approximate Area of Existing Native Coastal Prairie Grasses (+ 1000 Sq Ft)

Bike Parking

Bike Parking

Bike Parking

Bus Stop

Trash/Recycle

Patio

MT. HERMON RD.

GLEN CANYON ROAD

EXIST REDWOODS

EXIST REDWOOD

30'-6"

Revegetation Plan

Salvaged & Replanted Native Coastal Prairie Grass

NOTE: To mitigate impacts to the coastal prairie identified in the Biotic Report prepared by Biotic Resources Group dated December 20th, 2017 the existing native grass plants shall be salvaged and transplanted. This will be executed under the supervision of the Biotic Resources Group.

Planting Notes

PLANTING AREA PREPARATION
1. Remove soil as required to accommodate soil amendments and ensure positive drainage away from all structures.
2. Cultivate all planting areas to a minimum of 8".
3. After the completion of all grading and underground construction, all planting areas shall be finish graded, to smooth, even surfaces with positive drainage per existing topography or to drainage swales or structures.
4. Existing plants to be saved shall be protected from injury.
5. No stockpiles of plants or materials to be saved shall be located within the drip line of any existing tree to be saved.

QUALITY OF PLANT MATERIALS
1. All plant material shall be nursery grown, healthy and free from disease and pests.
2. Plants not conforming to common nursery standards or found unacceptable by the Landscape Architect will be considered defective and shall be replaced at no additional cost to the owner.
3. Plants shall be protected from drying out, wind burn and injury during handling and storage.

INSTALLATION
1. Planting holes shall be as deep as the root ball and 3 times the width of the root ball.
2. Each plant shall have a pre made or site made gopher basket of the appropriate size.
3. Backfill for the planting holes shall be 80 % site soil and 20% 50- 50 blend mushroom compost, aged chicken manure or other approved material.
4. All planting areas shall be mulched with 3" of redwood bark, fir bark or other approved material.
5. All trees shall be staked with 2, 2" x 10' lodge pole pine stake outside the root ball and secured with 2 rubber tree ties.

The landscape plans shall indicate that the irrigation system is to be run on a programable irrigation controller and the system shall be designed based upon water usage by hydrozone.
The Arborist report prepared by Maureen Hamb indicates 7 protected trees shall be removed. These trees will be replaced at a 3 to 1 ratio for a total of 21 trees.

Plant Legend

3 to 1 Ratio
21 Replacement Trees

Sym	Botanical Name	Common Name	Size	
	Trees			
T1	Platanus acerifolia 'Columbia'	Columbia London Plane Tree	24" Box	19
T2	Pistacia chinensis	Chinese Pistache	24" Box	17
T3	Tristania conferta	Brisbane Box	24"Box	25
T4	Tristania laurina	Swamp Myrtle	15GC	17
T5	Ginko biloba	Ginko	24" Box	12
T6	Podocarpus macrophyllus	Podocarpus	15GC	4
T7	Acer palmatum 'Bloodgood'	Red Japanese Maple	15GC	12
T8	Quercus agrifolia	CA Native Coast Live Oak	15GC	17
T9	Quercus lobata	CA Native Valley Oak	15GC	3
T10	Lagerstroemia indica	Crape Myrtle	15GC	13
T11	Olea europea 'Majestic Beauty'	Fruitless Olive	24" Box	3
T12	Cassia leptophylla	Gold Medallion Tree	24"Box	3
	Shrubs			
S1	Azara microphylla	Boxleaf Azara	15GC	20
S2	Loropetalum chinense 'Plum Delight'	Red-leafed Magenta Fringe Flower	5GC	16
S3	Cotinus coggygria 'Royal Purple'	Deep Purple Smoke Bush	5GC	10
S4	Garrya elliptica 'James Roof'	CA Native Silk Tassel	5GC	10
S5	Ceanothus 'Dark Star'	Ca Native Dark Blue Wild Lilac	5GC	36
S6	Nerium oleander 'Sister Agnes'	White Oleander	5GC	18
S7	Nerium oleander 'Petite Salmon'	Salmon Pink Oleander	5GC	30
S8	Mahonia aquifolium	CA Native Oregon Grape	5GC	36
S9	Phormium 'Cream Delight'	Green/White Variegated Flax	5GC	20
S10	Phormium 'Black Adder'	Deep Purple Flax	5GC	7
S11	Agave villmoriniana	Octopus Agave	5GC	9
S12	Fremontodendron 'San Gabriel'	CA Native Flannel Bush	5GC	10
S13	Leucadendron 'Pisa'	Yellow Silver-leaved Cone Bush	5GC	14
S14	Leucadendron salignum 'Blush'	Red Cone Bush	5GC	8
S15	Correa pulchella	Pink Australian Fuchsia	5GC	22
	Perennials			
P1	Juncus 'Carmen's Japanese'	CA Native Rush	1GC	TPP
P2	Limonium perezii	Purple Sea Lavender	1GC	TPP
P3	Cotyledon orbiculata	Pig's Ear-Succulent	1GC	TPP
P4	Echevaria 'Red Edge'	Hen and Chicks Succulent	1GC	TPP
P5	Anigozanthos flavidis	Yellow Green Kangaroo Paws	5GC	TPP
	Groundcovers			
GC1	Ceanothus gloriosus 'Anchor Bay'	CA Native Blue Wild Lilac	1GC	TPP
GC2	Grevillea lanigera 'Coastal Gem'	Pink Grevillea	1GC	TPP
GC3	Lantana 'Dwarf White'	Dwarf White Lantana	1GC	TPP
GC4	Cotyledon orbiculata	Pig's Ear Succulent	1GC	TPP
GC5	Rosmarinus 'Irene'	Violet Blue Prostrate Rosemary	1GC	TPP
GC6	Rosa 'White Flower Carpet Rose'	Carpet Rose	2GC	8

Retail Pedestrian Street

The retail pedestrian street shall be furnished with lightweight portable planters that can be configured to address each tenants needs. The effect will be an adaptable, soft green meandering space lending definition and interest to the pedestrian experience. Planters shall be various sizes of a durable lightweight fiberglass material and will be hand watered by the tenants. Plant material will consist of colorful drought tolerant species approved by the homeowners association.

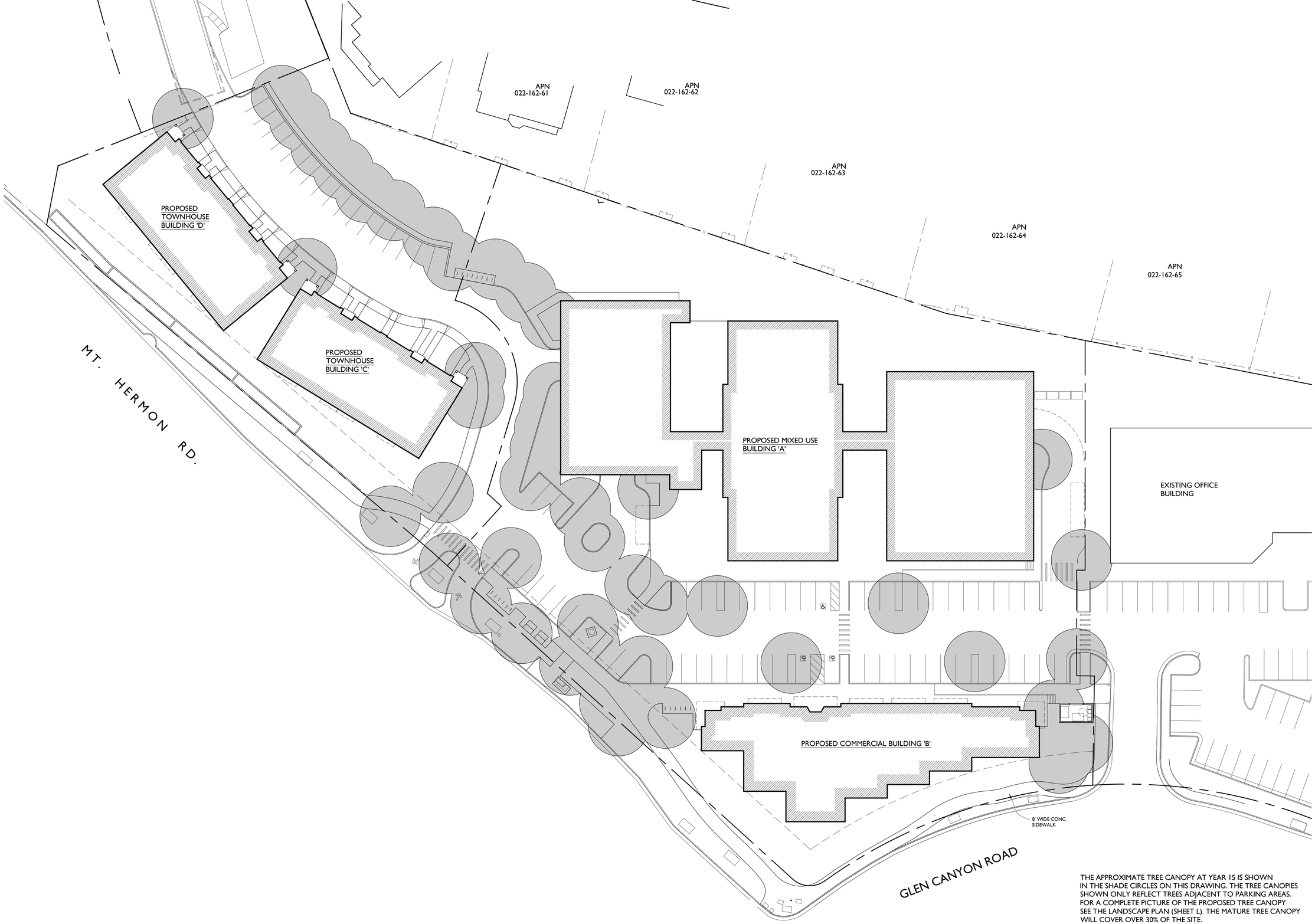
1 LANDSCAPE PLAN
SCALE: 1" = 20'-0"
Revegetation Plan

