County of Santa Cruz

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CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)
INITIAL STUDY/ENVIRONMENTAL CHECKLIST

Date: October 19, 2021 **Application Number:** 201003

Project Name: **Seacliff Village Hotel** **Staff Planner:** Randall Adams

I. OVERVIEW AND ENVIRONMENTAL DETERMINATION

APPLICANT: Prakash Patel **APN(s):** 042-022-12

OWNER: Prakash Patel **SUPERVISORIAL DISTRICT:** 2

PROJECT LOCATION: Property located at the northeast corner of North Ave. and Broadway in Seacliff (at 270 North Ave.) within the community of Seacliff Village in unincorporated Santa Cruz County (Figure 1). Santa Cruz County is bounded on the north by San Mateo County, on the south by Monterey and San Benito counties, on the east by Santa Clara County, and on the south and west by the Monterey Bay and the Pacific Ocean.

SUMMARY PROJECT DESCRIPTION:

Proposal to construct a three story, 19 room hotel and to construct associated improvements.

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

- ☐ Aesthetics and Visual Resources
- ☐ Agriculture and Forestry Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Energy
- ☒ Geology and Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards and Hazardous Materials
- ☐ Hydrology/Water Supply/Water Quality
- ☐ Land Use and Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population and Housing
- ☐ Public Services
- ☐ Recreation
- ☒ Transportation
- ☐ Tribal Cultural Resources
- ☐ Utilities and Service Systems
- ☐ Wildfire
- ☐ Mandatory Findings of Significance

DISCRETIONARY APPROVAL(S) BEING CONSIDERED:

- ☐ General Plan Amendment
- ☐ Land Division
- ☐ Rezoning
- ☐ Development Permit
- ☐ Sewer Connection Permit
- ☒ Coastal Development Permit
- ☐ Grading Permit
- ☐ Riparian Exception
- ☐ LAFCO Annexation
- ☒ Commercial Development Permit

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (e.g., permits, financing approval, or participation agreement):

Permit Type/Action	Agency

CONSULTATION WITH NATIVE AMERICAN TRIBES: *Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?*

No California Native American tribes traditionally and culturally affiliated with the area of Santa Cruz County have requested consultation pursuant to Public Resources Code section 21080.3.1.

DETERMINATION:

On the basis of this initial evaluation:

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

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

MATT JOHNSTON, Environmental Coordinator

10/20/21
Date

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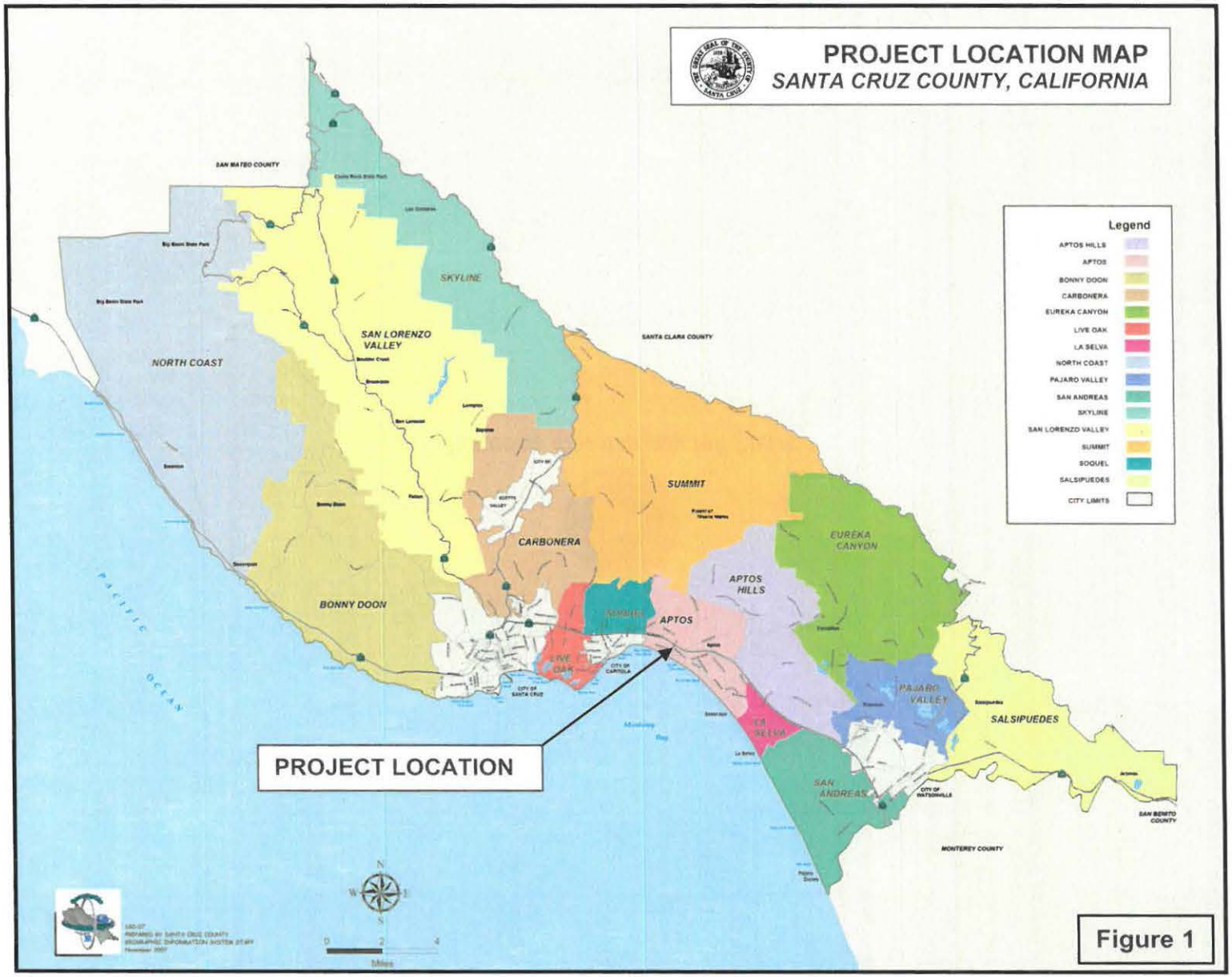
PROJECT LOCATION MAP
SANTA CRUZ COUNTY, CALIFORNIA
Legend
APTOS HILLS
APTOS
BONNY DOON
CARBONERA
EUREKA CANYON
LIVE OAK
LA SELVA
NORTH COAST
PAJARO VALLEY
SAN ANDREAS
SKYLINE
SAN LORENZO VALLEY
SUMMIT
SOQUEL
SALSIPUEDES
CITY LIMITS
SAN MATEO COUNTY
SANTA CLARA COUNTY
MONTEREY COUNTY
SAN BENITO COUNTY
SKYLINE
SAN LORENZO VALLEY
NORTH COAST
SUMMIT
CARBONERA
EUREKA CANYON
APTOS HILLS
APTOS
BONNY DOON
LIVE OAK
PAJARO VALLEY
SALSIPUEDES
LA SELVA
SAN ANDREAS
PACIFIC OCEAN
PROJECT LOCATION
Figure 1

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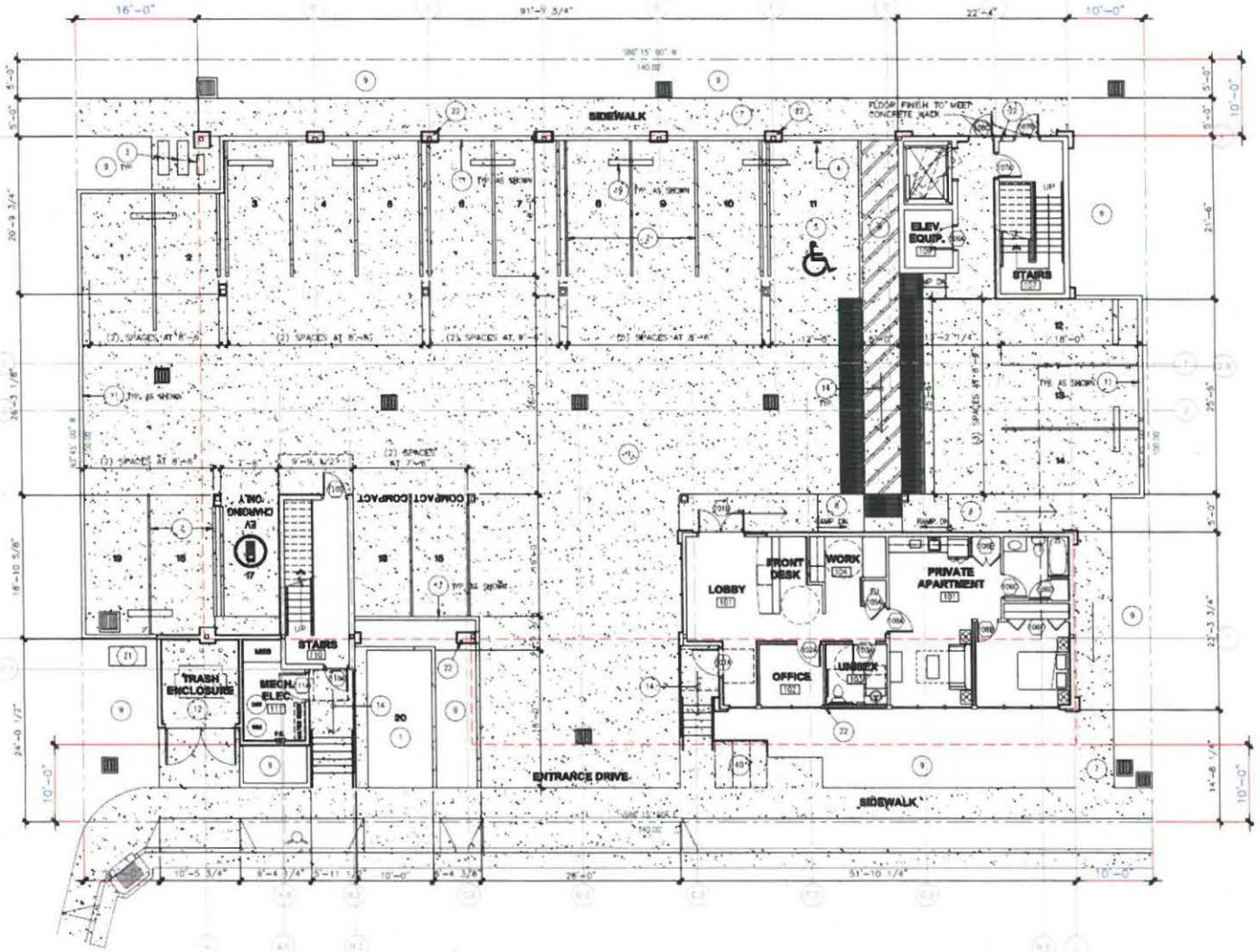

Project Site Plan

Figure 2

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II. BACKGROUND INFORMATION

EXISTING SITE CONDITIONS:

Parcel Size (acres): 14,000 square feet
Existing Land Use: Vacant
Vegetation: Vacant/disturbed
Slope in area affected by project: ☒ 0 - 30% ☐ 31 – 100% ☐ N/A
Nearby Watercourse: Aptos Creek
Distance To: 1,700 feet

ENVIRONMENTAL RESOURCES AND CONSTRAINTS:

Water Supply Watershed:	Not mapped	Fault Zone:	Not mapped
Groundwater Recharge:	Not mapped	Scenic Corridor:	Not mapped
Timber or Mineral:	Not mapped	Historic:	Not mapped
Agricultural Resource:	Not mapped	Archaeology:	Not mapped
Biologically Sensitive Habitat:	Not mapped	Noise Constraint:	Not mapped
Fire Hazard:	Not mapped	Electric Power Lines:	N/A
Floodplain:	Not mapped	Solar Access:	Available
Erosion:	Not mapped	Solar Orientation:	Level
Landslide:	Not mapped	Hazardous Materials:	N/A
Liquefaction:	Low Potential	Other:	

SERVICES:

Fire Protection: Aptos/La Selva FPD
School District: PVUSD
Sewage Disposal: Santa Cruz County Sanitation District
Drainage District: Zone 6
Project Access: Broadway & North Ave.
Water Supply: Soquel Creek Water District

PLANNING POLICIES:

Zone District: VA (Visitor Accommodations)
General Plan: C-V (Visitor Accommodations)
Special Designation: Site 4-B Seacliff Village Plan

Urban Services Line: ☒ Inside ☐ Outside
Coastal Zone: ☒ Inside ☐ Outside

ENVIRONMENTAL SETTING AND SURROUNDING LAND USES:

Natural Environment

Santa Cruz County is uniquely situated along the northern end of Monterey Bay approximately 55 miles south of the City of San Francisco along the Central Coast. The Pacific Ocean and Monterey Bay to the west and south, the mountains inland, and the prime agricultural lands along both the northern and southern coast of the county create limitations on the style and amount of building that can take place. Simultaneously, these natural features create an environment that attracts both visitors and new residents every year. The natural landscape provides the basic features that set Santa Cruz apart from the surrounding counties and require specific accommodations to ensure building is done in a safe, responsible, and environmentally respectful manner.

The California Coastal Zone affects nearly one third of the land in the urbanized area of the unincorporated County with special restrictions, regulations, and processing procedures required for development within that area. Steep hillsides require extensive review and engineering to ensure that slopes remain stable, buildings are safe, and water quality is not impacted by increased erosion. The farmland in Santa Cruz County is among the best in the world, and the agriculture industry is a primary economic generator for the County. Preserving this industry in the face of population growth requires that soils best suited to commercial agriculture remain active in crop production rather than converting to other land uses.

PROJECT BACKGROUND:

The subject property is located on the north side of North Avenue in the Seacliff Village and is currently vacant. Single family residential development is located to the east and the railroad right of way is located to the north. Mobile home parks are located to the west and south, with multi-family residential development located to the southeast. The roadways leading to the property (Broadway and North Avenue) are not currently maintained. The eastern side of Broadway serves as an informal parking area for the surrounding parcels.

The proposal is located within the area covered by the Seacliff Village Plan (SVP) and is designated as Site 4-b in the SVP. The site is designated for Type A (hotel/bed and breakfast) visitor accommodations uses, consistent with the Visitor Accommodations (VA) zone district and (C-V) General Plan land use designation.

A prior proposal for a three story 12 room hotel with a restaurant and gymnasium (Coastal and Commercial Development Permit 07-0002) was approved on the project site in 2009. The approval included amendments to the requirements for development of Site 4-b in the SVP. These amendments modified limitations on the types of commercial uses allowed on the site and removed restrictions on the maximum height and architectural design of the proposed hotel building. Although the development permit was not exercised, and has since expired,

the amendments to the SVP approved under 07-0002 remain in effect for Site 4-b of the Seacliff Village Plan.

DETAILED PROJECT DESCRIPTION:

This application is a proposal to construct a 3 story, 19 room hotel on a parcel approximately 14,000 square feet in area. (Attachment 1) The hotel rooms will be located on the second and third floors, with a small lobby, office, and managers apartment on the first floor. A common breakfast area, pantry, and laundry facilities would be located on the second floor. An uncovered deck is proposed on the roof, above the third floor, which would be set back from the roof edges while allowing ocean views from the deck area.

The access to the project would be from Broadway to the south of the subject property and North Avenue which fronts the property on the south side of the parcel. Existing pavement conditions along Broadway are in poor condition. Access improvements along Broadway would include improving the pavement surface and constructing a sidewalk along the west side of the roadway. The North Avenue right of way would also be improved with sidewalk on the norths side where it fronts the subject property. An exception to the County Design Criteria will be required for the proposed improvements, due to the lack of full improvements on both sides of the street for Broadway and North Avenue. The parking area would be located on the ground floor and would be accessed from North Avenue. 20 parking spaces are proposed, including one accessible parking space.

Grading will be required to prepare the site for development and to ensure that the site is properly drained. Grading volumes for the proposed building and parking area would be approximately 34 cubic yards (cut) and 355 cubic yards (fill), with 321 cubic yards to be imported to the site. Storm water drainage would be captured and treated on site in an underground retention/detention chamber. A new drainage line is proposed off site within the Broadway right of way to connect to existing subsurface storm drains located in Center Avenue. Utilities trenching and roadway grading is proposed to install road improvements within the Broadway and North Avenue rights of way.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

III. ENVIRONMENTAL REVIEW CHECKLIST

A. AESTHETICS AND VISUAL RESOURCES

Except as provided in Public Resources Code section 21099, would the project:

1.	*Have a substantial adverse effect on a scenic vista?*	☐	☐	☒	☐

Discussion: The subject property is not located within a mapped scenic resource area. Additionally, the property is not visible from any public beach, designated scenic roadway, park, or other significant viewpoint.

The project would not directly impact any public scenic resources, as designated in the County's General Plan (1994) or obstruct any public views of these visual resources. No impact is anticipated.

2.	*Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*	☐	☐	☐	☒

Discussion: The project site is not located along a designated state scenic highway, a County-designated scenic road, public viewshed area, scenic corridor, or scenic resource area. Therefore, no impact is anticipated.

3.	*Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*	☐	☐	☒	☐

Discussion: The existing visual character setting is a vacant parcel within an urbanized area. The project is designed as an infill project within the Seacliff Village to be consistent with County Code sections that regulate height, bulk, density, setback, landscaping, and design of new structures in the County, including the Seacliff Village Plan and County Code Chapter 13.11, Site, Architectural and Landscape Design Review.

4.	*Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*	☐	☐	☒	☐

Discussion: The project would create an incremental increase in night lighting. However, this increase would be small, and would be similar in character to the lighting associated with the surrounding existing uses.

B. AGRICULTURE AND FORESTRY RESOURCES

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

1.	*Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*	☐	☐	☐	☒

Discussion: The project site does not contain any lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. In addition, the project does not contain Farmland of Local Importance. Therefore, no Prime Farmland, Unique Farmland, Farmland of Statewide or Farmland of Local Importance would be converted to a non-agricultural use. No impact would occur from project implementation.

2.	*Conflict with existing zoning for agricultural use, or a Williamson Act contract?*	☐	☐	☐	☒

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

3.	*Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section*	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

Discussion: The project is not located near land designated as Timber Resource. Therefore, the project would not affect the resource or access to harvest the resource in the future. The timber resource may only be harvested in accordance with California Department of Forestry timber harvest rules and regulations.

4. *Result in the loss of forest land or conversion of forest land to non-forest use?*	☐	☐	☐	☒

Discussion: No forest land occurs on the project site or in the immediate vicinity. See discussion under B-3 above. No impact is anticipated.

5. *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*	☐	☐	☐	☒

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

C. AIR QUALITY

The significance criteria established by the Monterey Bay Air Resources District (MBARD)[1] has been relied upon to make the following determinations. Would the project:

1. *Conflict with or obstruct implementation of the applicable air quality plan?*	☐	☐	☒	☐

[1] Formerly known as the Monterey Bay Unified Air Pollution Control District (MBUAPCD).

Discussion: The project would not conflict with or obstruct any long-range air quality plans of the MBARD. Because general construction activity related emissions (i.e., temporary sources) are accounted for in the emission inventories included in the air quality plans, impacts to air quality plan objectives are less than significant.