OAK CREEK PARK

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

Date 5-19-17
Revisions 3-12-18
9-20-19
12-5-19

0097



1 PARTIAL TREE CANOPY DIAGRAM

SCALE: 1" = 20'-0"

THE APPROXIMATE TREE CANOPY AT YEAR 15 IS SHOWN IN THE SHADE CIRCLES ON THIS DRAWING. THE TREE CANOPIES SHOWN ONLY REFLECT TREES ADJACENT TO PARKING AREAS. FOR A COMPLETE PICTURE OF THE PROPOSED TREE CANOPY SEE THE LANDSCAPE PLAN (SHEET L). THE MATURE TREE CANOPY WILL COVER OVER 30% OF THE SITE.

THACHER &
THOMPSON
ARCHITECTS

215 OREGON STREET
SANTA CRUZ, CA 95060
(831) 566-3079 V
www.tmarch.com

OAK CREEK PARK

MOUNT HERMON ROAD AT GLEN CANYON ROAD
SCOTTS VALLEY, CA

DRAWING DATE
OCTOBER, 2016

PROJECT FILE NAME:
GRANUM 16.SD

REVISIONS		
No.	DESCRIPTION	DATE
	PLAN CHECK	7/15/19
	PLAN CHECK	6/01/20

THOMAS THACHER
C 12725
DECEMBER 31, 2023
EXPIRATION

THE DATA CONTAINED ON THIS SHEET IS PROPRIETARY TO THACHER & THOMPSON ARCHITECTS. IT IS AN INSTRUMENT OF SERVICE AND MAY NOT BE ALTERED, REPRODUCED, OR USED WITHOUT THE CONSENT OF THE ARCHITECT. THE PROPER USE OF THESE PLANS SHALL BE THE USER'S RESPONSIBILITY WITHOUT LIABILITY TO THE ARCHITECT. UNAUTHORIZED USE IS PROHIBITED.
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TC

Oak Creek Park

Final EIR

SCH # 2019110250



CITY OF SCOTTS VALLEY CALIFORNIA 1966

Kimley»Horn

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4 Mitigation Monitoring and Reporting Program 4-1

1 Introduction

The Oak Creek Park Draft Environmental Impact Report (DEIR) was circulated for a 45-day public review period from October 12, 2021 to November 30, 2021, as assigned by the State of California Governor's Office of Planning and Research State Clearinghouse and consistent with CEQA regulations. Copies of the document were distributed to state, regional, and local agencies, as well as organizations and individuals, for their review and comment.

This Oak Creek Park Final Environmental Impact Report (FEIR) has been prepared in accordance with CEQA and state and local CEQA Guidelines and represents the independent judgment of the City, as CEQA Lead Agency. This Final EIR, together with the DEIR, technical appendices, and other written documentation prepared during the EIR process, as those documents may be modified by the City Council at the time of certification, will constitute the Final EIR, as defined in the State CEQA Guidelines, Section 15132, and the City of Scotts Valley's environmental document reporting procedures.

1.1 Document Organization and Framework

This Final EIR is organized as follows: Section 1 provides a brief introduction to this report. Section 2 provides a list of agencies and interested persons commenting on the DEIR. This section also contains individual comments followed thereafter by responses. To facilitate review of the responses, an index number (e.g., 1-1, 1-2, 2-1) has been assigned to each comment and to its corresponding responses. Section 3 contains changes to the DEIR as a result of the comments by agencies and interested persons. Section 4 contains the Mitigation Monitoring and Reporting Program.

City Staff has reviewed the comment letters, draft responses and information generated in the course of preparing the responses and determined that none of this material constitutes significant new information that requires a recirculation period for further public comment under CEQA Guideline Section 15088.5. None of this new material indicates that the project will result in a significant new environmental impact not previously disclosed in the DEIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation as described in Section 15088.5.

1.2 CEQA Requirements Regarding Comments and Responses

CEQA Guidelines Section 15204 (a) outlines parameters for submitting comments and reminds persons and public agencies that the focus of review and comment of Draft EIRs should be, "on the sufficiency of the document in identifying and analyzing possible impacts on the environment and ways in which significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined

in terms of what is reasonably feasible, considering factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and geographic scope of the project. CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR."

2 Response to Comments on the Draft EIR

2.1 Agency, Organization, and Individual Comments on the Draft EIR

This section includes all written comments received on the DEIR and the City's responses to each comment. Comment letters and specific comments are given letters and numbers for reference purposes. Where sections of the DEIR are excerpted in this document, the sections are shown indented. Changes to the DEIR text are shown in underline for additions and ~~strikeout~~ for deletions.

The following is a list of agencies and organizations that submitted comments on the Draft EIR during the public review period:

Table 2-1: List of Written Comments Received on the Draft EIR

Comment Letter No.	Commenting Agency / Organization / Individual	Date
Agencies		
1	State of California, Department of Transportation, Caltrans District 5	November 30, 2021
2	State of California, Department of Fish and Wildlife	November 24, 2021
Organizations		
3	Pacific Gas and Electric	October 20, 2021
Individuals		
4	Mark Hemmert	September 7, 2021

DEPARTMENT OF TRANSPORTATION
CALTRANS DISTRICT 5
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
www.dot.ca.gov/dist05/

Comment Letter 1

Making Conservation a California Way of Life.

November 30, 2021

SCr-17-3.475
SCH#2019110250

Taylor Bateman
Community Development Director
Community Development Department
City of Scotts Valley
1 Civic Center Drive
Scotts Valley, CA 95066

Dear Mr. Bateman:

COMMENTS FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) - OAK CREEK PARK, SCOTTS VALLEY, CA

The California Department of Transportation (Caltrans), District 5, Development Review, has reviewed the Oak Creek Park project which include 24,973 square feet of commercial use, eight townhomes, and 44 apartments. Caltrans offers the following comments in response to the DEIR:

1. Caltrans appreciates the transportation demand management strategies to further reduce vehicle miles traveled (VMT). The bike lockers and storage, showering facilities, sidewalks, and paths will help enhance mobility alternatives to vehicular trips. 1-1

Thank you for the opportunity to review and comment on the proposed project. If you have any questions, or need further clarification on items discussed above, please contact me at (805) 835-6543 or christopher.bjornstad@dot.ca.gov.

Sincerely,

Christopher Bjornstad

Chris Bjornstad
Associate Transportation Planner
District 5 Development Review

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State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Bay Delta Region
2825 Cordelia Road, Suite 100
Fairfield, CA 94534
(707) 428-2002
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

Comment Letter 2

November 24, 2021

Mr. Taylor Bateman
City of Scotts Valley
One Civic Center Drive
Scotts Valley, CA 95066
tbatemen@scottsvalley.org

Governor's Office of Planning & Research

Nov 24 2021

STATE CLEARING HOUSE

Subject: Oak Creek Park, Draft Environmental Impact Report, SCH No. 2019110250, City of Scotts Valley, Santa Cruz County

Dear Mr. Bateman:

The California Department of Fish and Wildlife (CDFW) has reviewed the Draft Environmental Impact Report (DEIR) prepared by the City of Scott's Valley (City) for the Oak Creek Park Project (Project), located in Santa Cruz County. CDFW is submitting comments on the DEIR regarding potentially significant impacts to biological resources associated with the Project.

CDFW ROLE

CDFW is a Trustee Agency with responsibility under the California Environmental Quality Act (CEQA; Pub. Resources Code, § 21000 et seq.) pursuant to CEQA Guidelines § 15386 for commenting on projects that could impact fish, plant, and wildlife resources (e.g., biological resources). CDFW is also considered a Responsible Agency if a project would require discretionary approval, such as permits issued under the California Endangered Species Act (CESA), the Native Plant Protection Act, the Lake and Streambed Alteration (LSA) Program, and other provisions of the Fish and Game Code that afford protection to the state's fish and wildlife trust resources.

California Endangered Species Act

Please be advised that a CESA Permit must be obtained if the Project has the potential to result in "take" of plants or animals listed under CESA, either during construction or over the life of the Project. Issuance of a CESA Permit is subject to CEQA documentation; the CEQA document must specify impacts, mitigation measures, and a mitigation monitoring and reporting program. If the Project will impact CESA listed species, early consultation is encouraged, as significant modification to the Project and mitigation measures may be required in order to obtain a CESA Permit.

CEQA requires a Mandatory Finding of Significance if a project is likely to substantially impact threatened or endangered species (Pub. Resources Code, §§ 21001(c), 21083, and CEQA Guidelines §§ 15380, 15064, 15065). Impacts must be avoided or mitigated

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to less-than-significant levels unless the CEQA Lead Agency makes and supports Findings of Overriding Consideration (FOC). The CEQA Lead Agency's FOC does not eliminate the Project proponent's obligation to comply with Fish and Game Code, § 2080.

PROJECT DESCRIPTION

The Project consists of a mixed-use commercial and residential development on a 3.56-acre site in the City of Scotts Valley, APN 022-162-76. There will be two lots on the property. Lot 1 would consist of eight town home apartments over approximately one acre. Lot 2 would consist of two types of buildings, commercial and residential. There would be 24,841 square feet of commercial buildings including surface parking and 12-foot-wide sidewalks. There would be 74,100 square feet of residential buildings on Lot 2 including a mix of apartments. The Project would require regrading of Lots 1 and 2, requiring several hundred yards of fill to be imported. Per the Project's Stormwater Control Plan, the Project would include flow-through planters in the residential area to retain and treat stormwater runoff. A stacked underground storage chamber system which would provide treatment of runoff by infiltration would be used in the mixed-use and commercials portions of the Project.

ENVIRONMENTAL SETTING AND LOCATION

The Project is located at the intersection of Glen Canyon and Mt. Hermon Road, in the City of Scotts Valley, Santa Cruz County.

The Project is adjacent to Mt. Hermon Road, a commercial office building on Glen Canyon Road, and single-family residences. There are no watercourses on the property, but creeks in the vicinity of the Project site include tributaries to Bean Creek and Carbonera Creek. The Project site supports annual grassland, a small patch of coastal prairie, coast live oak tree groves, a poison oak thicket, and non-native tree groves.

COMMENTS AND RECOMMENDATIONS

CDFW offers the following comments and recommendations to assist the City in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on biological resources.

Comment 1: Surveys for special status plant species

Issue: The DEIR does not provide the methodology of the special-status plant species surveys in Mitigation Measure Bio-1.1. The DEIR on page 7-13 of the Biological Resources section states that the small patch of coastal prairie habitat may provide habitat for special-status plant species such as Congdon's tarplant (*Centromadia parryi* ssp. *Congdonii*), a California Native Plant Society (CNPS) Rare Plant Rank 1B.1,

2-1

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pending the results of a spring season plant survey. Furthermore, Table 2 of the Biotic Report states that there is marginal habitat for other CNPS rare plant species including but not limited to Scotts Valley spineflower (*Chorizanthe robusta* var. *Hartwegii),* short-leaved evax (*Hesperevax sparsiflora* var. *brevifolia*), Point Reyes horkelia (*Horkelia marinensis*) and State endangered species including white-rayed pentachaeta (*Pentachaeta bellidiflora*) and Santa Cruz tarplant (*Holocarpha macradenia*). Mitigation Measure Bio 1.1 states that plant surveys will be conducted; however, the methodology for the surveys is not disclosed. Without following proper survey protocol for spring or early summer blooming plant species, it is possible to miss detection of special-status plant species on the site.

Recommendation

CDFW recommends the City update MM Bio 1.1 to include methodology capable of detecting special-status plant species.

Recommended update to MM Bio 1.1

2-1

An experienced botanist (with expertise in coastal prairie plant communities of Santa Cruz) shall conduct a minimum of two focused rare plant surveys over two seasons prior to the initiation of construction and include the information in the Project environmental document. Surveys shall be conducted according to: *Protocols for Surveying and Evaluating Impacts to Special-Status Native Plant Populations and Natural Communities* (CDFW 2018), available at: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=18959&inline.

In the event rare, threatened or endangered plants are discovered, additional measures may be needed, which may include work stoppage, flagging and avoidance of occurrences, collection of propagation material, site restoration and/or obtaining an Incidental Take Permit (Fish and Game Code section 2081, subd., (b).)

COMMENT 2: Tree Removal

Issue: The Project has the potential to remove all trees on the Project site including six Coast live oaks (*Quercus agrifolia*), one Ponderosa pine (*Pinus ponderosa*), six ash trees (*Fraxinus* sp.), four sycamore trees (*Platanus acerifolia*), and a large group of acacia trees (*Acacia baileyana*). According to the Tree Resource Evaluation, at least one coast live oak is above 15 inches diameter at breast height (dbh). Large mature trees (e.g., native oak tree that is greater than 15 inches in diameter) are of particular importance due to increased biological values (i.e., nesting bird habitat, bat roost habitat). Furthermore, the Tree Resource Evaluation states that the sycamore trees growing along the perimeter are healthy and recommends their incorporation into the Project. However, it is unclear if the sycamore trees have been incorporated into the landscape plan.

2-2

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Evidence the impact would be significant: While the DEIR includes on-site tree planting as a minimization measure, on-site planting at higher ratios alone is not sufficient to completely off-set temporal impacts from the loss of mature trees due to an uncertain time lag from when the new resources will be available (Marón et al., 2010).

Recommendation: CDFW recommends the Project avoid large diameter tree removal to the greatest extent feasible. CDFW recommends Project mitigation include in-kind preservation of mature native trees. Where in-kind preservation of mature native trees is not feasible, CDFW recommends planting larger sized native trees, (such as 15-gallon sized trees or larger) to help address the temporal loss of mature trees on-site. 2-2

COMMENT 3: Figures and Labels

Issue 1: Figure 3-11: Stormwater Control Plan, does not include a legend or figure labels to explain the meaning of the colors in the figure. The DEIR also references a Figure 7-2: Landscape Plan; however, only Figure 7-1: Vegetation Map is included in the DEIR. 2-3

Recommendation: CDFW recommends the final EIR should include labels with Figure 3-11 and include Figure 7-2 either in the EIR or as an attachment.

FILING FEES

CDFW anticipates that the Project will have an impact on fish and/or wildlife, and assessment of filing fees is necessary (Fish and Game Code, section 711.4; Pub. Resources Code, section 21089). Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW.

Thank you for the opportunity to comment on the Project's DEIR. If you have any questions regarding this letter or for further coordination with CDFW, please contact Ms. Serena Stumpf, Environmental Scientist, at (707) 337-1364 or Serena.Stumpf@wildlife.ca.gov; or Mr. Wesley Stokes, Senior Environmental Scientist (Supervisory), at Wesley.Stokes@wildlife.ca.gov.

Sincerely,

DocuSigned by:
Stacy Sherman for
692D021D81CA4F7...
Stephanie Fong
Acting Regional Manager
Bay Delta Region

ec: State Clearinghouse # 2019110250

DocuSign Envelope ID: 76D64D7A-8D29-44F5-905B-EA276502697C

REFERENCES

CDFW, 2018. Protocols for surveying and evaluating impacts to special status native plant populations and sensitive natural communities. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=18959&inline.

Marón, M., Dunn, P. K., McAlpine, C. A., & Apan, A. (2010). Can offsets really compensate for habitat removal? The case of the endangered red-tailed black-cockatoo. *Journal of Applied Ecology*, *47*(2), 348–355.

Pacific Gas and Electric Company

Plan Review Team
Land Management

PGEPlanReview@pge.com

Comment Letter 3

October 20, 2021

Susie Pineda
City of Scotts Valley Planning Dept
One Civic Center Drive
Scotts Valley, CA 95066

Ref: Gas and Electric Transmission and Distribution

Dear Susie Pineda,

Thank you for submitting the Oak Creek Park plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

Attached you will find information and requirements as it relates to Gas facilities (Attachment 1) and Electric facilities (Attachment 2). Please review these in detail, as it is critical to ensure your safety and to protect PG&E's facilities and its existing rights.

Below is additional information for your review:

1. This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: https://www.pge.com/en_US/business/services/building-and-renovation/overview/overview.page.

3-1

2. If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services.

3. An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities.

Any proposed uses within the PG&E fee strip and/or easement, may include a California Public Utility Commission (CPUC) Section 851 filing. This requires the CPUC to render approval for a conveyance of rights for specific uses on PG&E's fee strip or easement. PG&E will advise if the necessity to incorporate a CPUC Section 851filing is required.

This letter does not constitute PG&E's consent to use any portion of its easement for any purpose not previously conveyed. PG&E will provide a project specific response as required.

Sincerely,

Plan Review Team
Land Management

Pacific Gas and Electric Company

Attachment 1 – Gas Facilities

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: https://www.usanorth811.org/images/pdfs/CA-LAW-2018.pdf

1. Standby Inspection: A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.

2. Access: At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

3. Wheel Loads: To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe.

Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.

Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).

No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.

4. Grading: PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.

5. Excavating: Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 12 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch

wide trench being dug along a 36 inch pipeline, the centerline of the trench would need to be at least 54 inches [24/2 + 24 + 36/2 = 54] away, or be entirely dug by hand.)

Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away.

Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

6. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations.

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 12 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible (90° +/- 15°). All utility lines crossing the gas pipeline must have a minimum of 12 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line ‘kicker blocks’, storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E’s ability to access its facilities.

9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.

10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4’) in height at maturity may be planted within the easement area.

11. Cathodic Protection: PG&E pipelines are protected from corrosion with an “Impressed Current” cathodic protection system. Any proposed facilities, such as metal conduit, pipes, service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.

12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.

13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E’s facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.

Attachment 2 – Electric Facilities

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. Buildings and Other Structures: No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as "**RESTRICTED USE AREA – NO BUILDING."**

2. Grading: Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.

3. Fences: Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&'s facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.

4. Landscaping: Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs are limited to those varieties that do not exceed 15 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.

5. Reservoirs, Sumps, Drainage Basins, and Ponds: Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.

6. Automobile Parking: Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.

7. Storage of Flammable, Explosive or Corrosive Materials: There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.

8. Streets and Roads: Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (https://www.dir.ca.gov/Title8/sb5g2.html), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.

Comment Letter 4

Subject: FW: EXTERNAL: EIR on Traffic for Oak Creek Park - Mixed Use Development

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From: Mike Hemmert <mhemmert2003@yahoo.com>
Sent: Tuesday, September 7, 2021 2:06 PM
To: Bradley, Paula <pbradley@mbakerintl.com>
Subject: EXTERNAL: EIR on Traffic for Oak Creek Park - Mixed Use Development

Paula,

I would like to make sure that the EIR on Traffic impact for this project includes the impact of residents traveling to rt 17. If there is not sufficient room for a vehicle to enter onto Mt. Hermon and get to the left lane to do a U-turn at the SV Drive intersection, then vehicles may turn right onto SV Drive and then drive to Quien Sabe/Oak Creek Blvd residential neighberhood. As you know this neighberhood has young children on bikes and many walkers. This problem was compeletely missed in the EIRs for the new developments behind the Shell station and the upcoming adjacent development (stating that vehicles would do U-turns on SV Drive is not realistic given the bend in the road). 4-1

If however an EIR states that vehicles will predominently drive through the commercial parking lot and use the light at Glen Canyon then all is well.

Thank you,

- Mike Hemmert

2.2 Response to Comments

2.2.1 Response to Comment Letter #1: State of California, Department of Transportation, Caltrans District 5

1-1: Comment noted regarding Caltrans support of transportation demand management strategies to further reduce vehicle miles traveled (VMT).

2.2.2 Response to Comment Letter #2: State of California, Department of Fish and Wildlife

2-1: Comment noted. As summarized in the Biological Resources section of the Draft EIR and described more fully in Appendix C-b Biotic Report by Biological Resources Group, a plant survey was conducted in 2018 (March, April and May) and again in 2019 (May). Both of those survey years were negative for special status plant species. Also both 2018 and 2019 were average rainfall years, so these were good survey years for adequate plant expression.

Because these surveys are almost three years old, Mitigation Measure BIO 1.1 Focused Plant Surveys requires the project applicant to have a qualified biologist conduct a spring season plant survey, with a focus on the coastal prairie and the bottom of the detention basin. This survey must be completed at least one year prior to issuance to grading permits, and/or any clearing, grading, or excavation work on the project site.

These previous surveys, and the additional required survey are considered prudent and acceptable per CA Department of Fish & Wildlife protocols (email from Kathy Lyons, Biotic Resources Group, to Bill Wiseman, Kimley-Horn & Associates, 12/15/21). As such, there is no change in significance and no revisions to the Draft EIR are necessary.

2-2: Comment noted. The proposed project will avoid large diameter tree removal to the extent feasible. Additionally, it is noted that the landscape plans call for a tree replacement ratio of 3:1, for a total of 21 replacement trees. In total, the landscape plan calls for the planting of 136 trees throughout the project site.

2-3: Regarding Figure 3-11: Stormwater Control Plan, there is no legend in the plans. The different colors only represent different stormwater management areas and are not color-coded to a particular meaning. There is a detailed table associated with the figure that identifies (for each area) total area, previous and impervious areas, and stormwater runoff coefficients and flow factors. This information is further described in the Stormwater Control Plan (C2G/Civil Consultant Group, July 2019).

Regarding the Draft EIR reference to Figure 7-2: Landscape Plan, this has been corrected to read Figure 3-8: Landscape Plan.

2.2.3 Response to Comment Letter #3: Pacific Gas and Electric

3-1: Comment noted regarding construction-related activities associated with PG&E-owned gas and electric facilities.

2.2.4 Response to Comment Letter #4: Mark Hemmert

4-1: Comment noted regarding traffic to Highway 17 and potential impacts on neighborhood streets. As shown in Figure 15-1: Study Intersection & Trip Distribution, traffic existing from the project site would exit directly onto Mount Hermon Road and would not use residential streets. Most vehicles going to Highway 17 would travel east of Mount Hermon Road.

3 Changes to the Draft EIR

Changes to the Draft EIR are shown on the following pages in the order that they appear in the EIR. New text is shown in underline, and removed text is shown in ~~strikethrough~~. These text changes do not constitute substantial new information and do not result in significant new impacts or the increase in severity of impacts already disclosed.

The project would result in the removal of trees, including a large group of acacia trees, six Coast live oaks, and one Ponderosa pine. In addition, six immature ash trees and four sycamore trees growing behind the existing sidewalk may also require removal because these trees may be in conflict with the sidewalk and landscaping proposed for the development. All six Coast live oaks and one Ponderosa pine on the project site are proposed to be removed are protected. The group of acacia trees to be removed are not protected by Scotts Valley ordinances. Table 7 2: Tree Inventory lists the trees included in the survey area and those proposed for removal.

Table 7-2: Tree Inventory

Species	Trees Identified in Arborist Report	Trees Proposed for Removal
Ash	6	6
Sycamore	4	4
Coast Live Oak	6	6
Group of Acacia	At least 200	At least 200
Ponderosa Pine	1	1

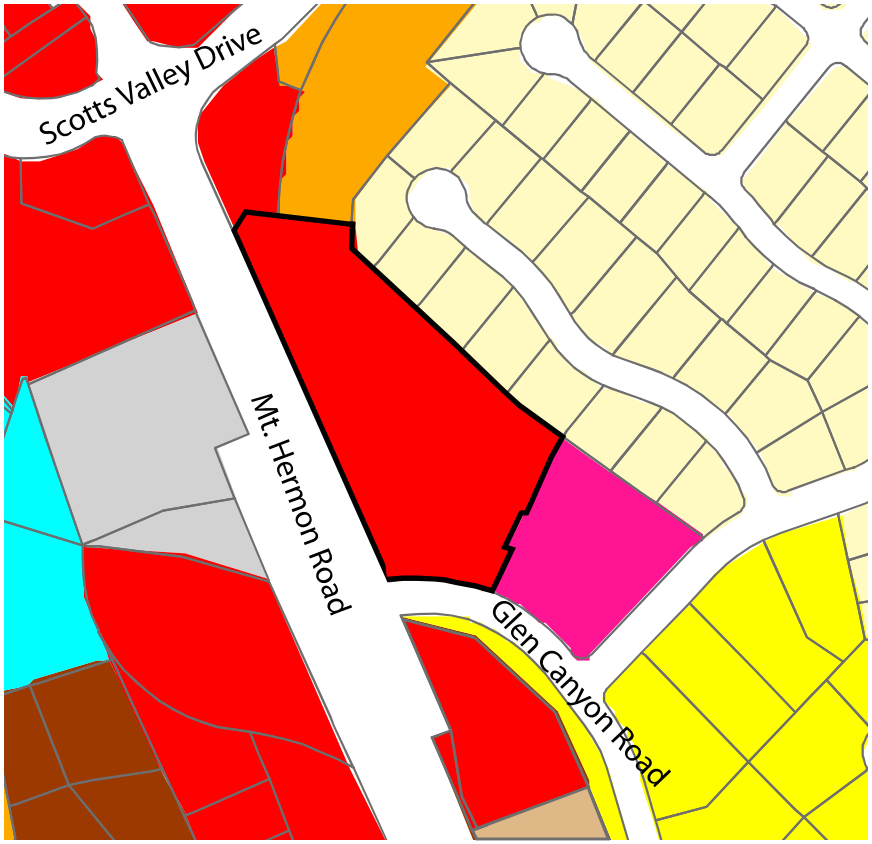
Source: Maureen Hamb, 2018

The loss of trees regulated by the City's Tree Protection Regulations would require a Tree Removal Permit from the City processed concurrently with the other requested entitlements. Pursuant to the Tree Protection Regulations, the Tree Removal Permit, inclusive of Planning Commission approval for removal of Heritage Trees, if required, would be obtained and submitted to Scotts Valley Building Department prior to approval of Improvement Plans, issuance of grading permits, and/or any clearing, grading, or excavation work on the project site.