General estimated basin-wide construction-related emissions are included in the MBARD emission inventory (which, in part, form the basis for the air quality plans cited below) and are not expected to prevent long-term attainment or maintenance of the ozone and particulate matter standards within the North Central Coast Air Basin (NCCAB). Therefore, temporary construction impacts related to air quality plans for these pollutants from the project would be less than significant, and no mitigation would be required, since they are presently estimated and accounted for in the District's emission inventory, as described below. No stationary sources would be constructed that would be long-term permanent sources of emissions.

The project would result in new long-term operational emissions from vehicle trips (mobile emissions), the use of natural gas (energy source emissions), and consumer products, architectural coatings, and landscape maintenance equipment (area source emissions). Mobile source emissions constitute most operational emissions from this type of land use development project. However, emissions associated with buildout of this type of project is not expected to exceed any applicable MBARD thresholds. No stationary sources would be constructed that would be long-term permanent sources of emissions. Therefore, impacts to regional air quality as a result of long-term operation of the project would be less than significant.

Santa Cruz County is located within the NCCAB. The NCCAB does not meet state standards for ozone (reactive organic gases [ROGs] and nitrogen oxides [NOx]) and fine particulate matter (PM_{10}). Therefore, the regional pollutants of concern that would be emitted by the project are ozone precursors and PM_{10}.

The primary sources of ROG within the air basin are on- and off-road motor vehicles, petroleum production and marketing, solvent evaporation, and prescribed burning. The primary sources of NOx are on- and off-road motor vehicles, stationary source fuel combustion, and industrial processes. In 2010, daily emissions of ROGs were estimated at 63 tons per day. Of this, area-wide sources represented 49%, mobile sources represented 36%, and stationary sources represented 15%. Daily emissions of NOx were estimated at 54 tons per day with 69% from mobile sources, 22% from stationary sources, and 9% from area-wide sources. In addition, the region is "NOx sensitive," meaning that ozone formation due to local emissions is more limited by the availability of NOx as opposed to the availability of ROGs (MBUAPCD, 2013b).

PM_{10} is the other major pollutant of concern for the NCCAB. In the NCCAB, highest particulate levels and most frequent violations occur in the coastal corridor. In this area, fugitive dust from various geological and man-made sources combines to exceed the standard. The majority of NCCAB exceedances occur at coastal sites, where sea salt is often the main factor causing exceedance. In 2005 daily emissions of PM_{10} were estimated at 102 tons per day. Of this, entrained road dust represented 35% of all PM_{10} emission, windblown dust 20%, agricultural tilling operations 15%, waste burning 17%, construction 4%, and mobile sources, industrial processes, and other sources made up 9% (MBUAPCD, 2008).

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

Project construction may result in a short term, localized decrease in air quality due to generation of PM_{10}. However, standard dust control best management practices (BMPs), such as periodic watering, would be implemented during construction to avoid significant air quality impacts from the generation of PM_{10}.

2. *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*	☐	☐	☒	☐

Discussion: The primary pollutants of concern for the NCCAB are ozone and PM_{10}, as those are the pollutants for which the district is in nonattainment. Project construction would have a limited and temporary potential to contribute to existing violations of California air quality standards for ozone and PM_{10} primarily through diesel engine exhaust and fugitive dust. The criteria for assessing cumulative impacts on localized air quality are the same as those for assessing individual project impacts. Projects that do not exceed MBARD's construction or operational thresholds and are consistent with the AQMP would not have cumulatively considerable impacts on regional air quality (MBARD, 2008). Because the project would not exceed MBARD's thresholds and is consistent with the AQMP, there would not be cumulative impacts on regional air quality.

3. *Expose sensitive receptors to substantial pollutant concentrations?*	☐	☐	☒	☐

Discussion: The project site is located within the urban services line and is surrounded by existing residential development.

The proposed hotel project would not generate substantial pollutant concentrations. Emissions from construction activities represent temporary impacts that are typically short in duration. Impacts to sensitive receptors would be less than significant.

The proposed project is below the threshold to require a traffic impact study as indicated in the traffic memo prepared by Keith Higgins, dated June 3, 2021 (Attachment 2).

The project would not be expected to expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant.

4. *Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*	☐	☐	☒	☐

Discussion: Land uses typically producing objectionable odors include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses that would be associated with objectionable odors. Odor emissions from the proposed project would be limited to odors associated with vehicle and engine exhaust and idling from cars entering, parking, and exiting the facility. The project does not include any known sources of objectionable odors associated with the long-term operations phase.

During construction activities, only short-term, temporary odors from vehicle exhaust and construction equipment engines would occur. California ultralow sulfur diesel fuel with a maximum sulfur content of 15 ppm by weight would be used in all diesel-powered equipment, which minimizes emissions of sulfurous gases (sulfur dioxide, hydrogen sulfide, carbon disulfide, and carbonyl sulfide). As the project site is in a coastal area that contains coastal breezes off of the Monterey Bay, construction-related odors would disperse and dissipate and would not cause substantial odors. Construction-related odors would be short-term and would cease upon completion. Therefore, no objectionable odors are anticipated from construction activities associated with the project.

The project would not create objectionable odors affecting a substantial number of people; therefore, the project is not expected to result in significant impacts related to objectionable odors during construction or operation.

D. BIOLOGICAL RESOURCES

Would the project:

1. *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations,*	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

or by the California Department of Fish and Wildlife, or U.S. Fish and Wildlife Service?

Discussion: Habitat for Special Status Species does not occur on the project site. A query was conducted of the California Natural Diversity Database (CNDDB), maintained by the California Department of Fish and Wildlife, and there are no records of special status plant or animal species within the project site or in the vicinity of the project parcel. No special status species have been observed in the project area.

2. *Have a substantial adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations (e.g., wetland, native grassland, special forests, intertidal zone, etc.) or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*	☐	☐	☒	☐

Discussion: There is no mapped or designated riparian habitat or other sensitive natural community on or adjacent to the project site.

3. *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*	☐	☐	☒	☐

Discussion: There are no mapped or designated federally protected wetlands on or adjacent to the project site. Therefore, no impacts would occur from project implementation.

4. *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*	☐	☐	☒	☐

Discussion: The project does not involve any activities that would interfere with the movements or migrations of fish or wildlife or impede use of a known wildlife nursery site.

5. *Conflict with any local policies or ordinances protecting biological resources (such as the Sensitive Habitat Ordinance, Riparian and Wetland Protection*	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Ordinance, and the Significant Tree Protection Ordinance)?				

Discussion: The project would not conflict with any local policies or ordinances.

6. *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*	☐	☐	☒	☐

Discussion: The project would not conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impact would occur.

E. CULTURAL RESOURCES

Would the project:

1. *Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?*	☐	☐	☐	☒

Discussion: The existing vacant property is not designated as a historic resource on any federal, state or local inventory. As a result, no impacts to historical resources would occur from project implementation.

2. *Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?*	☐	☐	☒	☐

Discussion: No archaeological resources have been identified in the project area. Pursuant to SCCC section 16.40.040, if at any time in the preparation for or process of excavating or otherwise disturbing the ground, or any artifact or other evidence of a Native American cultural site which reasonably appears to exceed 100 years of age are discovered, the responsible persons shall immediately cease and desist from all further site excavation and comply with the notification procedures given in SCCC Chapter 16.40.040.

3. *Disturb any human remains, including those interred outside of dedicated cemeteries?*	☐	☐	☒	☐

Discussion: Impacts are expected to be less than significant. However, pursuant to section 16.40.040 of the SCCC, and California Health and Safety Code sections 7050.5-7054, if at any

time during site preparation, excavation, or other ground disturbance associated with this project, human remains are discovered, the responsible persons shall immediately cease and desist from all further site excavation and notify the Sheriff-Coroner and the Planning Director. If the coroner determines that the remains are not of recent origin, a full archaeological report shall be prepared, and representatives of local Native American Indian groups shall be contacted. If it is determined that the remains are Native American, the Native American Heritage Commission will be notified as required by law. The Commission will designate a Most Likely Descendant who will be authorized to provide recommendations for management of the Native American human remains. Pursuant to Public Resources Code section 5097, the descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. Disturbance shall not resume until the significance of the resource is determined and appropriate mitigations to preserve the resource on the site are established.

F. ENERGY

Would the project:

1.	*Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*	☐	☐	☒	☐

Discussion: The project, like all development, would be responsible for an incremental increase in the consumption of energy resources during demolition, site grading, and construction due to onsite construction equipment and materials processing. All project construction equipment would be required to comply with the California Air Resources Board (CARB) emissions requirements for construction equipment, which includes measures to reduce fuel-consumption, such as imposing limits on idling and requiring older engines and equipment to be retired, replaced, or repowered. In addition, the project would comply with General Plan policy 8.2.2, which requires all new development to be sited and designed to minimize site disturbance and grading. As a result, impacts associated with the small temporary increase in consumption of fuel during construction are expected to be less than significant.

The proposed project is below the threshold to require a traffic impact study as indicated in the traffic memo prepared by Keith Higgins, dated June 3, 2021 (Attachment 2).

In addition, the County has strategies to help reduce energy consumption and greenhouse gas (GHG) emissions. These strategies included in the *County of Santa Cruz Climate Action Strategy* (County of Santa Cruz, 2013) are outlined below.

Strategies for the Reduction of Energy Use and GHG Emissions

- Develop a Community Choice Aggregation (CCA) Program, if feasible.[2]
- Increase energy efficiency in new and existing buildings and facilities.
- Enhance and expand the Green Business Program.
- Increase local renewable energy generation.
- Public education about climate change and impacts of individual actions.
- Continue to improve the Green Building Program by exceeding the minimum standards of the state green building code (Cal Green).
- Form partnerships and cooperative agreements among local governments, educational institutions, nongovernmental organizations, and private businesses as a cost-effective way to facilitate mitigation and adaptation.
- Reduce energy use for water supply through water conservation strategies.

Strategies for the Reduction of Energy Consumption and GHG Emissions from Transportation

- Reduce vehicle miles traveled (VMT) through County and regional long-range planning efforts.
- Increase bicycle ridership and walking through incentive programs and investment in bicycle and pedestrian infrastructure and safety programs.
- Provide infrastructure to support zero and low emissions vehicles (plug in, hybrid plug-in vehicles).
- Increase employee use of alternative commute modes: bus transit, walking, bicycling, carpooling, etc.
- Increase the number of electric and alternative fuels vehicles in the County fleet.

Therefore, the project will not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impacts are expected to be less than significant.

2.	*Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*	☐	☐	☒	☐

Discussion: AMBAG's 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) recommends policies that achieve statewide goals established by CARB, the California Transportation Plan 2040, and other transportation-related policies and state

[2] Monterey Bay Community Power (MBCP) was formed in 2017 to provide carbon-free electricity. All Pacific Gas & Electric Company (PG&E) customers in unincorporated Santa Cruz County were automatically enrolled in the MBCP in 2018.

senate bills. The SCS element of the MTP targets transportation-related greenhouse gas (GHG) emissions in particular, which can also serve to address energy use by coordinating land use and transportation planning decisions to create a more energy efficient transportation system.

The Santa Cruz County Regional Transportation Commission (SCCRTC) prepares a County-specific regional transportation plan (RTP) in conformance with the latest AMBAG MTP/SCS. The 2040 RTP establishes targets to implement statewide policies at the local level, such as reducing vehicle miles traveled and improving speed consistency to reduce fuel consumption.

In 2013, Santa Cruz County adopted a Climate Action Strategy (CAS) focused on reducing the emission of greenhouse gases, which is dependent on increasing energy efficiency and the use of renewable energy. The strategy intends to reduce energy consumption and greenhouse gas emissions by implementing a number of measures such as reducing vehicle miles traveled through County and regional long-range planning efforts, increasing energy efficiency in new and existing buildings and facilities, increasing local renewable energy generation, improving the Green Building Program by exceeding minimum state standards, reducing energy use for water supply through water conservation strategies, and providing infrastructure to support zero and low emission vehicles that reduce gasoline and diesel consumption, such as plug in electric and hybrid plug in vehicles.

In addition, the Santa Cruz County General Plan has historically placed a priority on "smart growth" by focusing growth in the urban areas through the creation and maintenance of an urban services line. Objective 2.1 (Urban/Rural Distinction) directs most residential development to the urban areas, limits growth, supports compact development, and helps reduce sprawl. The Circulation Element of the General Plan further establishes a more efficient transportation system through goals that promote the wise use of energy resources, reducing vehicle miles traveled, and transit and active transportation options.

Energy efficiency is a major priority throughout the County's General Plan. Measure C was adopted by the voters of Santa Cruz County in 1990 and explicitly established energy conservation as one of the County's objectives. The initiative was implemented by Objective 5.17 (Energy Conservation) and includes policies that support energy efficiency, conservation, and encourage the development of renewable energy resources. Goal 6 of the Housing Element also promotes energy efficient building code standards for residential structures constructed in the County.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

The project will be consistent with the AMBAG 2040 MTP/SCS and the SCCRTC 2040 RTP. The project would also be required to comply with the Santa Cruz County General Plan and any implemented policies and programs established through the CAS. In addition, the project design would be required to comply with CALGreen, the state of California's green building code, to meet all mandatory energy efficiency standards. Therefore, the project would not conflict with or obstruct any state or local plan for renewable energy or energy efficiency.

G. GEOLOGY AND SOILS

Would the project:

1.	*Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*				
	A. *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*	☐	☐	☒	☐
	B. *Strong seismic ground shaking?*	☐	☐	☒	☐
	C. *Seismic-related ground failure, including liquefaction?*	☐	☐	☒	☐
	D. *Landslides?*	☐	☐	☒	☐

Discussion (A through D): All of Santa Cruz County is subject to some hazard from earthquakes, and there are several faults within the County. While the San Andreas fault is larger and considered more active, each fault is capable of generating moderate to severe ground shaking from a major earthquake. Consequently, large earthquakes can be expected in the future. The October 17, 1989 Loma Prieta earthquake (magnitude 7.1) was the second largest earthquake in central California history.

The project site is located outside of the limits of the State Alquist-Priolo Special Studies Zone or any County-mapped fault zone (County of Santa Cruz GIS Mapping, California Division of Mines and Geology, 2001). The project site is located approximately 6.6 mile(s) southwest of

the San Andreas fault zone, and approximately 4.3 mile(s) southwest of the Zayante fault zone. A geotechnical investigation for the project was performed by Quantum Geotechnical Inc., dated September 10, 2019 (Attachment 3). The report concluded that seismic shaking and potential liquefaction can be managed through proper structure and foundation design. The report has been reviewed and accepted by Environmental Planning staff (Attachment 4). Therefore, impacts associated with geologic hazards will be less than significant.

2. *Result in substantial soil erosion or the loss of topsoil?*	☐	☐	☒	☐

Discussion: Some potential for erosion exists during the construction phase of the project, however, this potential is minimal because the site is relatively level and standard erosion controls are a required condition of the project. Prior to approval of a grading or building permit, the project must have an approved stormwater pollution control plan (SCCC Section 7.79.100), which would specify detailed erosion and sedimentation control measures. The plan would include provisions for disturbed areas to be planted with ground cover and to be maintained to minimize surface erosion. Impacts from soil erosion or loss of topsoil would be considered less than significant.

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?*	☐	☐	☒	☐

Discussion: The geotechnical and/or geologic report(s) cited above (see discussion under G-1) states that potential for liquefaction can be managed through proper foundation design and the report did not identify a significant potential for damage caused by any of the other noted hazards.

4. *Be located on expansive soil, as defined in section 1803.5.3 of the California Building Code (2016), creating substantial direct or indirect risks to life or property?*	☐	☐	☒	☐

Discussion: The geotechnical report for the project did not identify any elevated direct or indirect risks associated with expansive soils. Therefore, no impact is anticipated.

5. *Have soils incapable of adequately supporting the use of septic tanks, leach fields, or alternative waste water disposal*	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

systems where sewers are not available for the disposal of waste water?

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

6. *Directly or indirectly destroy a unique paleontological resource or site of unique geologic feature?*	☐	☐	☒	☐

Discussion: No unique paleontological resources or sites or unique geologic features are known to occur in the vicinity of the project. A query was conducted of the mapping of identified geologic/paleontological resources maintained by the County of Santa Cruz Planning Department, and there are no records of paleontological or geological resources in the vicinity of the project parcel. No direct or indirect impacts are anticipated.

H. GREENHOUSE GAS EMISSIONS

Would the project:

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

Discussion: The project, like all development, would be responsible for an incremental increase in greenhouse gas (GHG) emissions by usage of fossil fuels during the site grading and construction. In 2013, Santa Cruz County adopted a Climate Action Strategy (CAS) intended to establish specific emission reduction goals and necessary actions to reduce greenhouse gas levels to pre-1990 levels as required under Assembly Bill (AB) 32 legislation. The strategy intends to reduce GHG emissions and energy consumption by implementing measures such as reducing vehicle miles traveled through the County and regional long-range planning efforts and increasing energy efficiency in new and existing buildings and facilities. Implementing the CAS, the MBCP was formed in 2017 to provide carbon-free electricity. All PG&E customers in unincorporated Santa Cruz County were automatically enrolled in the MBCP in 2018. All project construction equipment would be required to comply with the CARB emissions requirements for construction equipment. Further, all new buildings are required to meet the State's CalGreen building code. As a result, impacts associated with the temporary increase in GHG emissions are expected to be less than significant.

See discussion under F-2 above, regarding the Santa Cruz County Climate Action Strategy (CAS).

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
2. *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*	☐	☐	☒	☐

Discussion: See the discussion under H-1 above. No significant impacts are anticipated.

I. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

1. *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*	☐	☐	☒	☐

Discussion: The project would not create a significant hazard to the public or the environment. No routine transport or disposal of hazardous materials is proposed. However, during construction, fuel would be used for construction equipment at the project site. Best management practices would be used to ensure that no impacts would occur. Impacts are expected to be less than significant.

2. *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*	☐	☐	☒	☐

Discussion: See discussion under I-1 above. Project impacts would be considered less than significant.

3. *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*	☐	☐	☐	☒

Discussion: The Valencia Elementary School is located at 250 Aptos School Road, approximately 0.75 miles to the northeast of the project site. Although fueling of equipment is likely to occur within the staging area, BMPs to contain spills would be implemented. No impacts are anticipated.

4. *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it*	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

create a significant hazard to the public or the environment?

Discussion: The project site is not included on the December 3, 2018 list of hazardous sites in Santa Cruz County compiled pursuant to Government Code section 65962.5. No impacts are anticipated from project implementation.

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

Discussion: The project is not located within two miles of a public airport or public use airport. No impact is anticipated.

6. *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*	☐	☐	☐	☒

Discussion: The project would not conflict with implementation of the County of Santa Cruz Local Hazard Mitigation Plan 2015-2020 (County of Santa Cruz, 2020). Therefore, no impacts to an adopted emergency response plan or evacuation plan would occur from project implementation.

7. *Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*	☐	☐	☒	☐

Discussion: See discussion under Wildfire Question T-2 below. The project is not located in a State Responsibility Area, a Very High Fire Hazard Severity Zone, or a County-mapped Critical Fire Hazard Area. Additionally, the project design incorporates all applicable fire safety code requirements and includes fire protection devices as required by the local fire agency and is unlikely to exacerbate wildfire risks. Impacts would be less than significant.

J. HYDROLOGY, WATER SUPPLY, AND WATER QUALITY

Would the project:

1. *Violate any water quality standards or waste discharge requirements or*	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

otherwise substantially degrade surface or ground water quality?