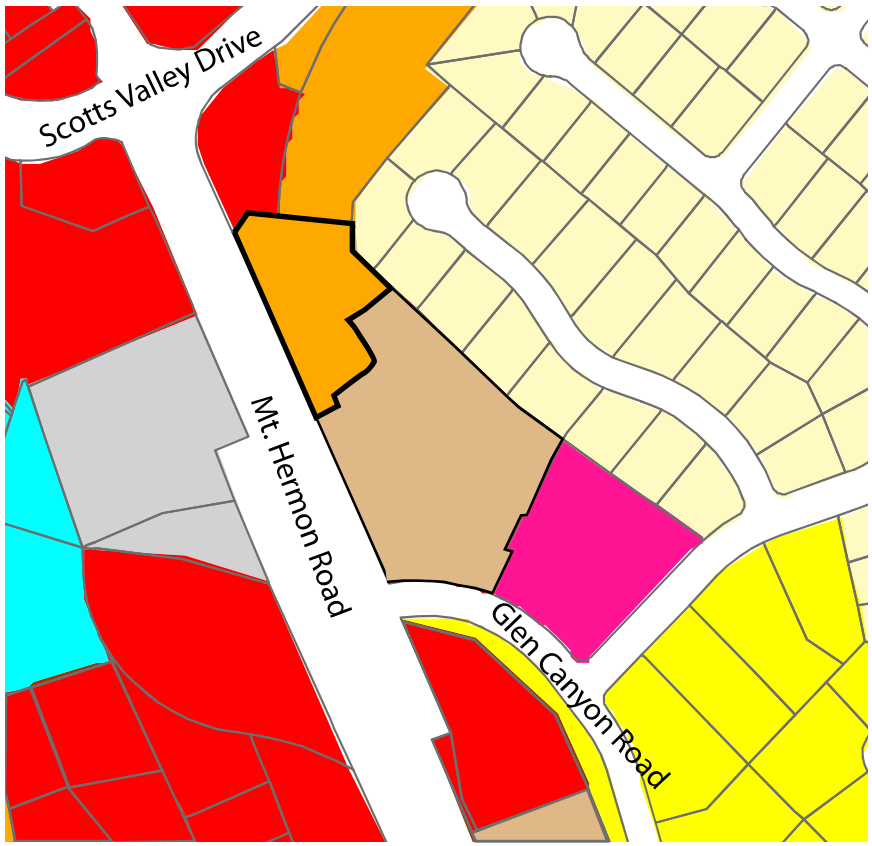
Per the City's Tree Protection Regulations, the applicant would be required to provide for the planting of two trees for each "protected" tree removed (2:1 ratio). Because the project would remove seven protected trees, a minimum of 14 trees would be required to be replanted. As shown in Figure ~~7-2~~3-8: Landscape Plan, the project would replace the protected trees at a 3:1 ratio for a total of 21 trees, or seven tree more than required the City's Tree Protection Regulations. In total, 136 trees will be planted, as shown in Figure ~~7-2~~3-8: Landscape Plan.

Because the project would exceed the tree replacement requirements as defined in the City's Tree Protection Regulations per Section 17.44.080 of the City of Scotts Valley Zoning Ordinance, impacts from tree removal would be less than significant.

Tree and vegetation removal may also affect nesting birds. The Biotic Report concluded that nesting birds (protected by the MBTA) may occur within the project site (Biotic Resources Group, 2017). Removal of trees or understory vegetation has the potential to harm nesting



Existing Zoning Classification



Proposed Zoning Classification

Legend

- R-M-6: Medium High Density
- R-M-8: Medium High Density
- R-1-10: Medium Density
- R-1-20: Low Density
- C-S: Service
- C-P: Professional
- I-L: Light
- P: Public/Quasi Public
- Project Site

Source: City of Scotts Valley, 2017

Figure 3-13: Existing and Proposed Zoning Designation
Oak Creek Park
Draft EIR

Not to scale

Kimley»Horn
Expect More. Experience Better.

4 Mitigation Monitoring and Reporting Program

4.1 Public Resources Code

When approving projects with Environmental Impact Reports (EIRs) that identify significant impacts, the California Environmental Quality Act (CEQA) requires public agencies to adopt monitoring and reporting programs or conditions of project approval to mitigate or avoid the identified significant effects (Public Resources Code Section 21081.6(a)(1)). A public agency adopting measures to mitigate or avoid the significant impacts of a proposed project is required to ensure that the measures are fully enforceable, through permit conditions, agreements, or other means (Public Resources Code Section 21081.6(b)). The mitigation measures required by a public agency to reduce or avoid significant project impacts not incorporated into the design or program for the project, may be made conditions of project approval as set forth in a Mitigation Monitoring and Reporting Program (MMRP). The program must be designed to ensure project compliance with mitigation measures during project implementation.

The MMRP includes the mitigation measures identified in the EIR required to address only the significant impacts associated with the project being approved. The required mitigation measures are summarized in this program; the full text of the impact analysis and mitigation measures is presented in the DEIR.

The MMRP is organized in a table format (see Table 4-1: Mitigation Monitoring and Reporting Program for the Oak Creek Park Project, keyed to each significant impact and each EIR mitigation measure. Only mitigation measures adopted to address significant impacts are included in this program, based upon whether the measure applies to the hotel development, residential development, or both developments. Each mitigation measure is set out in full, followed by a tabular summary of monitoring requirements. The column headings in the tables are defined as follows:

- Mitigation Measures: This column presents the mitigation measure identified in the EIR.
- Monitoring/Reporting Responsibility: This column contains an assignment of responsibility for the monitoring and reporting tasks.
- Monitoring and Reporting Requirement: This column refers the outcome from implementing the mitigation measure.
- City Staff/Notes: This column will be used by the lead agency to document the person who verified the implementation of the mitigation measure and the date on which this verification occurred.

4.2 Enforcement

If the project is approved, the MMRP for each development would be incorporated as a condition of such approval. Therefore, all mitigation measures for significant impacts must be carried out to fulfill the requirements of approval. A number of the mitigation measures would

be implemented during the course of the development review process. These measures would be checked on plans, in reports, and in the field prior to construction. Most of the remaining mitigation measures would be implemented during the construction, or project implementation phase.

Table 4-1: Mitigation Monitoring and Reporting Program for the Oak Creek Park Project

Category/Impact	Mitigation Measures	Monitoring/ Reporting Responsibility	Monitoring/ Reporting Requirement	City Staff Notes; Initials/Date when Done
AIR QUALITY				
Impact AQ-2: Future construction activities would generate dust and exhaust emissions of criteria pollutants and toxic air contaminants.	**MM AQ-2.1 Reduce Fugitive Dust** The applicant for future residential development shall implement the following measures to minimize nuisance impacts and to significantly reduce fugitive dust emissions, and the applicant shall require all of the following measures to be shown on grading and building plans: ▪ Limit grading to 8.1 acres per day, and grading and excavation to 2.2 acres per day. ▪ Water graded/excavated areas and active unpaved roadways, unpaved staging areas, and unpaved parking areas at least twice daily or apply non-toxic chemical soil stabilization materials per manufacturer's recommendations. Frequency should be based on the type of operations, soil and wind exposure. ▪ Prohibit all grading activities during periods of high wind (more than 15 mph). ▪ Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).	Planning Department Contractor	Review and approve construction specifications prior to issuance of building permit. Include in construction specifications and implement during construction. Review during site inspections.	

Category/Impact	Mitigation Measures	Monitoring/ Reporting Responsibility	Monitoring/ Reporting Requirement	City Staff Notes; Initials/Date when Done
	▪ All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or gravel for temporary roads and any other methods approved in advance by MBARD. ▪ Exposed ground areas that are planned to be reworked for durations longer than 1 month after initial grading shall be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established. ▪ Plant vegetative ground cover in disturbed areas as soon as possible. ▪ Use street sweepers, water trucks, or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the project site. Reclaimed (non-potable) water should be used whenever possible; ▪ Spray dirt stock pile areas daily as needed. ▪ Place gravel on all roadways and driveways as soon as possible after grading. In addition, construct building pads as soon as possible after grading unless seeding, soil binders, or frequent water application are used. ▪ Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.			

Category/Impact	Mitigation Measures	Monitoring/ Reporting Responsibility	Monitoring/ Reporting Requirement	City Staff Notes; Initials/Date when Done
	▪ All trucks hauling dirt, sand, soil, or other loose materials shall be covered or shall maintain at least 2 feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code Section 23114. ▪ Unpaved road travel shall be limited to the extent possible, for example, by limiting the travel to and from unpaved areas, by coordinating movement between work areas rather than to central staging areas, and by busing workers where feasible. ▪ Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the project site, and inspect vehicle tires to ensure they are free of soil prior to carry-out to paved roadways. ▪ Sweep streets at the end of each day, or as needed, if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water shall be used where feasible.			
BIOLOGICAL RESOURCES				
Impact BIO-1: Cause a direct or indirect adverse effect on special-status invertebrate species.	**MM BIO-1.1 Focused Plant Surveys** At least one year prior to issuance to grading permits, and/or any clearing, grading, or excavation work on the project site, the project applicant shall have a	Planning Department	Review documentation from relevant Responsible Agency(s).	

Category/Impact	Mitigation Measures	Monitoring/ Reporting Responsibility	Monitoring/ Reporting Requirement	City Staff Notes; Initials/Date when Done
	qualified biologist conduct a spring season plant survey, with a focus on the coastal prairie and the bottom of the detention basin. The survey shall ascertain whether the site supports any special status plant species. The survey findings shall be subject to review by the City of Scotts Valley. If no special status species are found, no additional actions are required. If special status species are found on site, the applicant shall confer with regulating agencies (i.e., City, CDFW, and/or USFWS) on measures to avoid, minimize, or compensate for the impact. A mitigation plan shall be prepared and implemented that provides preservation, salvage, or presents other compensation for the impact, such that impacts are reduced to a less than significant level.	CA Dept of Fish and Wildlife Qualified biologist	Demonstrate mitigation compliance.	
Impact BIO-3: Cause a direct or indirect adverse effect on nesting bird sites.	**MM BIO-2.1 Avoid Nesting Birds** The applicant shall schedule tree removal to occur between September 1 and March 1 of any given year, which is outside the bird nesting season for Central California Coast to avoid impacting nesting birds, if present. Because this tree grove is adjacent to very busy roadways, it would be difficult to detect nesting birds by listening for their vocalizations; the dense acacia vegetation also makes it difficult to ascertain visually if any small bird nests such as hummingbirds are present. Therefore, this measure to avoid impacts to nesting birds, is the only practical method to avoid	Planning Department Qualified biologist	Construction specifications prior to issuance of grading permits. Preconstruction surveys.	

Category/Impact	Mitigation Measures	Monitoring/ Reporting Responsibility	Monitoring/ Reporting Requirement	City Staff Notes; Initials/Date when Done
	disturbance or destruction of active bird nests, if any are present.			
GEOLOGY, SOILS, AND SEISMICITY				
Impact GEO-3: Be located on a geologic unit or soil that is unstable, or that would become unstable as a Result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.	**MM GEO-3.1 Implement Geotechnical Report Recommendations** The project applicant shall ensure that the project incorporates appropriate geotechnical recommendations for the seismic ground shaking, seismic-related ground failure and liquefaction, landslide susceptibility, erosion and erosion control, soil stability, expansive soils, and any other appropriate issue. Prior to building permit issuance, the project geotechnical engineer shall review the plans submitted for a grading/building for compliance with the recommendation of the geotechnical report. Once the plans comply with the recommendations, the project geotechnical engineer shall provide a plan review letter stating that the project design meets all of the geotechnical report recommendations.	Planning Department Registered geotechnical engineer	Review geotechnical report and ensure recommendations are included in plans prior to issuance of building permits. Prepare design-level geotechnical investigation.	
NOISE				
Impact N-1: Cause a temporary or periodic increase in ambient noise levels during construction that would	**MM N-1 Construction Noise Reduction** To reduce the effects of construction noise, the project applicant shall ensure that the following is	Planning Department	Review of and approval of construction plan prior to issuance of grading and building permits.	

Category/Impact	Mitigation Measures	Monitoring/ Reporting Responsibility	Monitoring/ Reporting Requirement	City Staff Notes; Initials/Date when Done
substantially disturb sensitive receptors.	included as part of all relevant construction plans for any future proposed project: **Construction Equipment**. Properly maintain construction equipment and ensure that all internal combustion engine driven machinery with intake and exhaust mufflers and engine shrouds (if the equipment had such devices installed as part of its standard equipment package) are in good condition and appropriate for the equipment. Equipment engine shrouds shall be closed during equipment operation. The project applicant shall require all contractors, as a condition of contract, to maintain and tune-up all construction equipment to minimize noise emissions. **Vehicle and Equipment Idling**. Construction vehicles and equipment shall not be left idling for longer than 5 minutes when not in use. **Stationary Equipment**. All noise-generating stationary equipment, such as air compressors or portable power generators, shall be located as far as possible from sensitive receptors. Temporary noise barriers shall be constructed to screen stationary noise generating equipment when located near adjoining sensitive land uses. Temporary noise barriers could reduce construction noise levels by 10 dBA.	Building Department Contractor	Prepare construction plan, including noise specifications; adhere to plan provisions during construction.	

Category/Impact	Mitigation Measures	Monitoring/ Reporting Responsibility	Monitoring/ Reporting Requirement	City Staff Notes; Initials/Date when Done
	Construction Route. All construction traffic to and from the project site shall be routed via designated truck routes where feasible. All construction-related heavy truck traffic in residential areas shall be prohibited where feasible. **Workers' Radios**. All noise from workers' radios shall be controlled to a point that they are not audible at sensitive receptors near the construction activity. **Construction Plan**. Prior to issuance of any grading and/or building permits, the contractor shall prepare and submit to the City of Scotts Valley Building Department for approval a detailed construction plan identifying the schedule for major noise-generating construction activity. **Disturbance Coordinator**. A "noise disturbance coordinator" shall be designated by the contractor and be responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g. starting too early, bad muffler, etc.) and shall require that reasonable measures warranted to correct the problem be implemented. The coordinator shall conspicuously post a name and telephone number for the disturbance coordinator at the construction site and			

Category/Impact	Mitigation Measures	Monitoring/ Reporting Responsibility	Monitoring/ Reporting Requirement	City Staff Notes; Initials/Date when Done
	include it in the notice sent to neighbors regarding the construction schedule.			
Transportation				
Impact TR-2: Substantially increase hazards due to a design feature or incompatible use.	**MM TR-2.1 Mt. Hermon Road Project Site Access** Prior to issuance of the grading permit, the project applicant shall submit an analysis by a qualified traffic engineer demonstrating that ingress access from Mt. Hermon Road is designed to adequately accommodate bus access to the existing transit stop (even if not currently used) and provide safe access for vehicles entering the project site from Mt. Hermon Road.	Planning Department Traffic engineer	Letter of compliance with associated plans.	

Affordable Housing NOW!
P.O. Box 2374, Santa Cruz, California 95063
(831) 566-2360

Every Unit Counts!

June 2, 2022

Scotts Valley City Planning Commission
1 Civic Center Drive
Scotts Valley, CA 95066

RE: Oak Creek Park Mixed-Use Development

Dear Planning Commissioners:

Affordable Housing NOW (AHN) appreciates the opportunity to comment on the proposed Oak Creek Park Mixed-Use Development with 52 residential units. AHN fully supports this project as it provides exactly the kind of housing that is needed in Scotts Valley.

The Oak Creek Park Mixed-Use development is a well planned project providing 52 rental units with a range in size from studios, to one, two and three bedroom apartments. There is a great need for more rental units in Scotts Valley, as well as smaller studio housing units for single individuals, young professionals, and seniors.

AHN also applauds the developer for the affordability levels included in the project as it is our understanding that the project will include two very-low and two low-income units, as well as four moderate income housing units. The City is far from reaching its RHNA goals for extremely low, low and moderate-income households and this development helps address the great need for housing in those income categories. AHN believes that every unit counts and these eight units will make difference for eight individuals and/or families who want to be a part of our community.

AHN enthusiastically supports this project and we urge your Commission to move the project forward for City Council consideration and approval.

Sincerely,

Tim Willoughby, AHN Chair

City of Scotts Valley
PLANNING COMMISSION STAFF REPORT

DATE: June 9, 2021

TO: Honorable Chair and Planning Commissioners

FROM: Chris Lamm, Public Works Director/City Engineer
Casey Estorga, Administrative Services Director

SUBJECT: **FY 2022/23-2026/27 CAPITAL IMPROVEMENT PROGRAM; CONSISTENCY WITH GENERAL PLAN**

SUMMARY OF ISSUE

State Law requires cities to adopt a Capital Improvement Program (CIP) to implement the General Plan. The CIP is a list of the proposed public works projects "recommended for planning, initiation, or construction during the ensuing fiscal year." The CIP is developed by the Public Works Department as a five-year program and updated annually. By law, the Planning Commission must review the CIP to ensure that the City projects proposed during the ensuing fiscal year conform to the General Plan. The Planning Commission must report the findings to the City Council.

Public Works has prepared the attached five-year CIP encompassing fiscal years 2022-23 to 2026-27. The program is broken down by fiscal year, starting with FY 2022-23. Staff has prepared findings of consistency with the 1994 General Plan for fiscal year 2022-23 for the Planning Commission to review and recommend to City Council. The findings are included throughout the CIP at the end of each major heading.

Projects have been given a priority level and have been categorized as an A, B or C priority.

- Priority A - projects essential/critical to health and safety or legal/regulatory requirements.
- Priority B - projects important to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C - projects deferrable and would only be implemented to the extent that higher priority projects are first funded.