Discussion: As a proposed visitor accommodations use, the project would not discharge runoff either directly or indirectly into a public or private water supply. However, runoff from this project may contain small amounts of chemicals and other household contaminants, such as pathogens, pesticides, trash, and nutrients. No commercial or industrial activities are proposed that would contribute contaminants. Potential siltation from the project would be addressed through implementation of erosion control BMPs. No water quality standards or waste discharge requirements would be violated and surface or ground water quality would not otherwise be substantially degraded. Impacts would be less than significant.

2.	*Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*	☐	☐	☒	☐

Discussion: The project would obtain water from the Soquel Creek Water District (SqCWD) and would not rely on private well water. Although the project would incrementally increase water demand, the SqCWD has indicated that adequate supplies are available to serve the project (Attachment 5). The project is not located in a mapped groundwater recharge area or water supply watershed and will not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Impacts would be less than significant.

See response to Question J-5 below for further discussion of sustainable groundwater management.

3.	*Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*	☐	☐	☒	☐
	A. result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
	B. substantially increase the rate or amount of surface runoff in a manner	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
which would result in flooding on- or offsite;				
C. *create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or;*	☐	☐	☒	☐
D. *impede or redirect flood flows?*	☐	☐	☒	☐

Discussion: The project will not alter the course of any stream or river and will include the construction of new subsurface drainage line from the site to the public storm drain in Center Avenue.

A drainage plan was prepared for the proposed Project. The County Department of Public Works Stormwater Management Section staff has reviewed and approved the proposed drainage plan. As a component of the proposed off-site road improvements, additional permeable surfaces will be required where feasible in conformance with the County Design Criteria. The project will not substantially alter the existing drainage pattern of the site in a manner that would result in erosion or siltation, or an increase in runoff from the site.

Drainage calculations prepared by RI Engineering Inc., dated October 28, 2020, have been reviewed for potential drainage impacts and accepted by the County Department of Public Works Stormwater Management Section staff. The calculations show that, while project improvements will increase runoff, the additional runoff from the property would be controlled through the construction of detention and retention facilities. These drainage improvements have been designed to ensure that post development runoff rates do not exceed pre-development levels. Through implementation of the project drainage plan, drainage-related impacts are anticipated to be less than significant.

4. *In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*	☐	☐	☒	☐

Discussion:

Flood Hazards:

According to the Federal Emergency Management Agency (FEMA) National Flood Insurance Rate Map, dated September 29, 2017, no portion of the project site lies within a flood hazard zone, and there would be no impact.

Tsunami and Seiche Zones:

There are two primary types of tsunami vulnerability in Santa Cruz County. The first is a teletsunami or distant source tsunami from elsewhere in the Pacific Ocean. This type of tsunami is capable of causing significant destruction in Santa Cruz County. However, this type of tsunami would usually allow time for the Tsunami Warning System for the Pacific Ocean to warn threatened coastal areas in time for evacuation (County of Santa Cruz 2010).

A greater risk to the County of Santa Cruz is a tsunami generated as the result of an earthquake along one of the many earthquake faults in the region. Even a moderate earthquake could cause a local source tsunami from submarine landsliding in Monterey Bay. A local source tsunami generated by an earthquake on any of the faults affecting Santa Cruz County would arrive just minutes after the initial shock. The lack of warning time from such a nearby event would result in higher causalities than if it were a distant tsunami (County of Santa Cruz 2010).

Seiches are recurrent waves oscillating back and forth in an enclosed or semi-enclosed body of water. They are typically caused by strong winds, storm fronts, or earthquakes.

The project site is located approximately 0.25 miles inland on a marine terrace elevated 110 feet above sea level and is not expected to be affected by any potential tsunamis or seiches. In addition, no impact from a mudflow is anticipated. Therefore, the impact would be less than significant.

5.	*Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*	☐	☐	☐	☒

All County water agencies are experiencing a lack of sustainable water supply due to groundwater overdraft and diminished availability of streamflow. Because of this, coordinated water resource management has been of primary concern to the County and to the various water agencies. Projects seeking approval must be consistent with numerous water management plans as described below.

The County is working closely with water agencies to implement the Sustainable Groundwater Management Act (SGMA) of 2014. There are three groundwater basins in the County that are subject to SGMA, the Santa Margarita Basin, the Santa Cruz Mid-County Basin, and the Pajaro Valley Basin. The project is located in the Mid-County water basin. In 2016, Soquel Creek Water District (SqCWD), Central Water District (CWD), County, and City of Santa Cruz adopted a Joint Powers Agreement to form the Santa Cruz Mid-County Groundwater Agency for management of the Mid-County Basin under SGMA. The Groundwater Sustainability Plan written by the Groundwater Agency was approved by the Department of Water Resources in June 2021. The Plan outlines an approach to reach sustainability by 2040 which relies on

projects including a purified recycled water and an aquifer storage and recovery project to provide additional supply to the Basin. Projects and Management Actions included in the Plan originated through the SqCWD Community Water Plan and the City of Santa Cruz Water Supply Augmentation Strategy.

As required by state law, each of the County's water agencies serving more than 3,000 connections must update their Urban Water Management Plans (UWMPs) every five years, with the most recent updates completed in 2021. This project falls within the Soquel Creek Water District service area. SqCWD is anticipating that water use through 2040 will see a modest increase from currently levels but will remain lower than levels seen in 2010. The project is also consistent with efforts by SqCWD to reduce impacts on water supply from new development. SqCWD has implemented a Water Demand Offset (WDO) Program, initiated in 2003, which allows development within the District boundaries to continue, conserving water and to avoiding further impacts to the groundwater basin. It requires new development to offset their projected water demand by funding new conservation or supply projects within the District and/or retrofitting water wasting fixtures within the District service area. The project proponents have retrofitted toilets and paid a deposit for fees to offset the new water demand from this project. SqCWD also requires all new landscaping to conform to water efficient landscaping standards to further reduce water demand from irrigated landscapes. A conditional water will-serve letter has been issued by Soquel Creek Water District. (Attachment 5)

County staff are working with the water agencies on various integrated regional water management programs to provide for sustainable water supply and protection of the environment. Effective water conservation programs have reduced overall water demand in the past 20 years, despite continuing growth. In August 2014, the Board of Supervisors and other agencies adopted the Santa Cruz Integrated Regional Water Management (IRWM) Plan Update 2014, which identifies various strategies and projects to address the current water resource challenges of the region. A Countywide Storm Water Resources Plan was created through a related effort to ensure the coordinated use of storm water as a resource.

K. IN ADDITION TO THE PLANS DESCRIBED ABOVE, THE PROJECT WILL COMPLY WITH SCCC CHAPTERS 13.13 (WATER CONSERVATION – WATER EFFICIENT LANDSCAPING), 7.69 (WATER CONSERVATION) AND 7.70 (WATER WELLS), AS WELL AS CHAPTER 7.71 (WATER SYSTEMS) SECTION 7.71.130 (WATER USE MEASUREMENT AND REPORTING).LAND USE AND PLANNING

Would the project:

1.	*Physically divide an established community?*	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

Discussion: The project does not include any element that would physically divide an established community. No impact would occur.

2.	*Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*	☐	☐	☐	☒

Discussion: The project would not cause a significant environmental impact due to a conflict with any land use plan, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. No impacts are anticipated.

L. MINERAL RESOURCES

Would the project:

1.	*Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*	☐	☐	☐	☒

Discussion: The site does not contain any known mineral resources that would be of value to the region and the residents of the state. Therefore, no impact is anticipated from project implementation.

2.	*Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*	☐	☐	☐	☒

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

M. NOISE

Would the project result in:

1.	*Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the*	☐	☐	☒	☐

local general plan or noise ordinance, or applicable standards of other agencies?

Discussion:

County of Santa Cruz General Plan

The County of Santa Cruz has not adopted noise thresholds for construction noise. The following applicable noise related policy is found in the Public Safety and Noise Element of the Santa Cruz County General Plan (Santa Cruz County 1994).

- Policy 6.9.7 Construction Noise. Require mitigation of construction noise as a condition of future project approvals.

The General Plan also contains the following table, which specifies the maximum allowable noise exposure for stationary noise sources (operational or permanent noise sources) (Table 2).

Table 2: Maximum Allowable Noise Exposure for Stationary Noise Sources[1]

	Daytime[5] (7:00 am to 10:00 pm)	Nighttime[2, 5] (10:00 pm to 7:00 am)
Hourly Leq average hourly noise level, dB[3]	50	45
Maximum Level, dB[3]	70	65
Maximum Level, dB – Impulsive Noise[4]	65	60

Notes:
1 As determined at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards may be applied to the receptor side of noise barriers or other property line noise mitigation measures.
2 Applies only where the receiving land use operates or is occupied during nighttime hours
3 Sound level measurements shall be made with "slow" meter response.
4 Sound level measurements shall be made with "fast" meter response
5 Allowable levels shall be raised to the ambient noise levels where the ambient levels exceed the allowable levels. Allowable levels shall be reduced to 5 dB if the ambient hourly Leq is at least 10 dB lower than the allowable level.
Source: County of Santa Cruz 1994

County of Santa Cruz Code

There are no County of Santa Cruz ordinances that specifically regulate construction or operational noise levels. However, Section 8.30.010 (Curfew—Offensive noise) of the SCCC contains the following language regarding noise impacts:

(A) No person shall make, cause, suffer, or permit to be made any offensive noise.

(B) "Offensive noise" means any noise which is loud, boisterous, irritating, penetrating, or unusual, or that is unreasonably distracting in any other manner such that it is likely to disturb people of ordinary sensitivities in the vicinity of such noise, and includes, but is not limited to, noise made by an individual alone or by a group of people engaged in any business, activity, meeting, gathering, game, dance, or amusement, or by any appliance, contrivance, device, tool, structure, construction, vehicle, ride, machine, implement, or instrument.

(C) The following factors shall be considered when determining whether a violation of the provisions of this section exists:

(1) Loudness (Intensity) of the Sound.

(a) Day and Evening Hours. For purposes of this factor, a noise shall be automatically considered offensive if it occurs between the hours of 8:00 a.m. and 10:00 p.m. and it is:

(i) Clearly discernible at a distance of 150 feet from the property line of the property from which it is broadcast; or

(ii) In excess of 75 decibels at the edge of the property line of the property from which the sound is broadcast, as registered on a sound measuring instrument meeting the American National Standard Institute's Standard S1.4-1971 (or more recent revision thereof) for Type 1 or Type 2 sound level meters, or an instrument which provides equivalent data.

A noise not reaching this intensity of volume may still be found to be offensive depending on consideration of the other factors outlined below.

(b) Night Hours. For purposes of this factor, a noise shall be automatically considered offensive if it occurs between the hours of 10:00 p.m. and 8:00 a.m. and it is:

(i) Clearly discernible at a distance of 100 feet from the property line of the property from which it is broadcast; or

(ii) In excess of 60 decibels at the edge of the property line of the property from which the sound is broadcast, as registered on a sound measuring instrument meeting the American National Standard Institute's Standard S1.4-1971 (or more recent revision thereof) for Type 1 or Type 2 sound level meters, or an instrument which provides equivalent data.

A noise not reaching this intensity of volume may still be found to be offensive depending on consideration of the other factors outlined below.

(2) Pitch (frequency) of the sound, e.g., very low bass or high screech;

(3) Duration of the sound;

(4) Time of day or night;

(5) Necessity of the noise, e.g., garbage collecting, street repair, permitted construction activities;

(6) The level of customary background noise, e.g., residential neighborhood, commercial zoning district, etc.; and

(7) The proximity to any building regularly used for sleeping purposes. [Ord. 5205 § 1, 2015; Ord. 4001 § 1, 1989]

Although construction activities would occur during daytime hours, noise may be audible to nearby residents. However, periods of noise exposure would be temporary. Noise from construction activity may vary substantially on a day-to-day basis.

Noise generated during project construction would increase the ambient noise levels in adjacent areas. Construction would be temporary. Given the limited duration of construction and the limited hours of construction activity, this impact is considered to be less than significant.

The project would not result in a permanent substantial increase in the ambient noise level. The noise generated by the project as a visitor accommodations use would be similar to the noise generated by the adjacent residential uses. The main source of ambient background noise in the project area is traffic noise along Center Avenue. However, the project would not result in a substantial increase in vehicular trips along Center Avenue. Impacts are expected to be less than significant.

2.	*Generation of excessive groundborne vibration or groundborne noise levels?*	☐	☐	☒	☐

Discussion: The use of construction and grading equipment would potentially generate periodic vibration in the project area. This impact would be temporary and periodic and is not expected to cause damage; therefore, impacts are not expected to be significant.

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

Discussion: The project is not in the vicinity of a private airstrip or within two miles of a public airport. Therefore, the project would not expose people residing or working in the project area. No impact is anticipated.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

N. POPULATION AND HOUSING

Would the project:

1. *Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*	☐	☐	☒	☐

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

2. *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*	☐	☐	☐	☒

Discussion: The project would not displace any existing housing. No impact would occur.

O. PUBLIC SERVICES

Would the project:

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

a. *Fire protection?*	☐	☐	☒	☐
b. *Police protection?*	☐	☐	☒	☐
c. *Schools?*	☐	☐	☒	☐
d. *Parks?*	☐	☐	☒	☐
e. *Other public facilities; including the maintenance of roads?*	☐	☐	☒	☐

Discussion (a through e):

Fire

The subject property is located in the Aptos/La Selva Fire Protection District who have reviewed and approved the proposed hotel project. No new facilities would need to be constructed as a result of this project.

Police

The subject property is located in the County of Santa Cruz Sheriff protection area. The subject property would be served by the Santa Cruz County Sheriff Department with offices located in Aptos and Live Oak. No new facilities would need to be constructed or existing services expanded as a result of this project.

Schools

The subject property is located in the Pajaro Valley School District. No new facilities would need to be constructed or existing services expanded as a result of this project.

Parks

The subject property is located in the vicinity of several parks and schools which can be used as parks. The subject property would be served by McGregor Park, located approximately 0.1 miles away to the northwest and Seacliff State Beach, located approximately 0.25 miles to the south.

While the project represents an incremental contribution to the need for services, the increase would be minimal. Moreover, the project meets all of the standards and requirements identified by the local fire agency or California Department of Forestry, as applicable, and school, park, and transportation fees to be paid by the applicant would be used to offset the incremental increase in demand for school and recreational facilities and public roads. Impacts would be considered less than significant.

P. RECREATION

Would the project:

1.	*Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*	☐	☐	☒	☐

Discussion: The project would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities. Impacts would be considered less than significant.

2.	*Does the project include recreational facilities or require the construction or*	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
expansion of recreational facilities which might have an adverse physical effect on the environment?				

Discussion: The project does not propose the expansion or require the construction of additional recreational facilities. No impact would occur.

Q. TRANSPORTATION

Would the project:

1. *Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*	☐	☐	☒	☐

Discussion:

Senate Bill (SB) 743, signed by Governor Jerry Brown in 2013, changed the way transportation impacts are identified under CEQA. Specifically, the legislation directed the State of California's Office of Planning and Research (OPR) to look at different metrics for identifying transportation impacts. OPR issued its "Technical Advisory on Evaluating Transportation Impacts in CEQA" (December 2018) to assist practitioners in implementing the CEQA Guidelines revisions to use vehicle miles traveled (VMT) as the preferred metric for assessing passenger vehicle related impacts. The CEQA Guidelines were also updated in December 2018, such that vehicle level of service (LOS) will no longer be used as a determinant of significant environmental impacts, and an analysis of Vehicle Miles Traveled (VMT) will be required as of July 2020. A discussion of consistency with the Santa Cruz County General Plan LOS policy is provide below for informational purposes only.

The project would create a small incremental increase in traffic on nearby roads and intersections. The proposed project is below the threshold to require a traffic impact study as indicated in the traffic memo prepared by Keith Higgins, dated June 3, 2021 (Attachment 2). The traffic memo states that the project's estimated trip generation is expected to include about 83 daily trips with 10 AM peak hour trips and 10 PM peak hour trips. This is less than the 20-peak hour trip threshold that would require a traffic impact analysis.

The project includes a request for a Roadway/Roadside Exception for road improvements that vary from the County of Santa Cruz Department of Public Works Design Criteria. The existing pavement surface along Broadway and North Avenue is in poor condition and roadside improvements are lacking. The applicant proposes to resurface Broadway and North Avenue and to provide a sidewalk and gutter on one side of the roadway. The Department of Public Works has reviewed and accepted the proposed roadway design.

For the reasons stated above, impacts would be less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
2. *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1) (Vehicle Miles Traveled)?*	☐	☐	☒	☐

Discussion: In response to the passage of Senate Bill 743 in 2013 and other climate change strategies, OPR amended the CEQA Guidelines to replace LOS with VMT as the measurement for transportation impacts. The "Technical Advisory on Evaluating Transportation Impacts in CEQA," prepared by OPR (2018) provides recommended thresholds and methodologies for assessing impacts of new developments on VMT. There are also a number of screening criteria recommended by OPR that can be used to determine whether a project will have a less-than-significant impact. The screening criteria include projects that generate less than 110 net new trips, map-based screening, projects within a ½ mile of high quality transit, affordable housing projects, and local serving retail. Since Santa Cruz County has a Regional Transportation Planning Authority and generally conducts transportation planning activities countywide, the county inclusive of the cities is considered a region.

In June of 2020, the County of Santa Cruz adopted a threshold of 15% below the existing countywide average per capita VMT levels for residential projects, 15% below the existing countywide average per employee VMT for office and other employee-based projects, no net increase in the countywide average VMT for retail projects, and no net increase in VMT for other projects. Based on the countywide travel demand model the current countywide average per capita VMT for residential uses is 10.2 miles. The current countywide per employee average VMT for the service sector (including office land uses) is 8.9 miles, for the agricultural sector is 15.4, for the industrial sector is 13.9, and for the public sector is 8.2. Therefore, the current VMT thresholds for land use projects are 8.7 miles per capita for residential projects. For employee-based land uses the current thresholds are: 7.6 miles per employee for office and services projects, 13.1 miles per employee for agricultural projects, 11.8 miles per employee for industrial projects, and 7 miles per employee for public sector land use projects. The threshold for retail projects and all other land uses is no net increase in VMT. For mixed-use projects, each land use is evaluated separately unless they are determined to be insignificant to the total VMT.

The project consists of a 19 room visitor accommodations use and would generate approximately 83 new trips per day as documented in traffic memo prepared by Keith Higgins, dated June 3, 2021 (Attachment 2), which is less than the screening threshold of 110 net new trips and is considered a less-than-significant impact.

3. *Substantially increase hazards due to a geometric design feature (e.g., sharp*	☐	☐	☒	☐

curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Discussion: The project consists of a new visitor accommodations use on a vacant parcel. Road improvements are proposed which would require a Roadway/Roadside Exception to vary from the County of Santa Cruz Department of Public Works Design Criteria. The existing pavement surface along Broadway and North Avenue is in poor condition and roadside improvements are lacking. The applicant proposes to resurface Broadway and North Avenue and to provide a sidewalk and gutter on one side of the roadway. The Department of Public Works has reviewed and accepted the proposed roadway design. No increase in hazards would occur from project design or from incompatible uses. Impacts would be less than significant.

4.	*Result in inadequate emergency access?*	☐	☐	☒	☐

Discussion: The project's roadway design has been reviewed an approved by the Department of Public Works and would not result in inadequate access for emergency vehicles. Impacts would be less than significant.

R. TRIBAL CULTURAL RESOURCES

1.	*Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*				
	A. *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources Code section 5020.1(k), or*	☐	☐	☐	☒
	B. *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*	☐	☐	☐	☒

Discussion: The proposal consists of a new 19 room visitor accommodations use on a vacant parcel within the Urban Services Line. Section 21080.3.1(b) of the California Public Resources Code (AB 52) requires a lead agency formally notify a California Native American tribe that is traditionally and culturally affiliated within the geographic area of the discretionary project when formally requested. As of this writing, no California Native American tribes traditionally and culturally affiliated with the Santa Cruz County region have formally requested a consultation with the County of Santa Cruz (as Lead Agency under CEQA) regarding Tribal Cultural Resources. However, no Tribal Cultural Resources are known to occur in or near the project area. Therefore, no impact to the significance of a Tribal Cultural Resource is anticipated from project implementation.

S. UTILITIES AND SERVICE SYSTEMS

Would the project:

1. *Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*	☐	☐	☒	☐

Discussion:

Water

The project would connect to an existing municipal water supply. Soquel Creek Water District has determined that adequate supplies are available to serve the project (Attachment 5), and no new facilities are required to serve the project. Impacts would be less than significant.

Wastewater

Municipal wastewater treatment facilities are available and have capacity to serve the project. The Santa Cruz County Sanitation District has provided a will-serve letter (Attachment 7). No new wastewater facilities are required to serve the project. Impacts would be less than significant.

Stormwater

The project includes a proposal to extend an 18 inch storm drain from the project site down Broadway to Center Avenue where it would connect with existing storm drain facilities. Drainage calculations prepared by RI Engineering Inc., dated October 28, 2020 (Attachment 6) show that the additional runoff from the property would be controlled on site through the

construction of detention and retention facilities. The County Department of Public Works Stormwater Management staff have reviewed the drainage information and have determined that downstream storm facilities are adequate to handle the increase in drainage associated with the project. Impacts would be less than significant.

Electric Power

Pacific Gas and Electric Company (PG&E) provides power to existing and new developments in the Santa Cruz County area. As of 2018, residents and businesses in the County were automatically enrolled in MBCP's community choice energy program, which provides locally controlled, carbon-free electricity delivered on PGE's existing lines.

The proposed site is previously undeveloped and not currently served by electric power. Electric power service is available adjacent to the project site and a new distribution line would connect the property to the local distribution network However, no substantial environmental impacts will result from the additional improvements; impacts will be less than significant.

Natural Gas

PG&E serves the urbanized portions of Santa Cruz County with natural gas.

The proposed site is previously undeveloped and not currently served by natural gas. Natural gas lines are available adjacent to the project site and a new distribution line would connect the property to the local distribution network. However, no environmental impacts will result from the additional improvements; impacts will be less than significant.

Telecommunications

Telecommunications, including telephone, wireless telephone, internet, and cable, are provided by a variety of organizations. AT&T is the major telephone provider, and its subsidiary, DirectTV provides television and internet services. Cable television services in Santa Cruz County are provided by Charter Communications in Watsonville and Comcast in other areas of the county. Wireless services are also provided by AT&T, as well as other service providers, such as Verizon.

Telecommunication lines are available adjacent to the property and new telecommunication lines would connect the property to the local network. However, no substantial environmental impacts from this work are anticipated, and impacts will be less than significant.

2.	*Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*	☐	☐	☒	☐

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

Discussion:

All the main aquifers in this County, the primary sources of the County's potable water, are in some degree of overdraft. This project is within the Santa Cruz Mid-County Groundwater Basin which is currently in a state of critical overdraft. Overdraft is manifested in several ways including 1) declining groundwater levels, 2) degradation of water quality, 3) diminished stream base flow, and/or 4) seawater intrusion. To address this overdraft, the Santa Cruz Mid-County Groundwater Agency is working with the water supply agencies and the County to implement the approved Groundwater Sustainability Plan for the Basin which will bring the Basin into sustainability no later than the year 2040. More information is provided under the response to Question J-5.The Soquel Creek Water District has indicated that, consistent with their Urban Water Management Plan and the Groundwater Sustainability Plan for the Basin, adequate water supplies are available to serve the project and has issued a will-serve letter for the project, subject to the payment of fees and charges in effect at the time of service (Attachment 5). The development would also be subject to the water conservation requirements in Chapter 7.69 (Water Conservation) and 13.13 (Water Conservation—Water Efficient Landscaping) of the County Code and the policies of section 7.18c (Water Conservation) of the General Plan. Therefore, existing water supplies would be sufficient to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts would be less than significant.

3.	*Result in determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*	☐	☐	☒	☐

Discussion: The Santa Cruz County Sanitation District has indicated that adequate capacity in the sewer collection system is available to serve the project and has issued a sewer service availability letter for the project, subject to the payment of fees and charges in effect at the time of service (Attachment 7). Therefore, existing wastewater collection/treatment capacity would be sufficient to serve the project. Impacts would be less than significant.

4.	*Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*	☐	☐	☒	☐

Discussion: Due to the small incremental increase in solid waste generation by the project during construction and operations, the impact would not be significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
5. *Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*	☐	☐	☐	☒

Discussion: The project would comply with all federal, state, and local statutes and regulations related to solid waste disposal. No impact would occur.

T. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

1. *Substantially impair an adopted emergency response plan or emergency evacuation plan?*	☐	☐	☐	☒

Discussion: The project is not located in a State Responsibility Area, a Very High Fire Hazard Severity Zone, or a County-mapped Critical Fire Hazard Area and will not conflict with emergency response or evacuation plans. Therefore, no impact would occur.

2. *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*	☐	☐	☒	☐

Discussion: The project is not located in a State Responsibility Areas, a Very High Fire Hazard Severity Zone, or a County-mapped Critical Fire Hazard Area. However, the project design incorporates all applicable fire safety code requirements and includes fire protection devices as required by the local fire agency and is unlikely to exacerbate wildfire risks. Impacts would be less than significant.

3. *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*	☐	☐	☒	☐

Discussion: The project is not located in a State Responsibility Areas, a Very High Fire Hazard Severity Zone, or a County-mapped Critical Fire Hazard Area. Improvements associated with the project are unlikely to exacerbate wildfire risks. Impacts would be less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
4. *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*	☐	☐	☒	☐

Discussion: The project is not located within a State Responsibility Areas, a Very High Fire Hazard Severity Zone, or a County-mapped Critical Fire Hazard Area. Downslope and downstream impacts associated with wildfires are unlikely to result from the project. Regardless, the project design incorporates all applicable fire safety code requirements and includes fire protection devices as required by the local fire agency. Impacts would be less than significant.

U. MANDATORY FINDINGS OF SIGNIFICANCE

1. *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal community or eliminate important examples of the major periods of California history or prehistory?*	☐	☐	☒	☐

Discussion: The potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory were considered in the response to each question in Section III (A through T) of this Initial Study. As a result of this evaluation, there is no substantial evidence that significant effects associated with this project would result. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

projects, and the effects of probable future projects)?

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

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

Discussion: In the evaluation of environmental impacts in this Initial Study, the potential for adverse direct or indirect impacts to human beings were considered in the response to specific questions in Section III (A through T). As a result of this evaluation, no potentially adverse effects to human beings associated with this project were identified. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

IV. REFERENCES USED IN THE COMPLETION OF THIS INITIAL STUDY

California Department of Conservation, 1980

Farmland Mapping and Monitoring Program Soil Candidate Listing for Prime Farmland and Farmland of Statewide Importance Santa Cruz County U.S. Department of Agriculture, Natural Resources Conservation Service, soil surveys for Santa Cruz County, California, August 1980.

California Department of Fish and Wildlife, 2019

California Natural Diversity Database Soquel USGS 7.5 minute quadrangle; queried September 2021.

CalFIRE, 2010

Santa Cruz County-San Mateo County Community Wildfire Protection Plan. May 2010.

Caltrans, 2018

California Public Road Data 2017: Statistical Information Derived from the Highway Performance Monitoring System. Released by the State of California Department of Transportation November 2018.

County of Santa Cruz, 1994

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

County of Santa Cruz, 2013

County of Santa Cruz Climate Action Strategy. Approved by the Board of Supervisors on February 26, 2013.

County of Santa Cruz, 2015

County of Santa Cruz Local Hazard Mitigation Plan 2015-2020. Prepared by the County of Santa Cruz Office of Emergency Services.

DOF, 2018

E-5 Population and Housing Estimates for Cities, Counties and the State—January 1, 2011-2018. Released by the State of California Department of Finance May 2018.

Federal Transit Administration, 2006

Transit Noise and Vibration Impact Assessment Manual.

Federal Transit Administration, 2018

Transit Noise and Vibration Impact Assessment Manual. September 2018.

FEMA, 2017

Flood Insurance Rate Map 06087C0356F Federal Emergency Management Agency. Effective on September 29, 2017.

MBUAPCD, 2008

Monterey Bay Unified Air Pollution Control District (MBUAPCD), CEQA Air Quality Guidelines. Prepared by the MBUAPCD, Adopted October 1995, Revised: February 1997, August 1998, December 1999, September 2000, September 2002, June 2004 and February 2008.

MBUAPCD, 2013a

Monterey Bay Unified Air Pollution Control District, NCCAB (NCCAB) Area Designations and Attainment Status – January 2013. Available online at http://www.mbuapcd.org/mbuapcd/pdf/Planning/Attainment_Status_January_2013_2.pdf

MBUAPCD, 2013b

Triennial Plan Revision 2009-2011. Monterey Bay Unified Air Pollution Control District. Adopted April 17, 2013.

OPR, 2018

"Technical Advisory on Evaluating Transportation Impacts in CEQA." Available online at http://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

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NEW HOTEL

AT

SEACLIFF VILLAGE AREA
NORTH AVENUE AND BROADWAY
APTOS, CALIFORNIA

BY

LOTUS MANAGEMENT INC.

INDEX OF DRAWINGS

SITE DATA

PROJECT NAME:	BOUTIQUE HOTEL
ADDRESS:	VACANT LAND IN SEACLIFF VILLAGE AREA NORTH AVENUE AND BROADWAY APTOS, CALIFORNIA
APPLICANT:	PRAKASH PATEL
ZONE:	VA – (VISITOR ACCOMMODATIONS)
PARCEL NUMBER:	042–022–12
PROPOSED HOTEL SITE SIZE:	14,000 S.F.
BUILDING FOOTPRINT:	TOTAL: 2,123 S.F. OR 15%
AREAS OF LANDSCAPING:	2,104 S.F. OR 15%
ASPHALT PAVING AND CONC. WALKS:	9,773 S.F. OR 70%
SETBACK REQUIREMENTS: FRONT: SIDES: REAR:	 10'–0" 10'–0" 10'–0"

PARKING REQUIREMENTS:		
STANDARD:		PROVIDED: 17
COMPACT:	ALLOWED: 10%	PROVIDED: 2
ACCESSIBLE:	REQ'D 1	PROVIDED: 1
TOTAL:		PROVIDED: 20

FIXTURE COUNT

TOILETS	21	≤ 1.28 GPF
URINALS	0	
SHOWERS	19	≤ 2.0 GPF
BATHROOM FAUCETS	21	≤ 1.5 GPF
KITCHEN FAUCETS	6	≤ 1.8 GPF
CLOTHES WASHERS	1	ENERGY STAR QUALIFIED
DISHWASHERS	1	ENERGY STAR QUALIFIED
COOLING TOWERS	0	
FOOD STEAMERS	0	
ICE MACHINES	3	ENERGY STAR QUALIFIED
PRE–RINSE SPRAY VALVES	0	
AUTO CAR WASH	0	
COMMERCIAL FRIDGE	1	CLOSED LOOP OR AIR COOLED
METERS	1	

BUILDING DATA

APPLICABLE CODES:
2019 PART 1 – CBC VOL. I & II
2019 PART 2 – CALIFORNIA ELECTRICAL CODE
2019 PART 4 – CALIFORNIA MECHANICAL CODE
2019 PART 5 – CALIFORNIAL PLUMBING CODE
2019 PART 7 – CALIFORNIA ENERGY CODE
2019 PART 9 – CALIFORNIA FIRE CODE
2019 PART 11 – CALIFORNIA GREEN BUILDING STANDARDS CODE
2010 ADA STANDARDS FOR ACCESSIBLE DESIGN

OCCUPANCY TYPE:	PRIMARY USE = R–1	
CONSTRUCTION TYPE:	TYPE VA	
STORIES:	THREE	
BUILDING HEIGHT:	35'–0"	
SQUARE FOOTAGE:	GROUND LEVEL:	2,123
	ENTRANCE CANOPY:	1,380
	SECOND FLOOR:	7,414
	THIRD FLOOR:	7,114
	THIRD FLOOR DECK:	414
	ROOF DECK & STAIRS:	1,848
TOTAL SQUARE FOOTAGE:		20,193
SEISMIC ZONE:	AS DETERMINED BY STRUCTURAL	

GUESTROOM MATRIX

KING SUITES:	14
ACCESSIBLE KING SUITES:	1
DOUBLE QUEEN GUESTROOMS:	2
ACCESSIBLE DBL QUEENS:	1
TWO–ROOM SUITES:	1
TOTAL GUESTROOMS:	19

DESIGN TEAM

OWNER: PRAKASH PATEL
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SAN JOSE, CA 95138
408.912.5118 EXT. 102

ARCHITECT: GARY D. EICHELBERG
DRA PLLC
1014 S LA POINTE ST
BOISE, ID 83706
208.343.5511

CIVIL: RI ENGINEERING INC
303 POTRERO ST, STE 42–202
SANTA CRUZ, CA 95060
831.425.3901

LANDSCAPING: GREG LEWIS
LANDSCAPE ARCHITECT
736 PARK WAY
SANTA CRUZ, CA 95065
831.359.0960

VICINITY MAP

REVISIONS	DATE

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LICENSED ARCHITECT
GARY D. EICHELBERG
No. C 11431
STATE OF CALIFORNIA
Renewal Date
MAY 31, 2022
JULY 29, 2021

SEACLIFF VILLAGE AREA HOTEL
LOTUS MANAGEMENT INC.
270 NORTH AVENUE
APTOS, CALIFORNIA 95003

DRAWN	TJM
CHECKED	GDE
DATE	NOVEMBER 30, 2018
SCALE	AS NOTED
JOB NO.	18–132
SHEET	A0.0
OF	SHEETS

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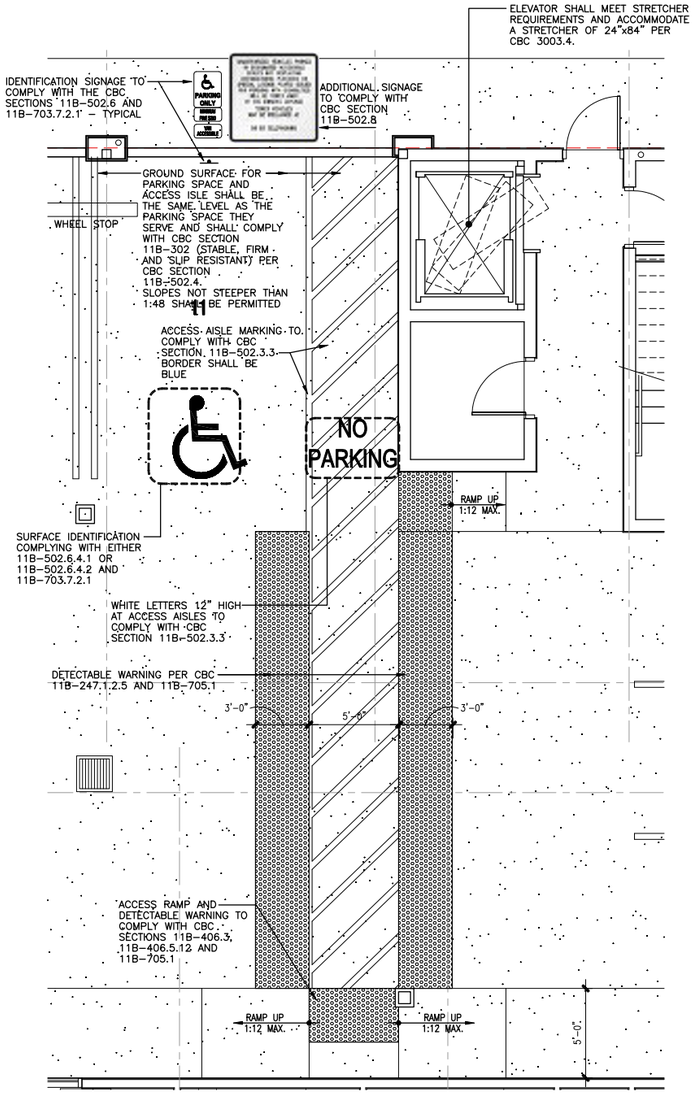
ATTACHMENT 1



ACCESSIBLE PATH TO PUBLIC WAY

1/4" = 1'- 0"

1 / A0.4

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REVISIONS	DATE

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LICENSED ARCHITECT
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No. C-14451
STATE OF CALIFORNIA
Renewal Date
MAY 31, 2022
JULY 29, 2021

SEACLIFF VILLAGE AREA HOTEL
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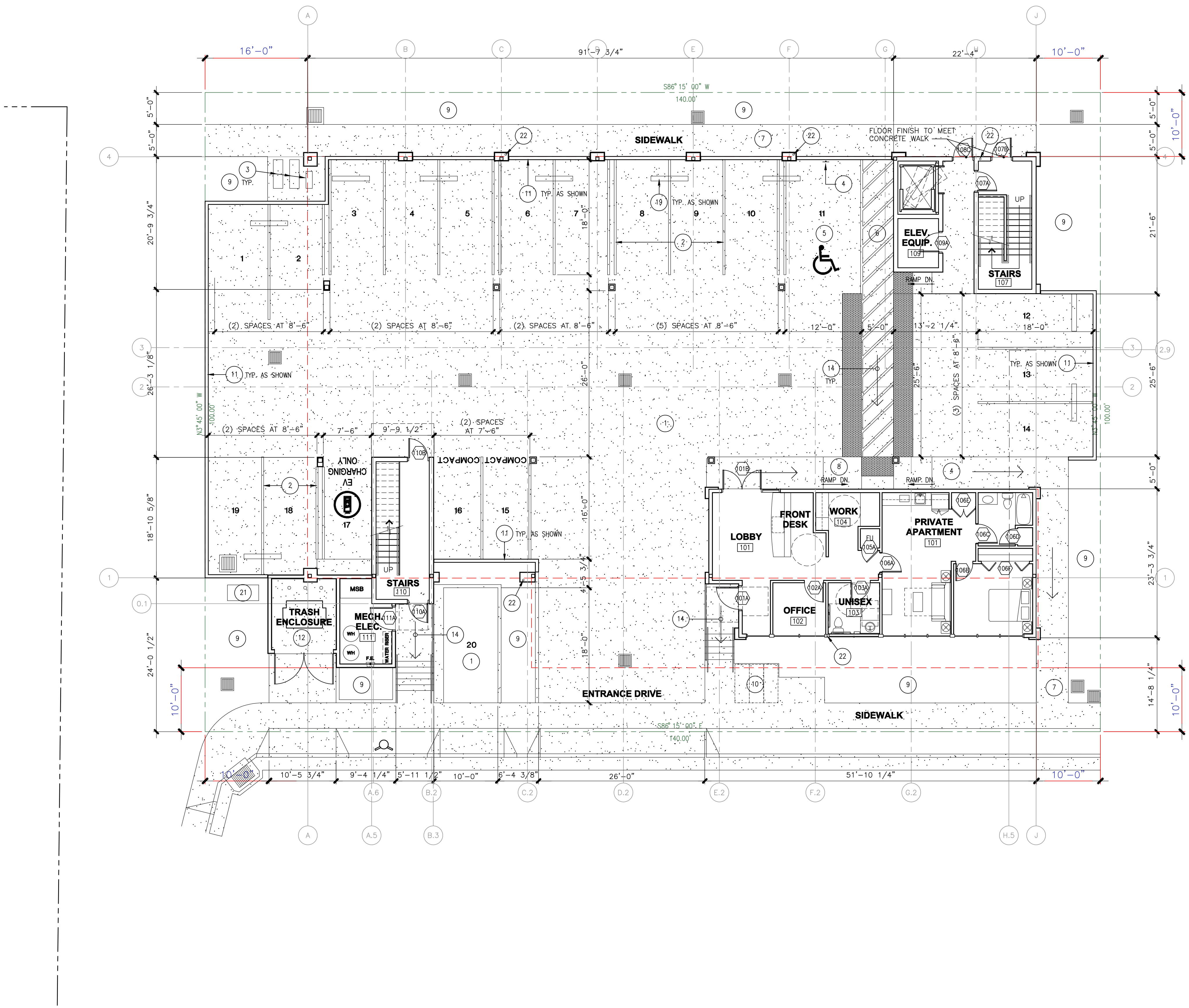