The City Council reviewed the CIP plan at their May 18, 2022 meeting (attached). The only change made by the City Council was to again to include a placeholder project under the Transportation category for implementation of the Active Transportation Plan (ATP), similar to the prior year. The item was added as an unscheduled, unfunded item with no

dollars attributed to the project subject to staff analysis and determination of the implementation of the projects envisioned within the ATP. However, several other CIP projects include elements of the ATP and have been denoted as such. Staff estimates that through the current 5-year CIP, up to 29 of the 69 ATP projects can be moved forward through other projects.

Consistency with the General Plan is determined by identifying listed goals, objectives or policies that apply to each CIP project. Project categories; Wastewater, Transportation, Storm Drain, Parks, General Facilities, Police, and Information Technology have one or more overarching goals in the general plan that apply to all projects listed in the category

Wastewater & Storm Drain
Goal PSG-557: To promote the adequate provision of services and efficient system of public utilities.

Transportation
CG-85: To provide the planning area with an integrated transportation system which serves private motorized vehicles, bicycles, equestrians, pedestrians and other form of transit.

Parks
PRG-602 To provide adequate park and recreation facilities to serve the recreational needs of the City.

General Facilities
PSG-513: To plan and provide for adequate and efficient city government offices and community facilities to accommodate the existing and future needs of the City.

Police
PSG-522 To support the provision of Police and Fire services at levels adequate for the protection of life and property.

Information Technology
PSO-517 Computerize all of the City's department operations

Following tonight's Planning Commission review and recommended approval, the CIP returns to City Council for approval of the CIP as part of adoption of the FY 2022-23 Annual Budget at their June 15, 2021 council meeting.

STAFF RECOMMENDATION

1. Planning Commission review the CIP and find it consistent with the 1994 General Plan.
2. Planning Commission adopt the attached resolution, which recommends City Council adopt the CIP and find the program consistent with the General Plan.

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2. Resolution recommending City Council adopt the FY 2022-23 to 2026-27 Capital Improvement Plan 11

City of Scotts Valley
CITY COUNCIL STAFF REPORT

DATE: May 18, 2022

TO: Honorable Mayor and City Council

FROM: Casey Estorga, Administrative Services Director

APPROVED: Mali LaGoe, City Manager

SUBJECT: **FIVE-YEAR CAPITAL IMPROVEMENT PROJECT AND CAPITAL PURCHASE PLAN FOR FY 2022-23 TO FY 2026-27**

SUMMARY OF ISSUE

In anticipation of preparing the FY 2022-23 Annual Budget, staff has prepared a draft Five-Year Capital Improvement Project and Capital Purchase Plan ("Five-Year CIP Plan") that recommends major capital improvement projects ("CIP") and other significant capital expenditures during the five-year period from FY 2022-23 to FY 2026-27. The CIP describes individual projects and establishes a financing source and schedule. The attached draft plan is being presented to the City Council for input and policy direction.

PROJECT PRIORITY CATEGORY DESIGNATIONS

In FY 2017-18, the City adopted a CIP project prioritization methodology based on factors including health and safety issues and compliance with legal and/or regulatory requirements. The priority/criticality of a project is evaluated based on the nature of the project rather than merely the timing of when the project needs to be implemented. The priority categories are described as follows:

- Priority A: Projects **essential/critical** to health and safety or legal/regulatory requirements;
- Priority B: Projects **important** to maintaining health and safety or maintaining quality of life, but not critical; and
- Priority C: Projects **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

Based on this framework, each project has been assigned a priority category based on staff's professional judgment. This approach allows the City to review its CIP projects in light of priority factors and, in cases where competing uses for financial resources exist, can identify the priority use of available funds.

SUMMARY OF THE PROPOSED FIVE-YEAR CIP PLAN AND FUNDING AVAILABILITY

There are 65 identified CIP and capital outlay projects in the proposed Five-Year CIP Plan. This includes 44 ongoing projects and 21 new projects that are based on the evolving needs of the Scotts Valley community and available funding, including investments in public infrastructure and 9 new CIPs specifically tailored to investing in City parks.

Specifically, this Five-Year CIP Plan addresses numerous Council priorities, including the goal of ***Maintaining the Quality of Life for Residents***. The CIP Plan does this in the following ways:

- Maintaining service levels in the Police Department, including by upgrading facilities and technology to allow officers to continue to protect the life, safety, and general welfare of the community; and
- Prioritizing projects related to parks maintenance and parks infrastructure; and
- Completing a Parks Master Plan to identify existing and future needs of City parks; and
- Supporting a sense of community through placemaking that allows for social and educational gatherings, activities, and inclusivity.

The Five-Year CIP Plan also addresses Council goals to ***Implement Operational Initiatives to Enhance City Services*** and ***Ensure Long-Term Financial Stability*** by implementing projects as recommended in the Wastewater Rate Study and addressing numerous needs identified in the City's Active Transportation Plan and various other infrastructure projects to protect the City's assets and invest in the health and safety of the community and sustaining a high quality of life while maximizing the use of limited resources.

FUNDING AVAILABILITY

All projects are projected to have sufficient funding for implementation based on estimated project costs and timing.

Notably, the proposed CIP Plan for FY 2022-23 incorporates approximately $11.5 million in projects. Of that total, $4.3 million in projects have been carried forward from FY 2021-22. These projects were delayed due to limited staffing capacity and strains on the global labor and supply chain markets. However, City staff is confident that the optimistic undertaking of the proposed CIP is both realistic and necessary.

FUTURE MEETINGS

Following tonight's meeting and incorporating City Council direction, the Five-Year CIP Plan will be presented to the Planning Commission and Parks and Recreation Commission for review regarding the plan's consistency with the City's General Plan.

The final Five-Year CIP Plan will then be included as part of the FY 2022-23 Annual Budget, which is scheduled for public hearing on June 1, 2022 and final adoption on June 15, 2022.

FISCAL IMPACT

There is no fiscal impact related to a discussion of the draft Five-Year CIP.

STAFF RECOMMENDATION

It is recommended that the City Council provide policy direction on the proposed Five-Year CIP Plan, considering the (1) Priority Category, (2) Timing, or (3) Funding Source. Projects may also be added, deleted, or delayed based on City Council direction.

Subject to City Council direction, staff will make the necessary changes to the Five-Year CIP Plan and incorporate the revised draft in the Preliminary FY 2022-23 Annual Budget.

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Draft Five-Year CIP Plan……..……4

Five-Year Capital Improvement Project (CIP) Plan Summary FY 2022-23 through FY 2026-27

CIP #	Priority	Description	Funding Source	*Carry Forward*	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Wastewater									
1	A	Wastewater Recovery Master Plan	WWTP-C	*$-*	$100,000	$50,000	$-	$-	$-
2	A	PLC/SCADA Upgrades	WWTP-C		$55,000	$150,000	$350,000		
3	A	Clarifier Superstructure & Walkways	WWTP-C	*$-*	$150,000	$150,000	$150,000	$-	$-
5	A	Upgrade Tertiary Treatment Pumps	TTF	*$265,000*	$340,000	$-	$-	$-	$-
6	A	Aeration Basin System Upgrade	WWTP-C	*$250,000*	$1,000,000	$-	$-	$-	$-
7	B	Stormwater LID	WWTP-C	*$-*	$-	$-	$150,000	$150,000	$-
9	B	Sewer Vactor Truck	WWTP-C	*$-*	$450,000	$-	$-	$-	$-
10	B	Effluent Pump Replacement	WWTP-C	*$-*	$110,000	$110,000	$200,000	$200,000	$-
11	B	Wastewater Offices Facility Improvements	WWTP-C	*$-*	$-	$100,000	$-	$-	$-
12	B	Facility Truck	WWTP-C	*$-*	$-	$55,000	$-	$-	$-
13	A	Collection System Lift Stations	WWTP-C	*$-*	$175,000	$580,000	$300,000	$330,000	$300,000
14	A	Collection System Pipeline Upgrades	WWTP-C	*$200,000*	$200,000	$430,000	$260,000	$290,000	$330,000
15	A	Collection System Inspection & Monitoring	WWTP-C	*$100,000*	$100,000	$100,000	$100,000	$100,000	$100,000
NEW	*A*	*Belt Press Conveyor Replacement*	*WWTP-C*	*$-*	*$300,000*	*$-*	*$-*	*$-*	
NEW	*B*	*New Technology - Identified in Wastewater Rate Study*	*WWTP-C*	*$-*	*$-*	*$-*	*$-*	*$-*	*$5,000,000*
			Wastewater TOTAL[2]	***$815,000***	**$2,980,000**	**$1,725,000**	**$1,510,000**	**$1,070,000**	**$5,730,000**
Transportation									
16	A	Annual Street Maintenance/Resurfacing	GT/SB-1	*$-*	$-	$275,000	$275,000	$275,000	$275,000
17	A	Annual Street Maintenance Program	GT	*$-*	$-	$66,000	$66,000	$66,000	$66,000
18	A	Bean Creek Road Pavement Rehab - Phase 1[1]	Meas D/RSTPX/SB-1	*$974,100*	$1,026,000	$-	$-	$-	$-
19	B	Mt. Hermon Road Corridor Improvements1	TDIF	*$365,000*	$365,000	$-	$-	$-	$-