SITE PLAN / GROUND LEVEL PLAN

1/8" = 1'- 0"

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SITE SPECIFIC KEYNOTES

1. 6" CONCRETE PAVING SLOPED TO DRAINS – SEE CIVIL PLANS
2. 4" WIDE PARKING STALL STRIPING – (2) COATS REFLECTIVE TRAFFIC PAINT
3. (2) OUTDOOR UNITS, LG #LMU540HV, ~54"Lx~18"W, 54/56 dB (1) OUTDOOR UNIT, LG #LMU247HV, ~32"Lx~12"W, 51 dB FIELD COORDINATE WITH LANDSCAPING.
4. VERTICAL SIGNAGE FOR ACCESSIBLE STALL.
5. 12'-0" X 20'-0" MAX. ACCESSIBLE PARKING STALL WITH SURFACE AND VERTICAL SIGNAGE AS REQUIRED
6. 5'-0" X 20'-0" MAX. ACCESS LANE WITH 4" WIDE STRIPING ON THE DIAGONAL AT 36" MAX. O.C. – PAINT WITH (2) COATS BLUE TRAFFIC PAINT – 5'-0" WIDE ACCESS LANE SIM.
7. 4" THICK CONCRETE WALK ON 6" COMP. GRAVEL BASE WITH CONTROL JOINTS AT 5'-0" O.C. AND EXPANSION JOINTS AT 20'-0" O.C. SLOPE WALK 1/4" PER FOOT AWAY FROM BUILDING – PROVIDE BROOM FINISH PERPENDICULAR TO SLOPE
8. ACCESS RAMP
9. AREAS OF LANDSCAPING
10. BICYCLE RACKS FOR (3) BICYCLES. FIELD COORDINATE WITH LANDSCAPING.
11. 6 FT. HIGH PARKING DELINEATION WALL
12. 10'-0" x 11'-0" (INSIDE DIMENSIONS) TRASH/RECYCLING ENCLOSURE. SEE DETAIL 1/A0.3
13. PENDING
14. PATH OF ACCESS TO THE PUBLIC RIGHT-OF-WAY
15. PENDING
16. PENDING
17. FUTURE EVCS STALL
18. PENDING –
19. 6'-0" X 5" HIGH X 6" WIDE CONCRETE WHEEL STOP SET WITH ASPHALT MASTIC AND #4 X 18" REBAR AT EACH END
20. PENDING
21. NEW ELECTRICAL TRANSFORMER ON CONCRETE PAD
22. RAIN LEADER UNDERGROUND TO SITE DRAINAGE – SEE CIVIL FOR CONTINUATION – COORDINATE WITH CIVIL/MECHANICAL PLANS FOR LINE SIZE COORDINATE WITH ARCHITECTURAL/MECHANICAL PLANS FOR LINE LOCATIONS
23. PENDING
24. PENDING

REVISIONS	DATE

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LICENSED ARCHITECT GARY D. EICHELBERG No. C-14531 MAY 31, 2022 Renewal Date STATE OF CALIFORNIA
JULY 29, 2021

SEACLIFF VILLAGE AREA HOTEL
LOTUS MANAGEMENT INC.
270 NORTH AVENUE
APTOS, CALIFORNIA 95003

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SHEET	A1.1

OF SHEETS

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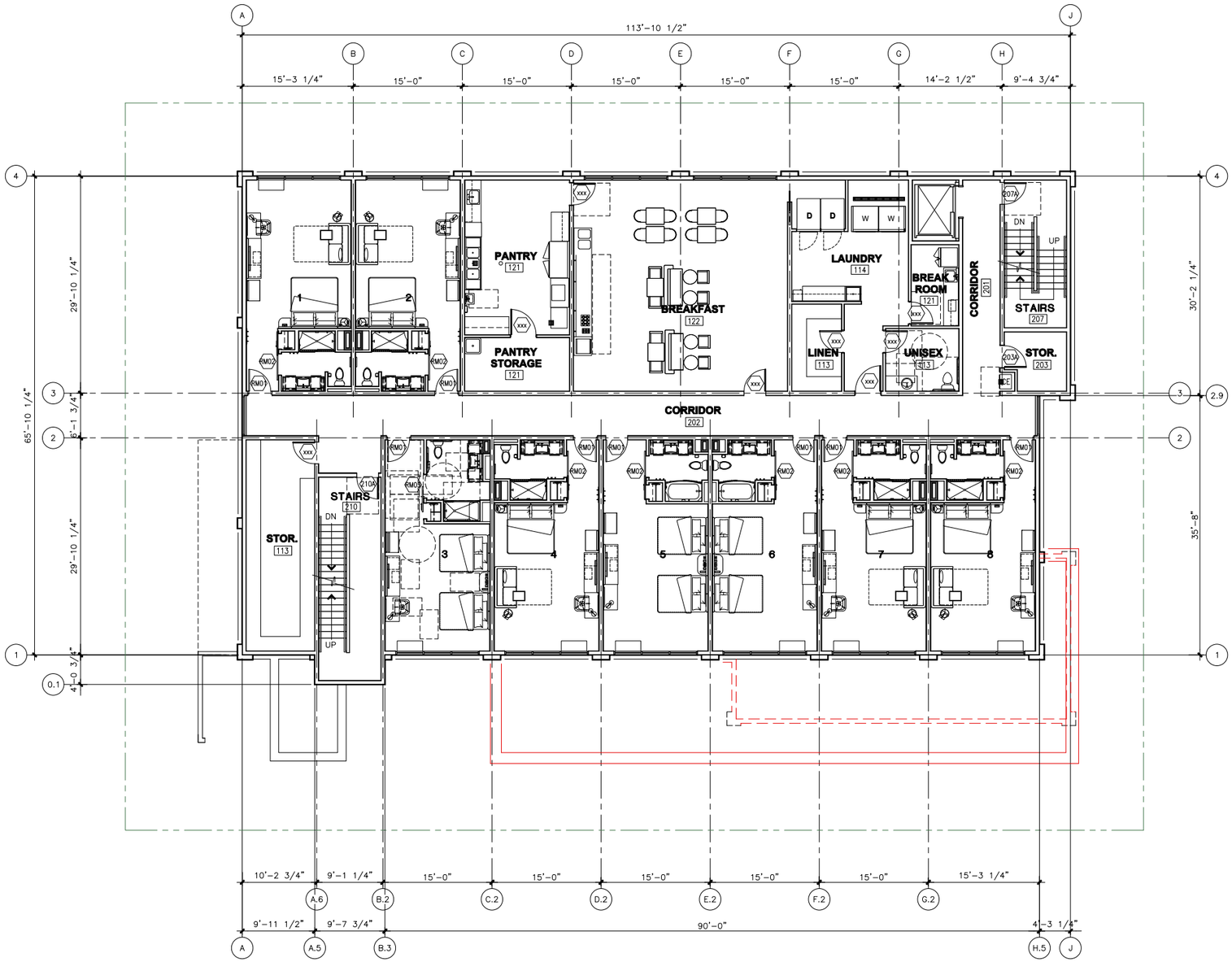

SECOND FLOOR PLAN

1/8" = 1'-0"

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REVISIONS	DATE

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LICENSED ARCHITECT
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No. C14351
STATE OF CALIFORNIA
MAY 31, 2022
Renewal Date
JULY 29, 2021

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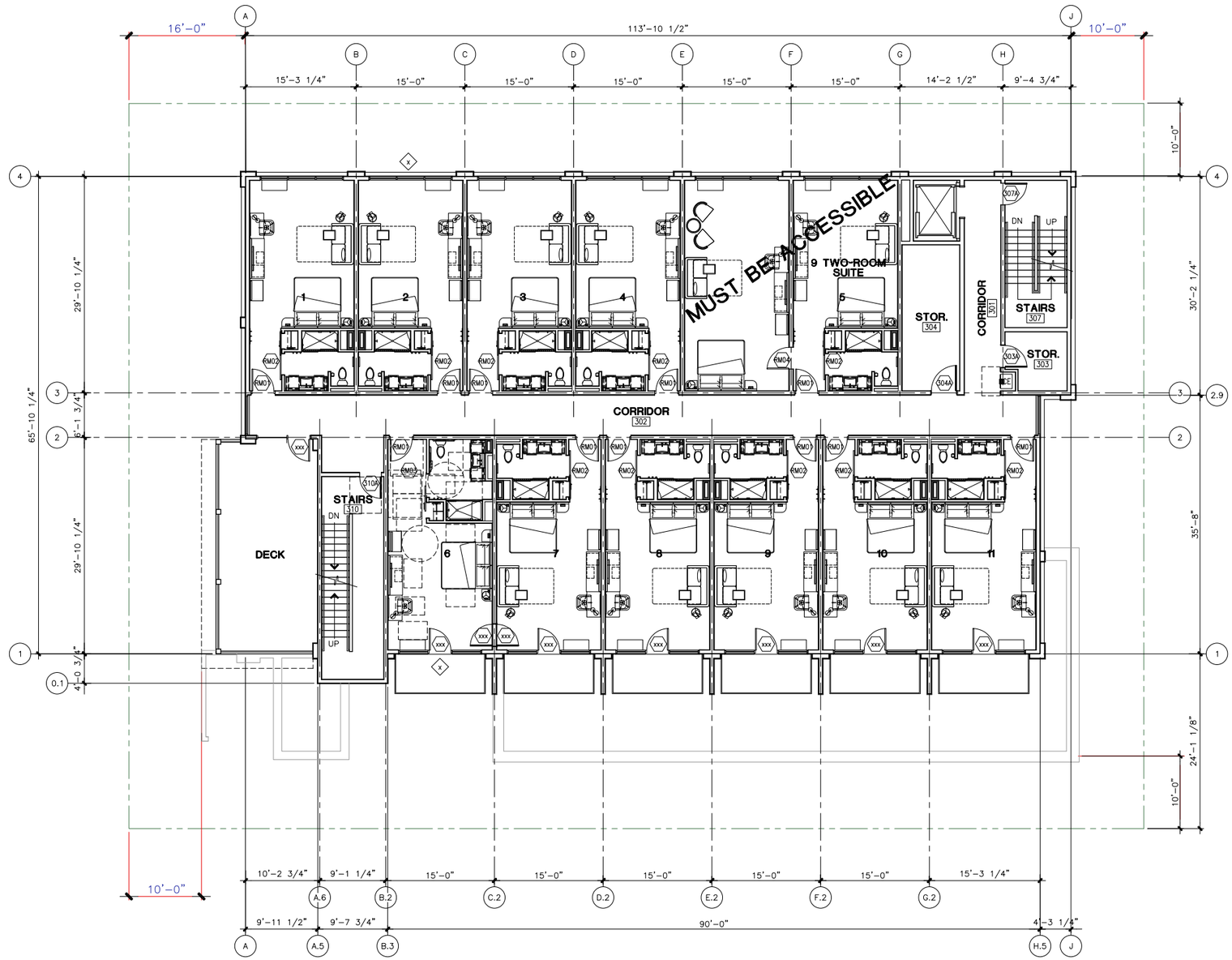
DRAWN	TJM
CHECKED	GDE
DATE	NOVEMBER 30, 2018
SCALE	AS NOTED
JOB NO.	18-132
SHEET	A1.2
OF	SHEETS

Print Date: 7/29/2021 10:43 AM



THIRD FLOOR PLAN

1/8" = 1'- 0"

File Name: 32p-a13.dwg
Edit Date: 11-30-20 (13:31:19)

REVISIONS	DATE

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DESIGN RESOURCES ARCHITECTS
1014 S. LA POINTE STREET
BOISE, IDAHO 83706
208.343.5511
www.dra-plc.com
administrator@desresarch.com

LICENSED ARCHITECT
GARY D. EICHELBERG
No. C14351
STATE OF CALIFORNIA
MAY 31, 2022
JULY 29, 2021

SEACLIFF VILLAGE AREA HOTEL
LOTUS MANAGEMENT INC.
270 NORTH AVENUE
APTOS, CALIFORNIA 95003

DRAWN	TJM
CHECKED	GDE
DATE	NOVEMBER 30, 2018
SCALE	AS NOTED
JOB NO.	18-132
SHEET	A1.3
OF	SHEETS

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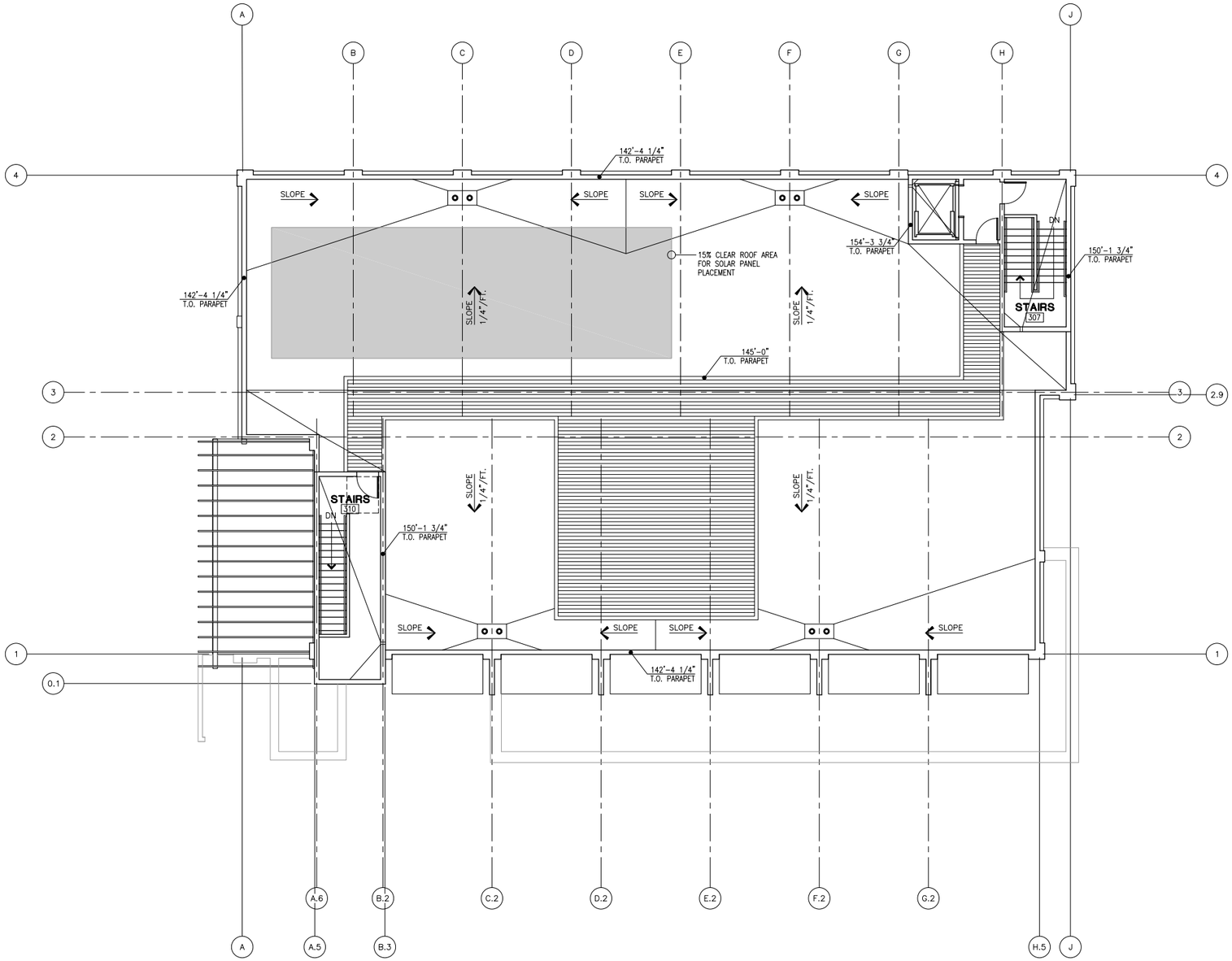

ROOF PLAN

1/8" = 1'- 0"

File Name: 32p-a14.dwg
Edit Date: 11-30-20 (13:32:00)

REVISIONS	DATE

DESIGN RESOURCES ARCHITECTS
1014 S. LA POINTE STREET
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LICENSED ARCHITECT
GARY D. EICHELBERG
No. C14451
STATE OF CALIFORNIA
MAY 31, 2022
Renewal Date
JULY 29, 2021

SEACLIFF VILLAGE AREA HOTEL
LOTUS MANAGEMENT INC.
270 NORTH AVENUE
APTOS, CALIFORNIA 95003

DRAWN	TJM
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DATE	NOVEMBER 30, 2018
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JOB NO.	18-132
SHEET	A1.4
OF	SHEETS

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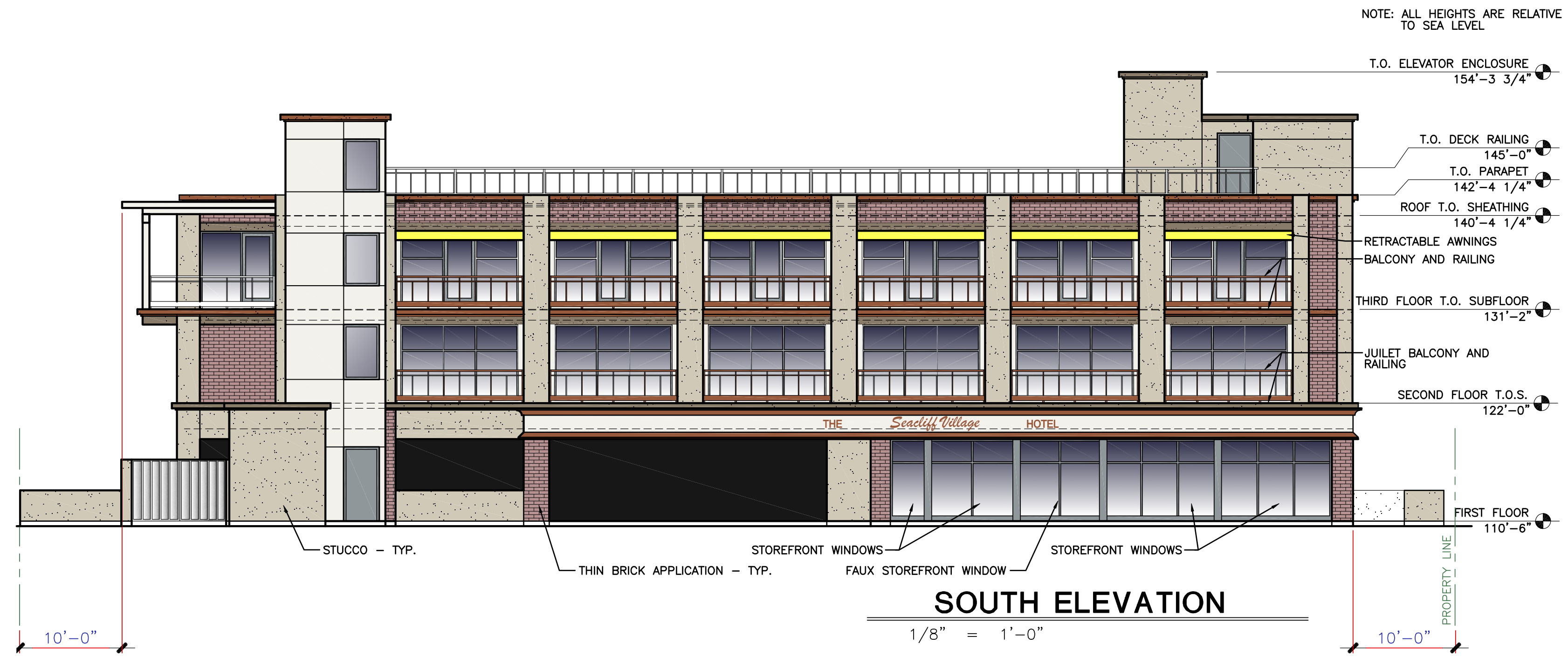
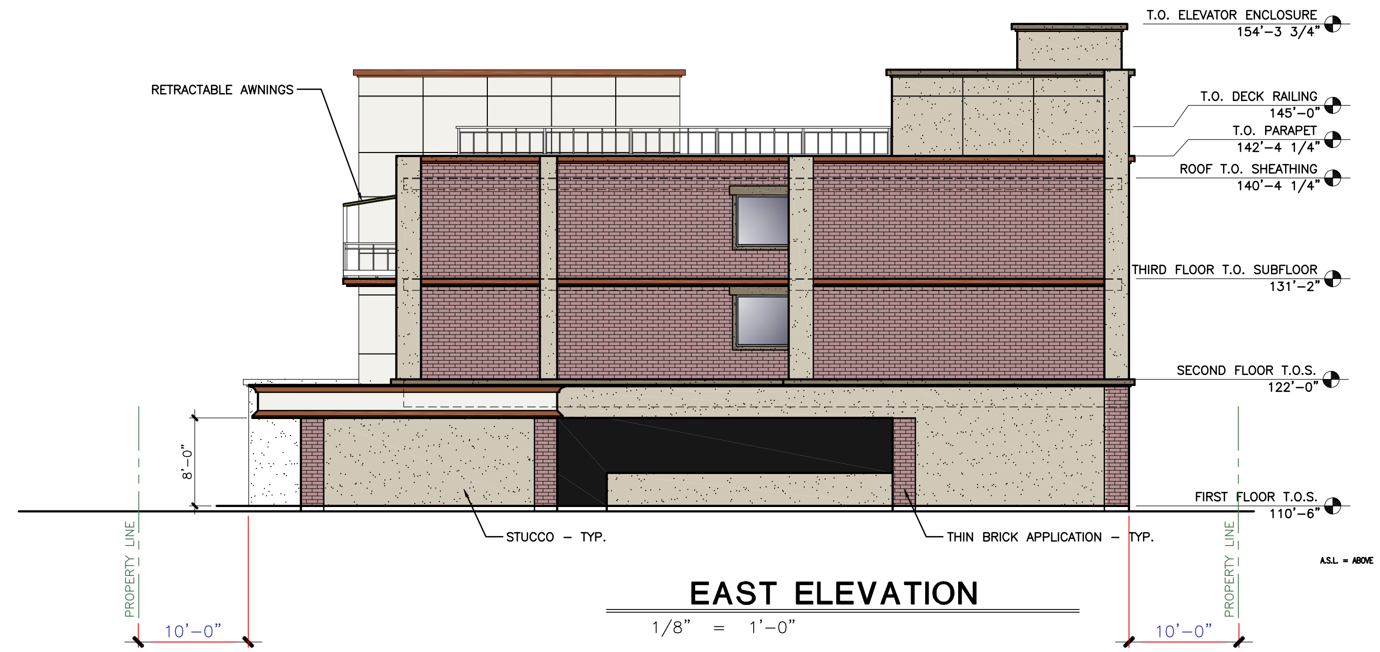


SOUTH ELEVATION

1/8" = 1'-0"



EAST ELEVATION

1/8" = 1'-0"

File Name: 32p-a21.dwg
Edit Date: 05-22-20 (17:59:30)

REVISIONS	DATE

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LICENSED ARCHITECT GARY D. EICHELBERG No. C-14831 MAY 31, 2022 STATE OF CALIFORNIA
JULY 29, 2021

SEACLIFF VILLAGE AREA HOTEL
LOTUS MANAGEMENT INC.
270 NORTH AVENUE
APTOS, CALIFORNIA 95003

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DATE NOVEMBER 30, 2018
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JOB NO. 18-132
SHEET **A2.1**
OF SHEETS

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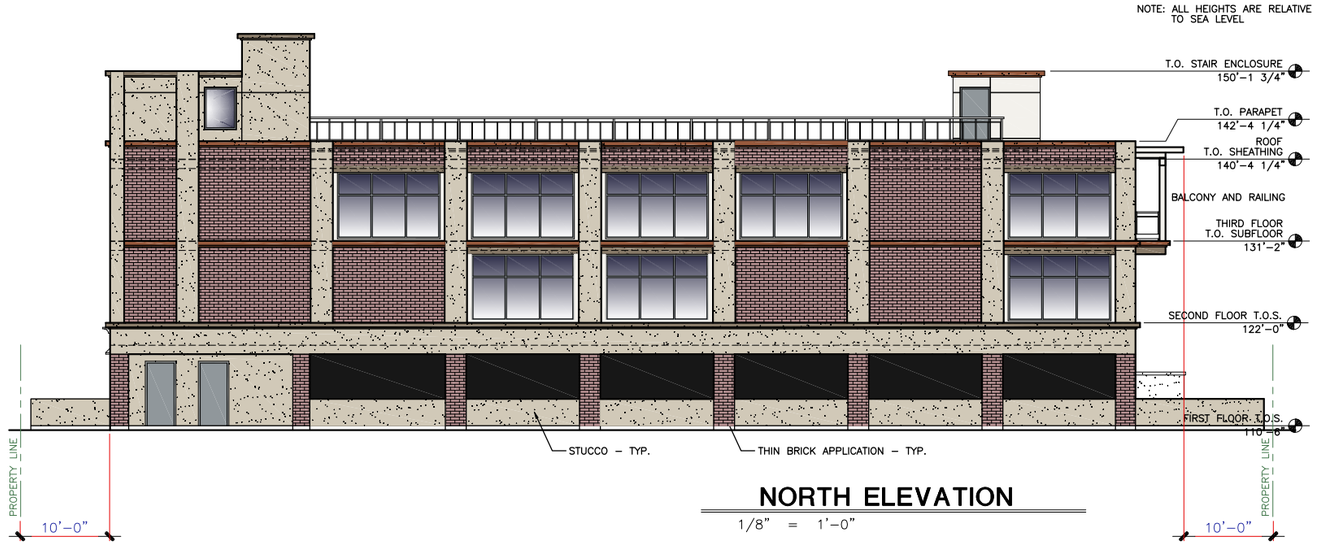
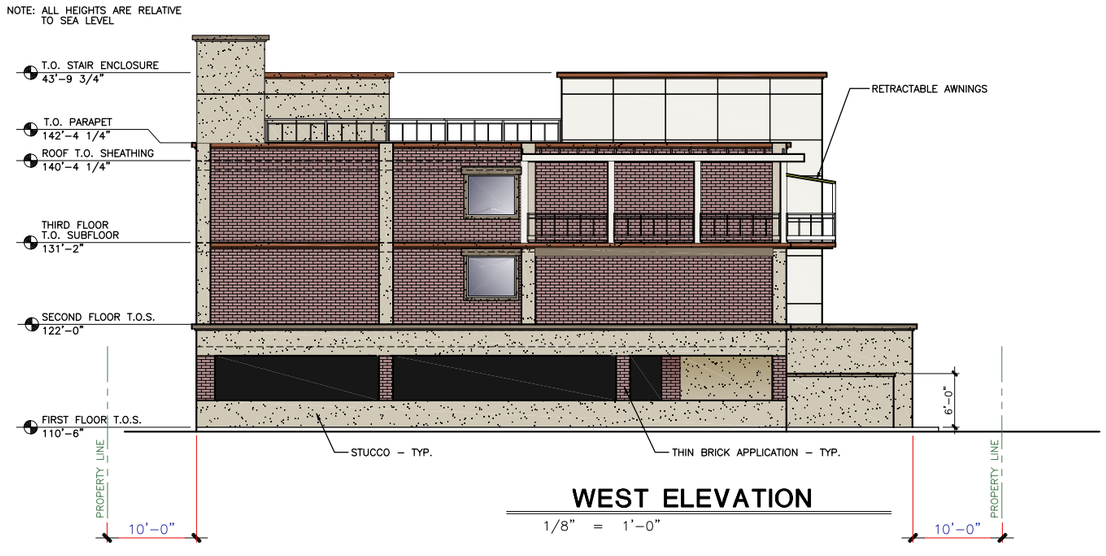


NORTH ELEVATION

1/8" = 1'-0"



WEST ELEVATION

1/8" = 1'-0"

File Name: 32p-a22.dwg
Edit Date: 07-29-21 (10:58:16)

REVISIONS	DATE

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LICENSED ARCHITECT
GARY D. EICHELBERG
No. C11451
STATE OF CALIFORNIA
MAY 31, 2022 Renewal Date
JULY 29, 2021

SEACLIFF VILLAGE AREA HOTEL
LOTUS MANAGEMENT INC.
270 NORTH AVENUE
APTOS, CALIFORNIA 95003

DRAWN	TJM
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SHEET	A2.2
OF	SHEETS

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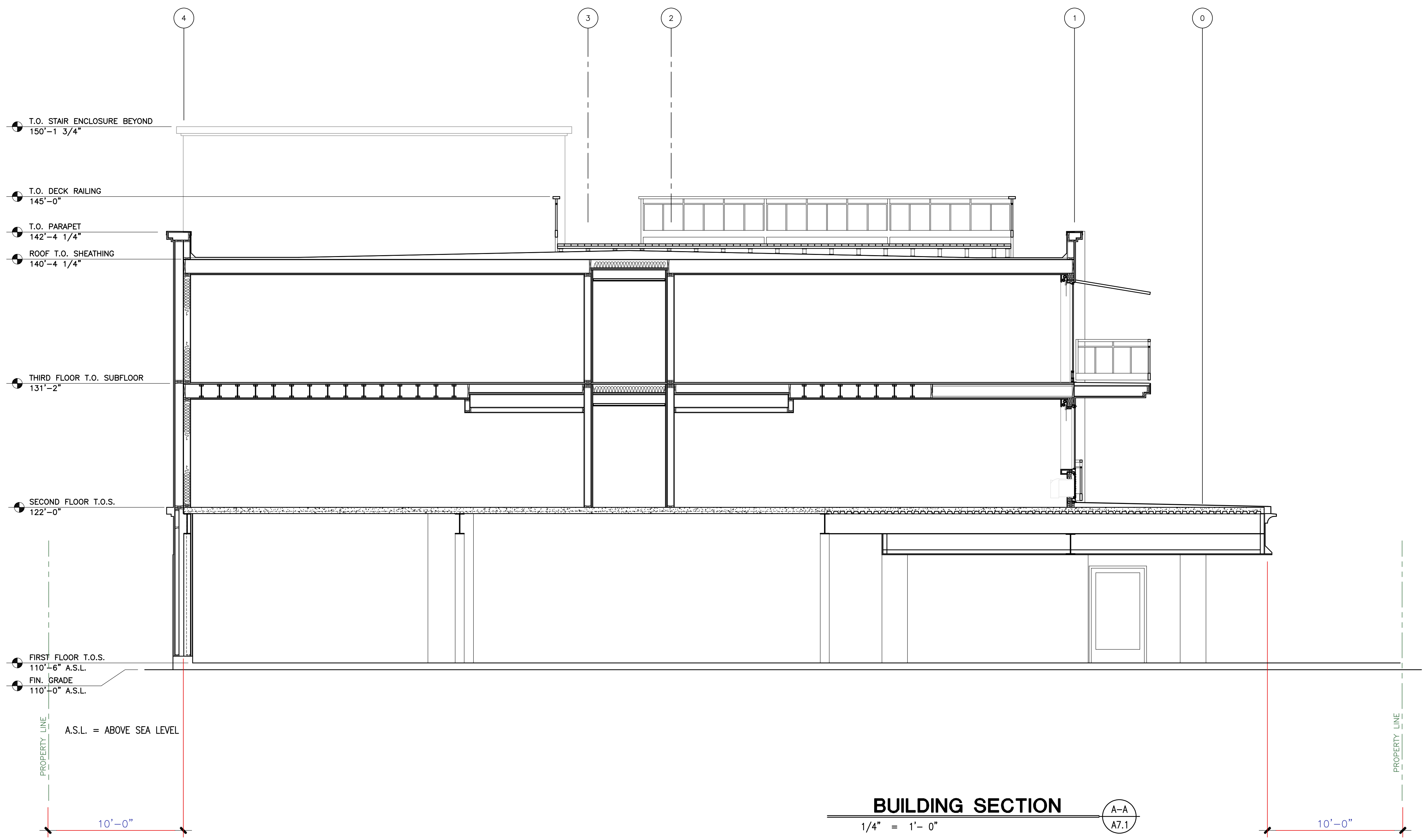

BUILDING SECTION

1/4" = 1'- 0"

A-A
A7.1

REVISIONS	DATE

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DESIGN RESOURCES ARCHITECTS

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LICENSED ARCHITECT
GARY D. EICHELBERG
No. C-14831
MAY 31, 2022
STATE OF CALIFORNIA
JULY 29, 2021

SEACLIFF VILLAGE AREA HOTEL

LOTUS MANAGEMENT INC.

270 NORTH AVENUE
APTOS, CALIFORNIA 95003

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DATE
NOVEMBER 30, 2018
SCALE
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JOB NO.
18-132
SHEET

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OF SHEETS

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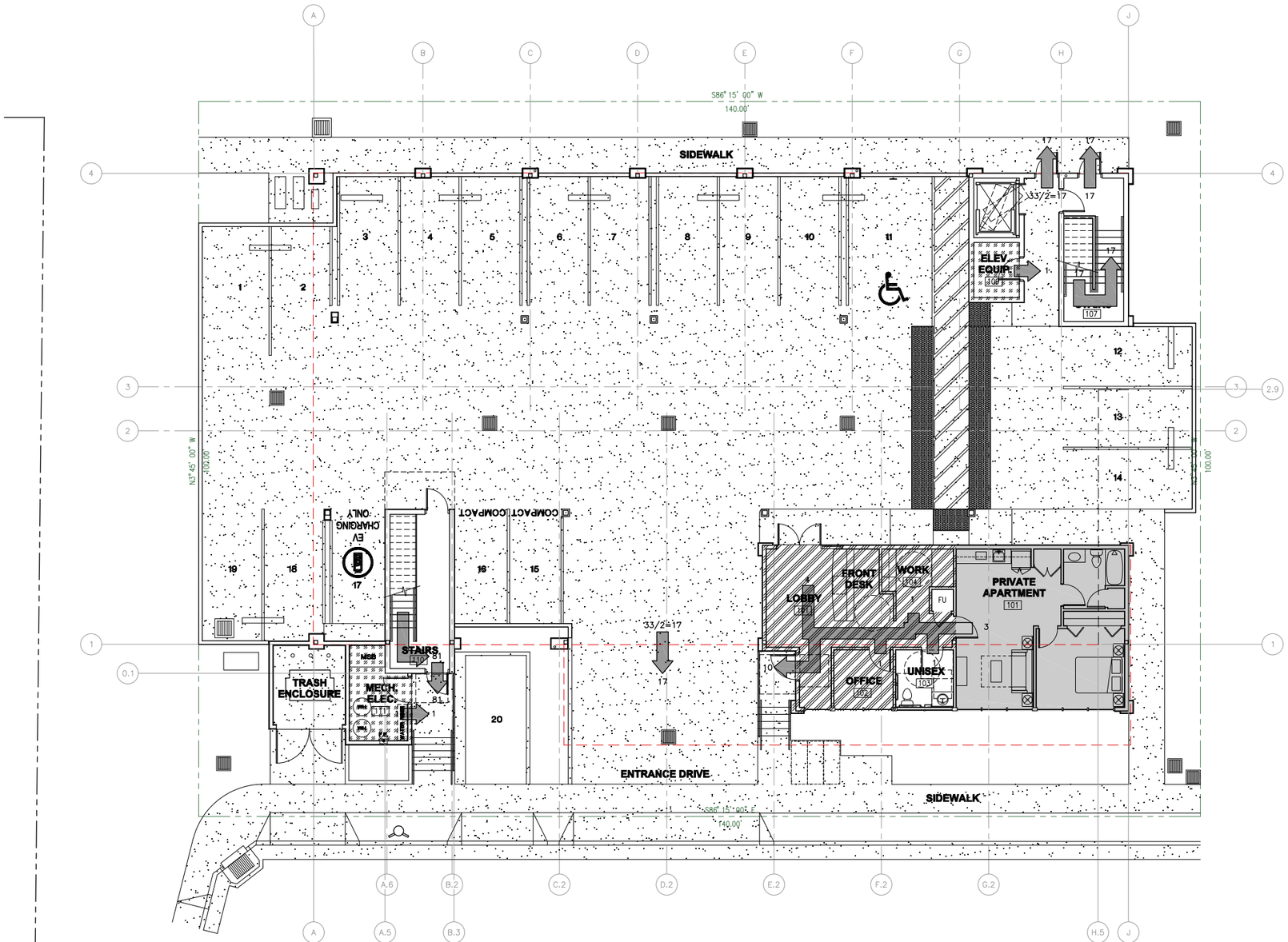
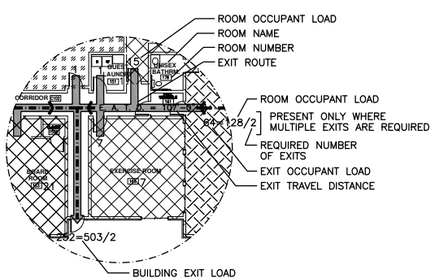
Edit Date: 05-22-20 (10:29:14)

Print Date: 7/29/2021 10:43 AM





GROUND LEVEL EXITING PLAN

1/8" = 1'- 0"

FIRST FLOOR	USE	OCCUPANCY GROUP	OCCUPANT LOAD FACTOR (OL$_f$)	SQUARE FOOTAGE (SQ.FT.)	OCCUPANT LOAD OL=(SQ.FT.)/(OL$_f$)	◐ REQUIRED EXIT WIDTH (OLx0.15)	EXIT WIDTH PROVIDED	REQUIRED STAIR WIDTH (OLx0.20)	STAIR WIDTH PROVIDED
	OFFICE	B	100	502	6	.90"	36" PER ROOM		
	APARTMENT	R-2	200	566	3	.45"	36" PER ROOM		
	OPEN PARKING	S-2	200	6,197	31	4.65"	36" PER DOOR		
	REST ROOM	B	100	74	1	.15"	36" PER ROOM		
	CIRCULATION AND EXIT	B	0	596	(0) 42 IN EXIT	6.30"	36" PER DOOR		
	MECHANICAL	B	300	192	1	.15"	36" PER ROOM		
TOTAL				8,125	42	6.30"	36"	N.A.	N.A.