20	A	Janis Way Digout, Overlay, Sidewalk, Bike Lanes	Measure D	*$-*	$250,000	$-	$-	$-	$-
21	A	Scotts Valley Drive Crack Seal	Measure D	*$-*	$75,000	$-	$-	$-	$-
22	A	Glenwood Drive Street Improvements, Bike Lanes1	Measure D	*$-*	$-	$100,000	$-	$-	$-
23	A	Mt. Hermon Road Pavement Maintenance	Measure D	*$-*	$-	$-	$200,000	$-	$-
24	A	Bean Creek Road Pavement Rehab - Phase 2	Measure D	*$-*	$-	$-	$-	$100,000	$500,000
25	A	Lockwood Lane Street Improvements	Measure D	*$-*	$-	$-	$-	$100,000	$-
26	C	Active Transportation Plan	Unfunded						
NEW	*B*	*PG&E Rule 20A Utility Undergrounding*	*Rule 20A*	*$-*					*$1,261,345*
NEW	*A*	*Annual Citywide Street Striping and Signage[1]*	*CIP*	*$-*	*$100,000*	*$50,000*	*$50,000*	*$50,000*	*$50,000*
NEW	*A*	*Granite Creek Overcrossing Improvements[1]*	*RSTPX/GT/CIP*	*$-*	*$608,800*	*$-*	*$-*	*$-*	*$-*
		Transportation TOTAL		***$1,339,100***	**$2,424,800**	**$491,000**	**$591,000**	**$591,000**	**$2,152,345**
Storm Drains									
27	A	Storm Drain Trash Capture System	CIP	*$125,000*	$125,000	$125,000	$218,800	$125,000	$-
28	B	Storm Drain Master Plan Update	SD DIF	*$25,000*	$25,000	$75,000	$-	$-	$-
29	B	Pinecone Drive Draining Improvements	CIP	*$105,000*	$200,000	$-	$-	$-	$-
30	B	Sunridge Drive Stormwater Repair	CIP	*$62,500*	$362,500	$-	$-	$-	$-
		Storm Drains TOTAL		***$317,500***	**$712,500**	**$200,000**	**$218,800**	**$125,000**	**$-**
Parks									
31	A	Parks ADA Improvements - Phase 1	Lennar	*$116,300*	$116,300	$-	$-	$-	$-
32	A	Parks ADA Improvements - Phase 2	Lennar	*$-*		$104,200	$-	$-	$-
33	A	Senior Center ADA Improvements - Phase 2	CIP	*$-*	$74,000	$-	$-	$-	$-
36	B	Parks System Master Plan	Parks DIF	*$-*	$100,000	$-	$-	$-	$-
37	A	Skypark Play Structure Equipment	P68, CIP	*$223,000*	$260,000	$-	$757,000	$-	$-

38	C	Hocus Pocus Park Play Structure Equipment	Parks DIF	*$-*	$-	$-	$-	$520,000	$-
39	A	Brook Knoll and Vine Hill Childcare Facilities	Federal	*$-*	$1,400,000	$1,400,000	$-	$-	$-
40	C	Skypark Tennis Area Improvements	Parks DIF, Lennar	*$50,000*	$50,000		$-	$-	$-
NEW	*B*	*Hocus Pocus - Electrical and LIghting Repairs*	*CIP*	*$-*	*$-*	*$75,000*	*$-*	*$-*	*$-*
NEW	*B*	*Hocus Pocus - Basketball Court Resurfacing*	*CIP*	*$-*	*$-*	*$-*	*$50,000*	*$-*	*$-*
NEW	*B*	*Skatepark - Fence Replacement*	*CIP*	*$-*	*$-*	*$-*	*$-*	*$55,000*	*$-*
NEW	*B*	*MacDorsa Park - Irrigation System Replacement*	*CIP*	*$-*	*$-*	*$-*	*$-*	*$-*	*$80,000*
NEW	*B*	*MacDorsa Park - Play Structure Replacement*	*CIP*	*$-*	*$-*	*$-*	*$-*	*$-*	*$75,000*
NEW	*B*	*Skypark - Painting (Bldgs, gazebos, BBQ)*	*CIP*	*$-*	*$-*	*$55,000*	*$-*	*$-*	*$-*
NEW	*B*	*Siltanen Park - Bleacher Upgrades / Replacements*	*CIP*	*$-*	*$-*	*$-*	*$50,000*	*$-*	*$-*
NEW	*B*	*Siltanen Park - Softball Fencing and Netting Replacement*	*CIP*	*$-*	*$-*	*$50,000*	*$-*	*$-*	*$-*
NEW	*A*	*Siltanen Park Irrigation System Replacement*	*GF*	*$-*	*$255,000*	*$-*	*$-*	*$-*	*$-*
			Parks TOTAL	***$389,300***	**$2,255,300**	**$1,684,200**	**$857,000**	**$575,000**	**$155,000**

General Facilities									
42	A	HVAC Replacement at City Hall	GF	*$300,000*	$300,000	$-	$-	$-	$-
43	A	City Facility ADA Improvements - Phase 1	CIP	*$48,400*	$73,400	$-	$-	$-	$-
44	A	City Facility ADA Improvements - Phase 2	CIP	*$-*	$-	$147,200	$-	$-	$-
46	A	Public Works Facility Improvements	ARPA/CIP	*$805,000*	$1,250,000	$-	$-	$-	$-
47	C	Public Works Quonset Hut Replacement	CIP	*$-*	$-	$318,000	$-	$-	$-
48	C	Public Works Equipment Storage Building Replacement	CIP	*$-*	$-	$-	$196,200	$-	$-
NEW	*A*	*City Hall Roof Replacement*	*CIP*	*$-*	*$285,000*	*$-*	*$-*	*$-*	*$-*
NEW	*A*	*City Facilities Condition Assessment*	*CIP*	*$-*	*$75,000*	*$-*	*$-*	*$-*	*$-*

NEW	*A*	*City Hall / Police Department Generator Replacement*	*CIP*	*$-*	*$-*	*$175,000*	*$-*	*$-*	*$-*
			General Facilities TOTAL	***$1,153,400***	***$1,983,400***	***$640,200***	***$196,200***	***$-***	***$-***
Police									
49	A	Police Department Locker Room	Police DIF	*$93,000*	$125,000	$-	$-	$-	$-
50	C	Police Department Armory	Police DIF	*$-*	$70,000	$-	$-	$-	$-
NEW	*A*	*Police Department Fitness Facility Upgrades*	*CIP*	*$-*	*$30,000*	*$-*	*$-*	*$-*	*$-*
NEW	*A*	*Universal Power Supply*	*Police DIF*	*$-*	*$50,000*	*$-*	*$-*	*$-*	*$-*
			Police TOTAL	***$93,000***	***$275,000***	***$-***	***$-***	***$-***	***$-***
Information Technology									
51	A	Citywide Network Infrastructure Upgrades	ARPA	*$185,000*	$250,000	$-	$-	$-	$-
NEW	*A*	*Finance ERP System Upgrade*	*ARPA*	*$-*	*$400,000*	*$-*	*$-*	*$-*	*$-*
NEW	*A*	*Computerized Maintenance Mgmt Software*	*CIP*	*$-*	*$250,000*	*$-*	*$-*	*$-*	*$-*
			Information Technology TOTAL	***$185,000***	**$900,000**	**$-**	**$-**	**$-**	**$-**
			GRAND TOTAL	***$4,292,300***	***$11,531,000***	***$4,740,400***	***$3,373,000***	***$2,361,000***	***$8,037,345***

NOTES:

[1] Addresses some projects listed in the Active Transportation Plan

[2] Assumes City utilizes debt as discussed in Wastewater Rate Study

RESOLUTION NO.

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SCOTTS VALLEY RECOMMENDING THE CITY COUNCIL ADOPT THE FY 2022-23 CAPITAL IMPROVEMENT PROGRAM

WHEREAS, the Public Works Department of the City of Scotts Valley has prepared the Capital Improvement Program plan for the City of Scotts Valley for FY 2022-23 to 2026-27; and

WHEREAS, on June 9, 2022 the Planning Commission reviewed the proposed Capital Improvement Program for conformity with the adopted 1994 General Plan, as required by State law.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF SCOTTS VALLEY hereby finds the proposed FY 2022-23 Capital Improvement Program for the City of Scotts Valley conforms to the adopted 1994 General Plan goals, policies and programs, as described, and recommends the City Council adopt the FY 2022-23 Capital Improvement Program.

The above and foregoing resolution was duly adopted by the Planning Commission of the City of Scotts Valley at a regular meeting held on the 9th of June, 2022 by the following votes:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____

Lori Gentile, Chair

_____

Taylor Bateman, Community Development Director