KEY

- OCCUPANCY SEPARATION (FIRE BARRIER WALL)
- FIRE RATED WALL
- ASSEMBLY
- BUSINESS
- LAUNDRY
- STORAGE
- KITCHEN
- MECHANICAL / ELECTRICAL
- VENDING
- RESIDENCE
- ACCESSIBLE / EXIT ROUTE TO PUBLIC WAY

File Name: 32p-a10.1.dwg
Edit Date: 05-22-20 (10:13:33)

REVISIONS	DATE

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LICENSED ARCHITECT
GARY D. EICHELBERG
No. C 11451
STATE OF CALIFORNIA
Renewal Date MAY 31, 2022
JULY 29, 2021

SEACLIFF VILLAGE AREA HOTEL
LOTUS MANAGEMENT INC.
270 NORTH AVENUE
APTOS, CALIFORNIA 95003

DRAWN	TJM
CHECKED	GDE
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SCALE	AS NOTED
JOB NO.	18-132
SHEET	A10.1
OF	SHEETS

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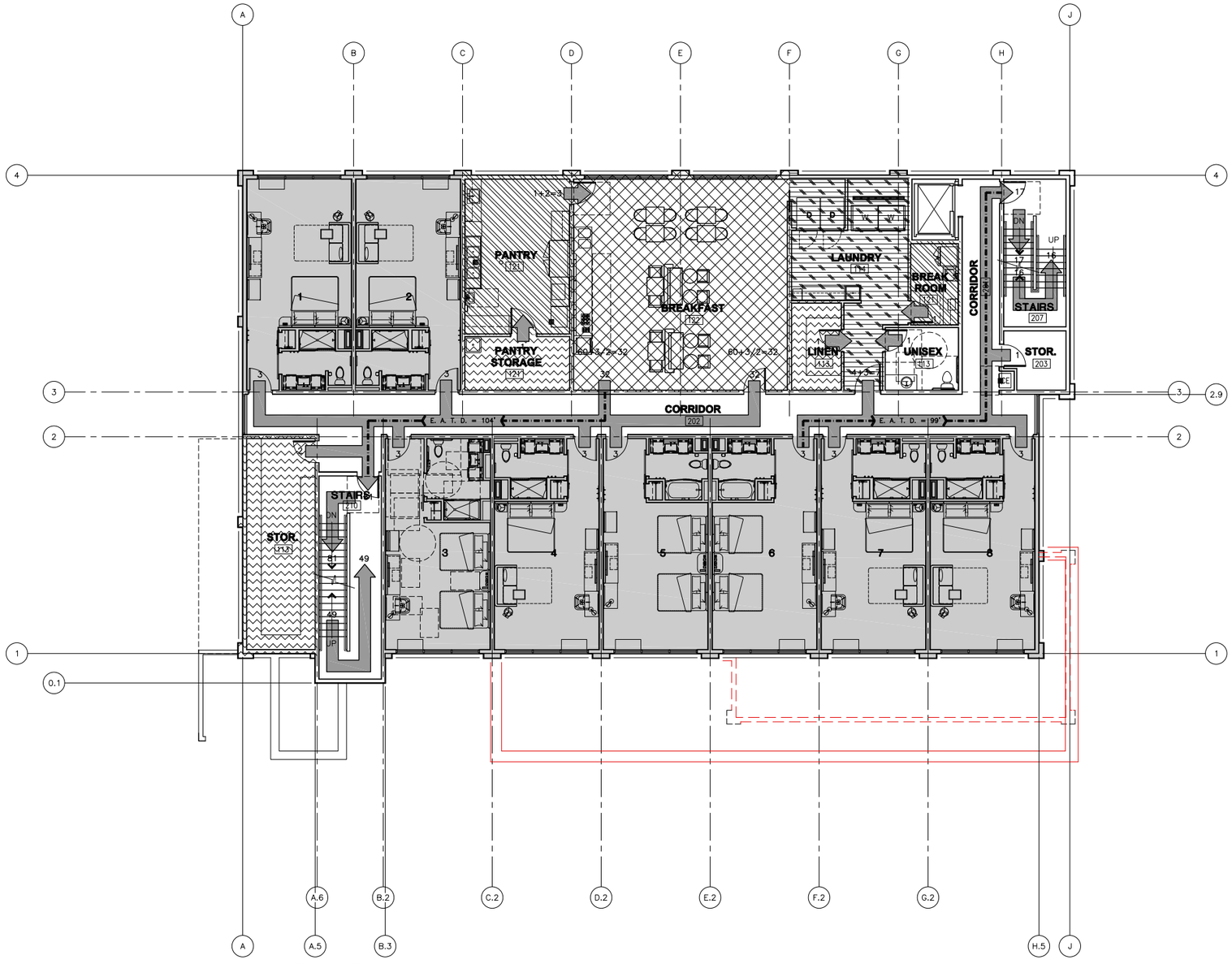

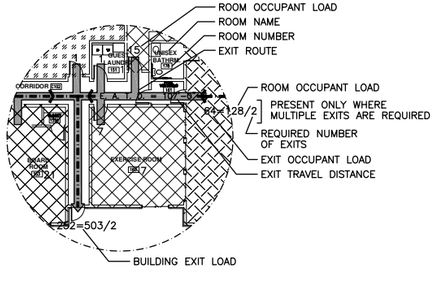

SECOND FLOOR EXITING PLAN

1/8" = 1'- 0"

SECOND FLOOR	USE	OCCUPANCY GROUP	OCCUPANT LOAD FACTOR (OL_f)	SQUARE FOOTAGE (SQ.FT.)	OCCUPANT LOAD $OL=(SQ.FT.)/(OL_f)$	◐ REQUIRED EXIT WIDTH (OLx0.15)	EXIT WIDTH PROVIDED	REQUIRED STAIR WIDTH (OLx0.20)	STAIR WIDTH PROVIDED
	RESIDENT ROOMS	R-1	200	3,617	19	2.85"	36" PER ROOM		
	BREAKFAST	A-3	15	899	60	9.00"	36" PER ROOM		
	PANTRY	A-3	200	332	2	.30"	36" PER ROOM		
	LAUNDRY	F	100	372	4	.60"	36" PER ROOM		
	STORAGE	S-1	300	599	2	.30"	36" PER ROOM		
	CIRCULATION	B	0	1,424	(0) 89 IN EXIT	13.35"	36" PER FLOOR	17.80"	48" PER STAIR
	BREAK ROOM	B	100	81	1	.15"	36" PER ROOM		
	REST ROOM	B	100	96	1	.15"	36" PER ROOM		
TOTAL				7,420	89			17.80"	48" X 2

KEY

- OCCUPANCY SEPARATION (FIRE BARRIER WALL)
- FIRE RATED WALL
- ASSEMBLY
- BUSINESS
- LAUNDRY
- STORAGE
- KITCHEN
- MECHANICAL / ELECTRICAL
- VENDING
- RESIDENCE
- ACCESSIBLE / EXIT ROUTE TO PUBLIC WAY

File Name: 32p-a10.2.dwg
Edit Date: 05-22-20 (10:13:27)

REVISIONS	DATE

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1014 S. LA POINTE STREET
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LICENSED ARCHITECT
GARY D. EICHELBERG
No. C11451
Renewal Date MAY 31, 2022
STATE OF CALIFORNIA
JULY 29, 2021

SEACLIFF VILLAGE AREA HOTEL
LOTUS MANAGEMENT INC.
270 NORTH AVENUE
APTOS, CALIFORNIA 95003

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CHECKED: GDE
DATE: NOVEMBER 30, 2018
SCALE: AS NOTED
JOB NO.: 18-132
SHEET: A10.2
OF SHEETS

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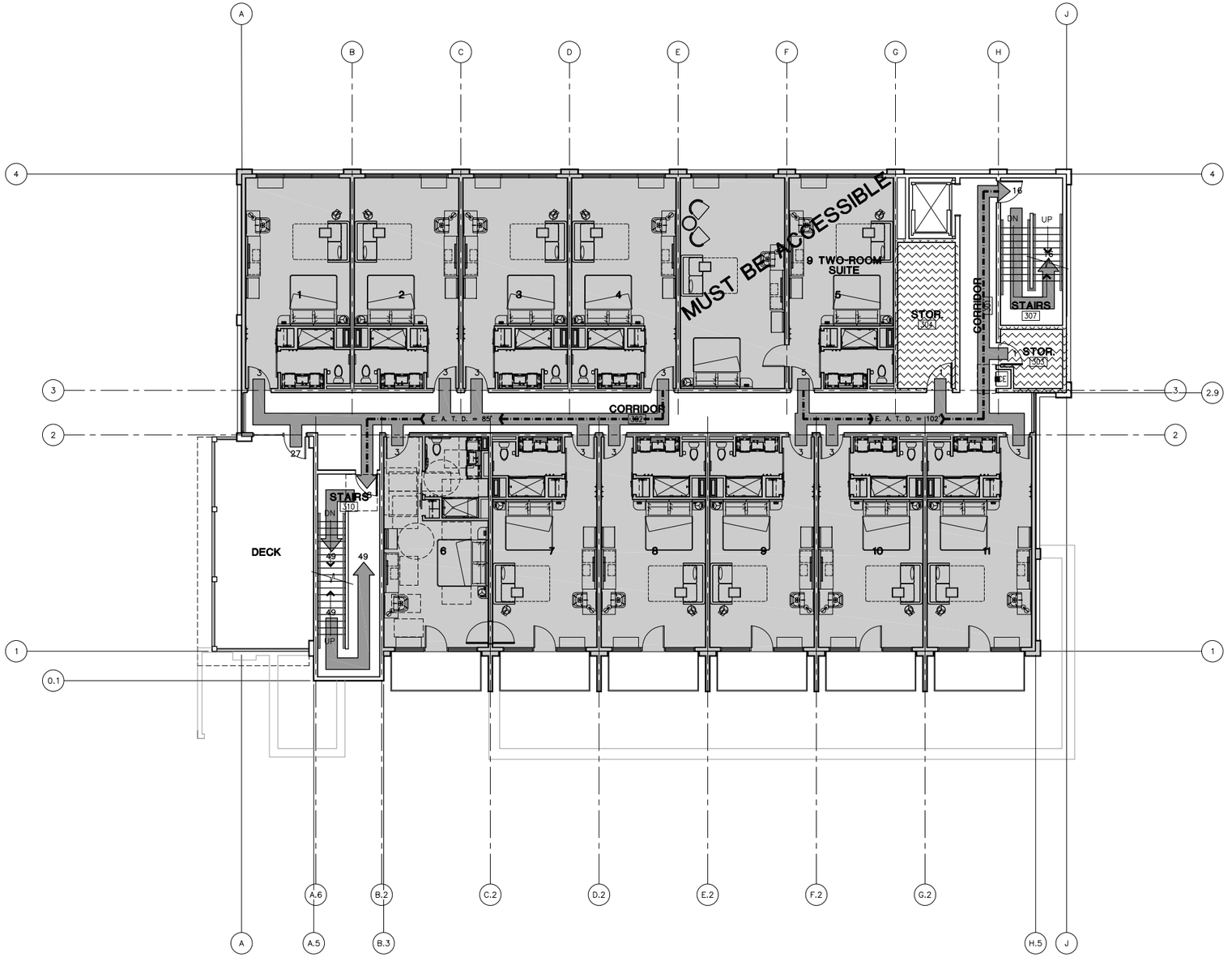

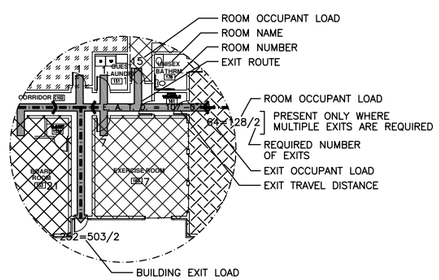

THIRD FLOOR EXITING PLAN

1/8" = 1'- 0"

THIRD FLOOR	USE	OCCUPANCY GROUP	OCCUPANT LOAD FACTOR (OL_f)	SQUARE FOOTAGE (SQ.FT.)	OCCUPANT LOAD OL=(SQ.FT.)/(OL_f)	REQUIRED EXIT WIDTH (OLx0.15)	EXIT WIDTH PROVIDED	REQUIRED STAIR WIDTH (OLx0.20)	STAIR WIDTH PROVIDED
	RESIDENT ROOMS	R-1	200	5,423	28	4.20"	36" PER ROOM		
	STORAGE	S-1	300	258	1	.15"	36" PER ROOM		
	CIRCULATION	B	0	1,439	(0) 56 IN EXIT	8.40"	36" PER DOOR	11.20"	48" PER STAIR
	DECK	B	15	394	27	4.05"	36" PER ROOM		
TOTAL				7,528	56	8.40"	36"x2	11.20"	48" X 2

KEY

- OCCUPANCY SEPARATION (FIRE BARRIER WALL)
- FIRE RATED WALL
- ASSEMBLY
- BUSINESS
- LAUNDRY
- STORAGE
- KITCHEN
- MECHANICAL / ELECTTRICAL
- VENDING
- RESIDENCE
- ACCESSIBLE / EXIT ROUTE TO PUBLIC WAY

File Name: 32p-a10.3.dwg
Edit Date: 05-22-20 (10:13:23)

REVISIONS	DATE

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www.dra-pllc.com
administrator@desresarch.com

LICENSED ARCHITECT GARY D. EICHELBERG No. C14451 STATE OF CALIFORNIA
Renewal Date MAY 31, 2022
JULY 29, 2021

SEACLIFF VILLAGE AREA HOTEL
LOTUS MANAGEMENT INC.
270 NORTH AVENUE
APTOS, CALIFORNIA 95003

DRAWN TJM
CHECKED GDE
DATE NOVEMBER 30, 2018
SCALE AS NOTED
JOB NO. 18-132
SHEET **A10.3**
OF SHEETS

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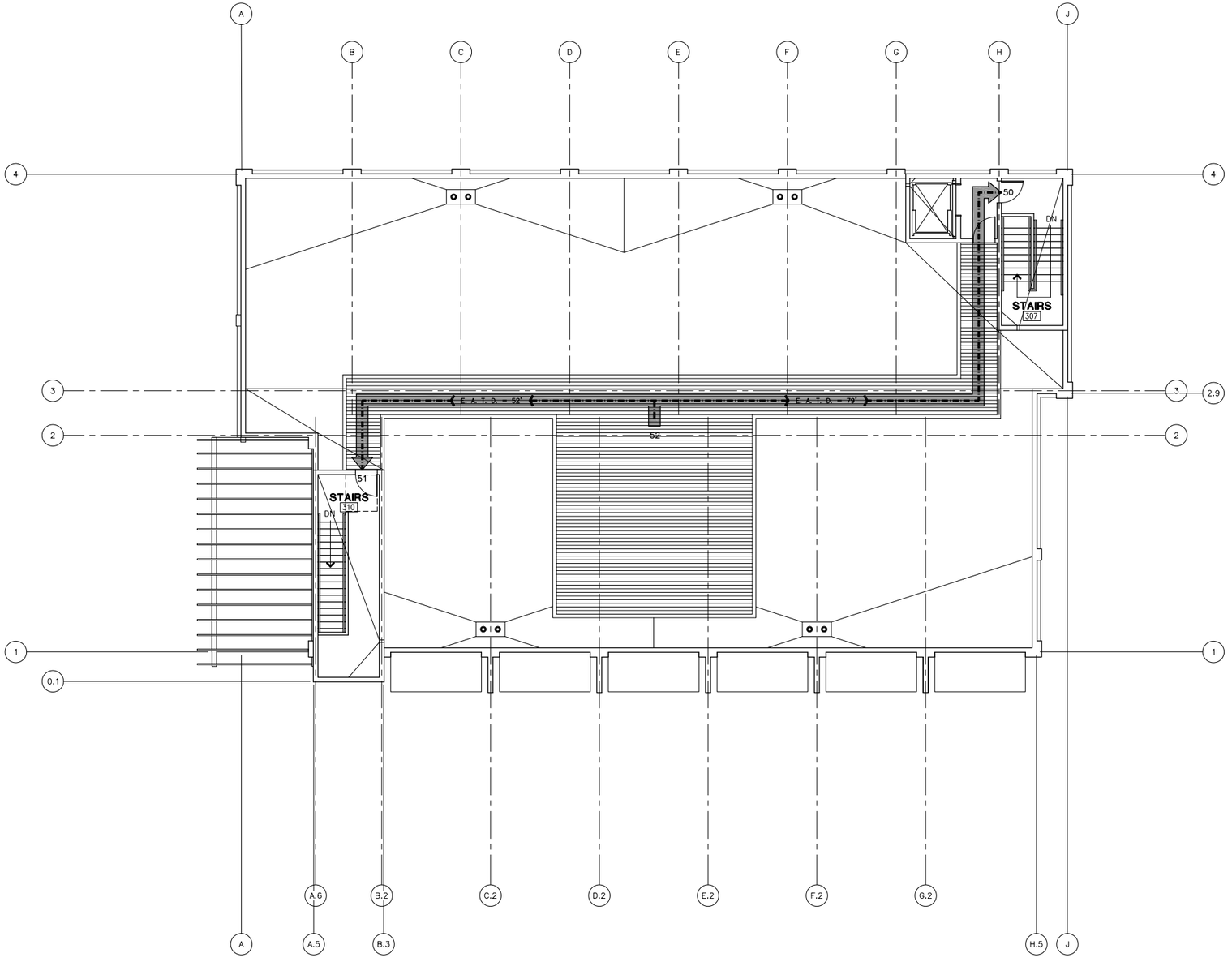

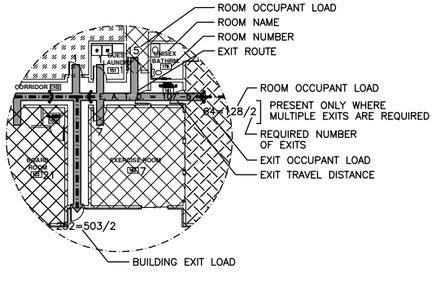

ROOF LEVEL EXITING PLAN

1/8" = 1'- 0"

ROOF	USE	OCCUPANCY GROUP	OCCUPANT LOAD FACTOR (OL_f)	SQUARE FOOTAGE (SQ.FT.)	OCCUPANT LOAD $OL=(SQ.FT.)/(OL_f)$	◐ REQUIRED EXIT WIDTH (OLx0.15)	EXIT WIDTH PROVIDED	REQUIRED STAIR WIDTH (OLx0.20)	STAIR WIDTH PROVIDED
	DECK	B	15	770	52	7.00"	36" AT STAIR		
	WALKWAY/CIRCULATION	B	15	732	49	7.00"	36" PER DOOR	10.00"	48" PER STAIR
TOTAL				1,502	101	7.00"	36 PER DOOR	10.00"	48"

KEY

- OCCUPANCY SEPARATION (FIRE BARRIER WALL)
- FIRE RATED WALL
- ASSEMBLY
- BUSINESS
- LAUNDRY
- STORAGE
- KITCHEN
- MECHANICAL / ELECTRICAL
- VENDING
- SOLAR
- ACCESSIBLE / EXIT ROUTE TO PUBLIC WAY ①

File Name: 32p-a10.4.dwg
Edit Date: 05-22-20 (10:13:19)

REVISIONS	DATE

dra PLLC
DESIGN RESOURCES ARCHITECTS
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BOISE, IDAHO 83706
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LICENSED ARCHITECT
GARY D. EICHELBERG
No. C 11451
STATE OF CALIFORNIA
MAY 31, 2022
Renewal Date
JULY 29, 2021

SEACLIFF VILLAGE AREA HOTEL
LOTUS MANAGEMENT INC.
270 NORTH AVENUE
APTOS, CALIFORNIA 95003

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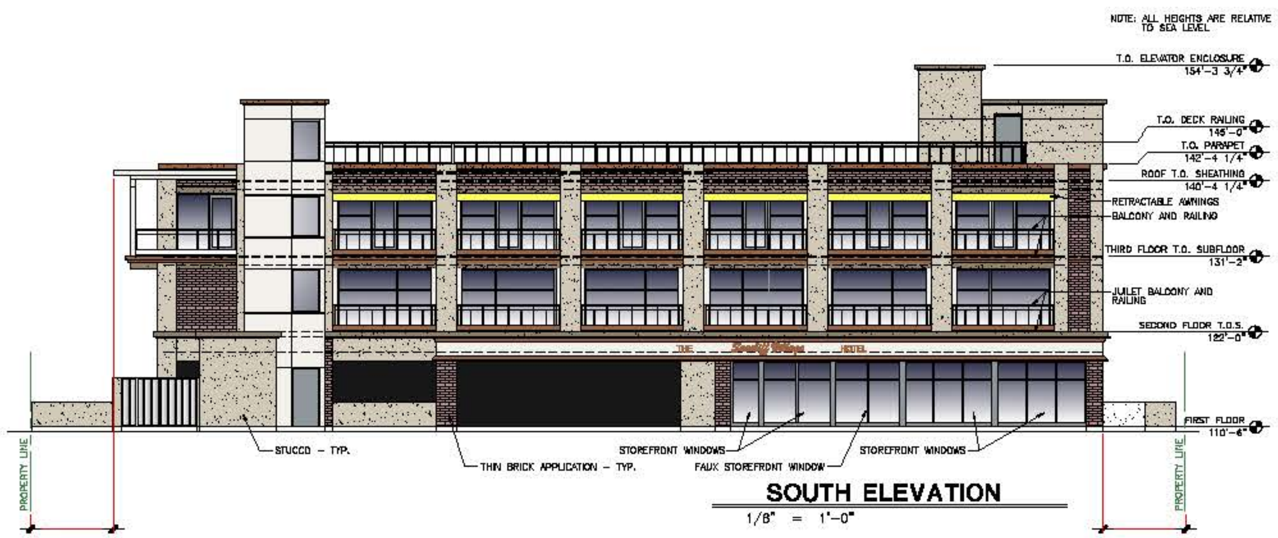


SOUTH ELEVATION

1/8" = 1'-0"

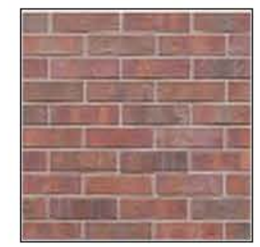
LS
STO 'CHAMPAGNE' 93330

LSS
STO 'CHAMPAGNE' 93330

WH
STO 'ITS WHITE' 20001

DB
STO 31331

RR
STO 32241



McNEAR THIN BRICK
TOWNE SERIES 'CASCADA,

REVISIONS	BY

dra PLLC
DESIGN RESOURCES ARCHITECTS

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administrator@dosresearch.com

LICENSED ARCHITECT
GARY D. EICHELBERG
No. C-19831
MAY 31, 2022
Renewal Date
STATE OF CALIFORNIA
JULY 29, 2021

SEACLIFF VILLAGE AREA HOTEL
LOTUS MANAGEMENT INC.
270 NORTH AVENUE
APTOS, CALIFORNIA 95003

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DATE
NOVEMBER 30, 2018

SCALE
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JOB NO.
18-132

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OF SHEETS

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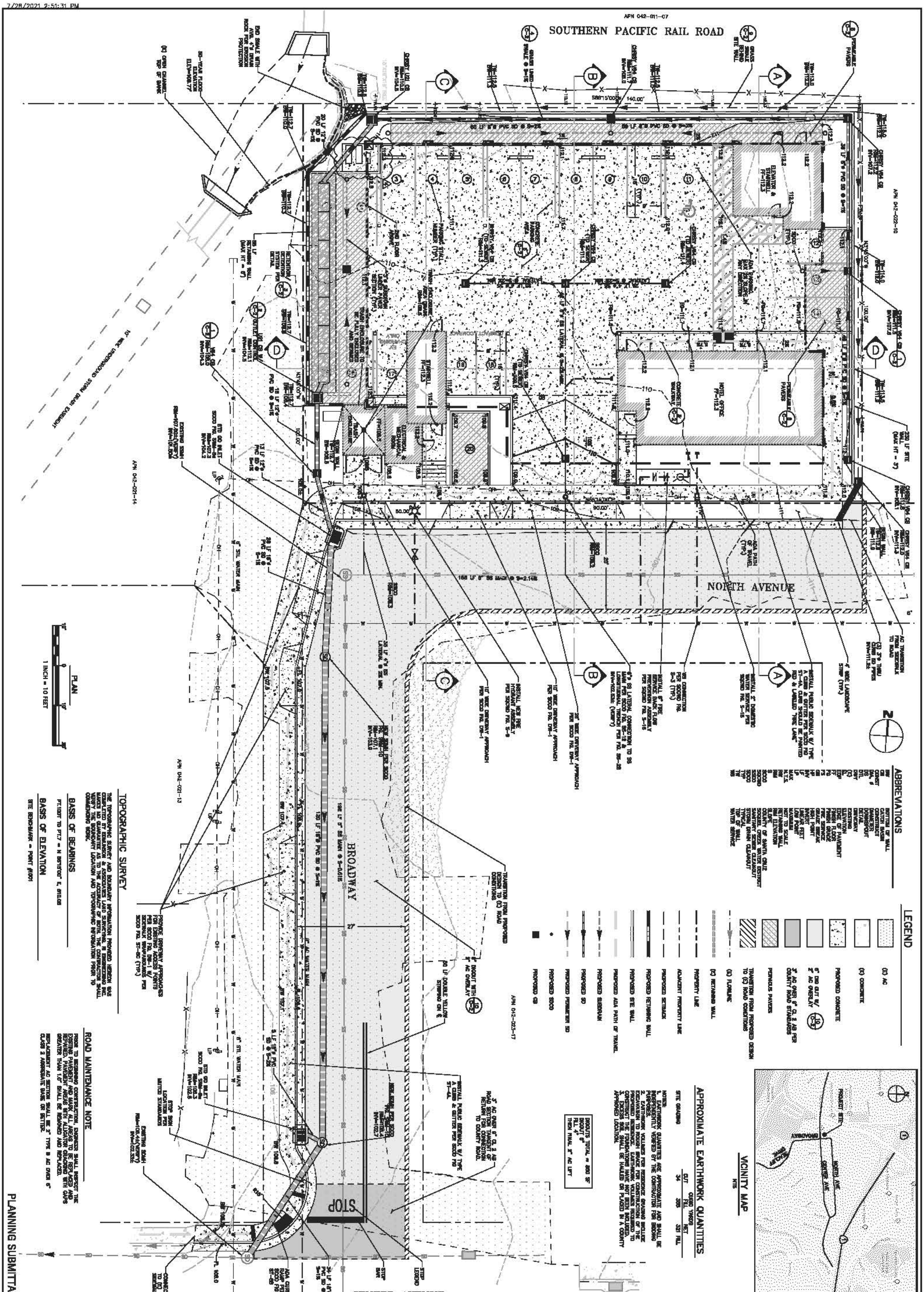


1	RESPONSE TO COUNTY COMMENTS 10/28/2020
2	RESPONSE TO COUNTY COMMENTS 3/10/2021
3	RESPONSE TO COUNTY COMMENTS 5/24/2021
4	RESPONSE TO COUNTY COMMENTS 7/28/2021

RI Engineering, Inc.

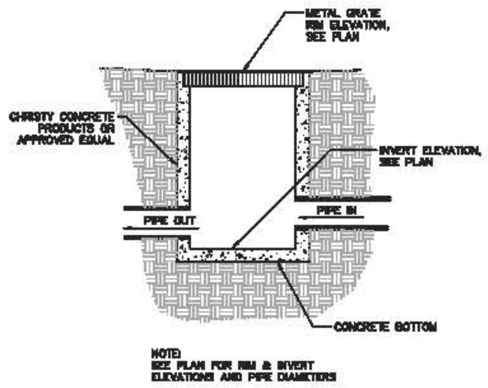
303 Potrero St., Suite 42-202, Santa Cruz, CA 95060
831-425-3901 www.riengineering.com

NEW HOTEL DEVELOPEMENT
FOR
LOTUS MANAGEMENT INC.
270 NORTH AVENUE
APTOS, CA
APN 042-022-12

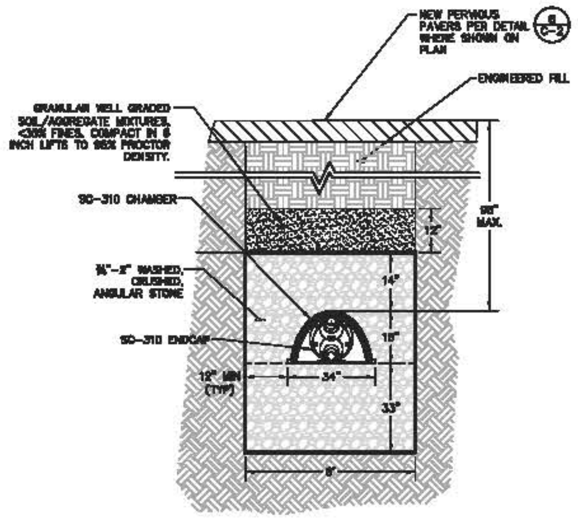
GRADING & DRAINAGE PLAN

project no. 18-083-1
date MAY 2021
scale AS SHOWN
dwg name CIVIL2.DWG

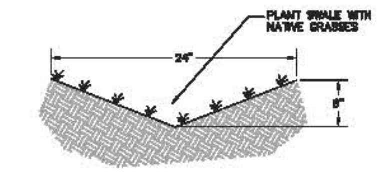
C-1



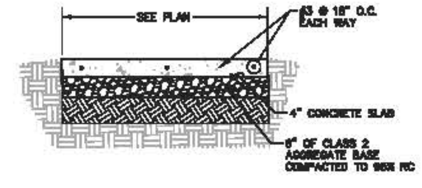
TYPICAL CATCH BASIN DETAIL (1/C-2)
NTS



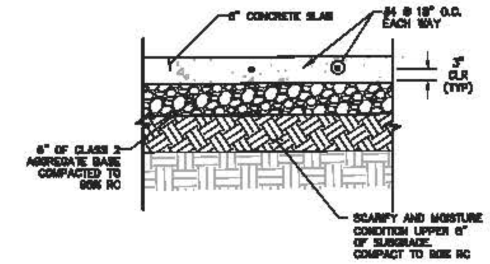
SECTION VIEW
NTS



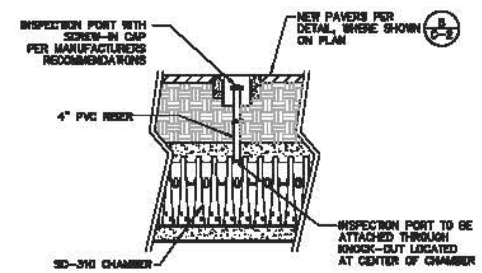
GRASS LINED SWALE DETAIL (4/C-2)
NTS



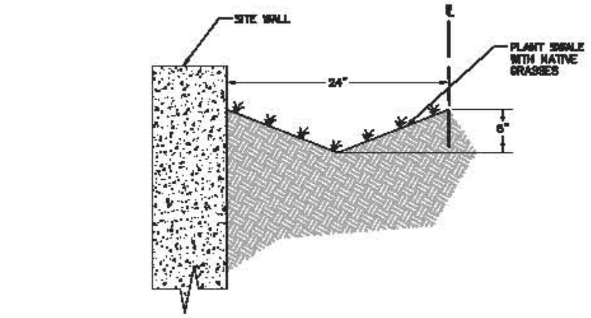
CONCRETE WALKWAY DETAIL (5/C-2)
NTS



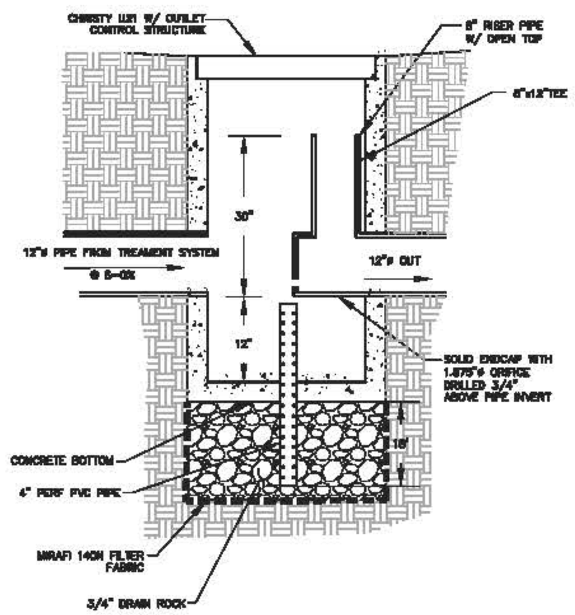
CONCRETE PARKING AREA DETAIL (5/C-2)
NTS



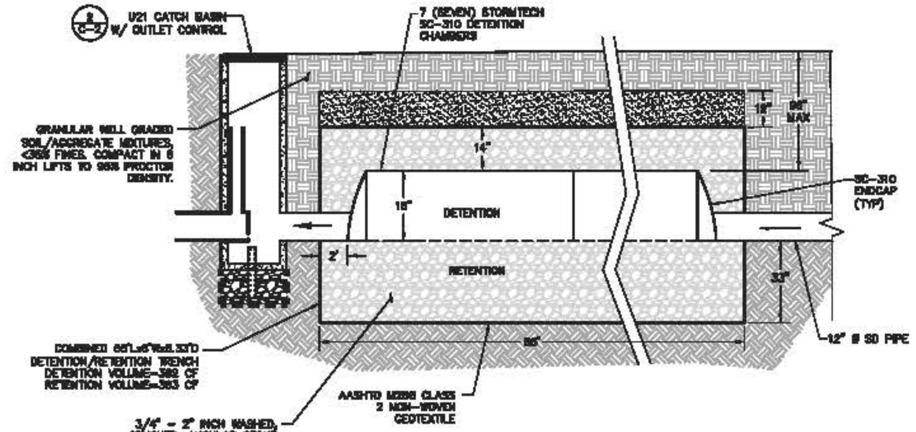
INSPECTION PORT DETAIL (7/C-2)
NTS



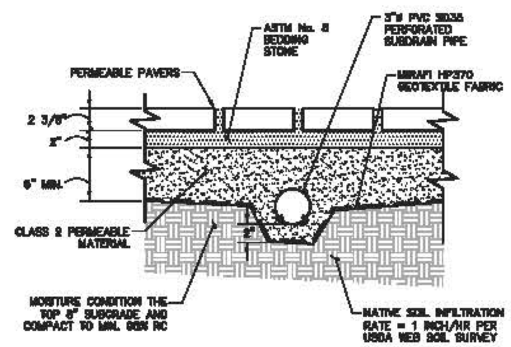
GRASS SWALE BEHIND WALL DETAIL (9/C-2)
NTS



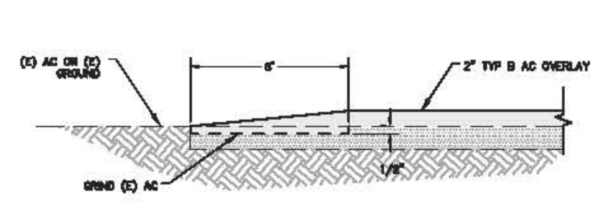
DETENTION OUTLET CONTROL W/ SILT & GREESE TRAP (2/C-2)
NTS



COMBINED DETENTION/RETENTION DETAIL (3/C-2)
PROFILE VIEW
NTS



PERMEABLE PAVER SECTION (6/C-2)
NTS



AC OVERLAY DETAIL (10/C-2)
NTS

NOTE:
USE "DIGOUT" PROCEDURE FOR LOCALIZED DAMAGED AREAS BEYOND AC OVERLAY REPAIR

STORM DRAIN SYSTEM MAINTENANCE

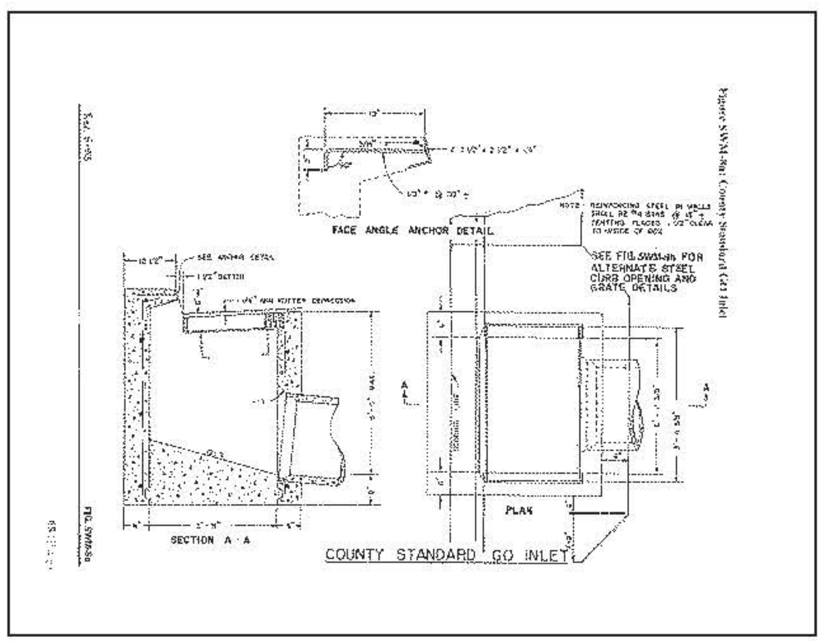
THE HOME OWNER IS RESPONSIBLE FOR MAINTAINING THE STORM DRAINAGE SYSTEM AND ALL COMPONENTS. EVERY YEAR, PRIOR TO THE WET WEATHER SEASON (OCTOBER 15TH) ALL THE CATCH BASINS AND STORM DRAIN CLEANOUTS SHALL BE INSPECTED AND CLEANED OF ANY DEBRIS, SILT, TRASH AND SEDIMENT.

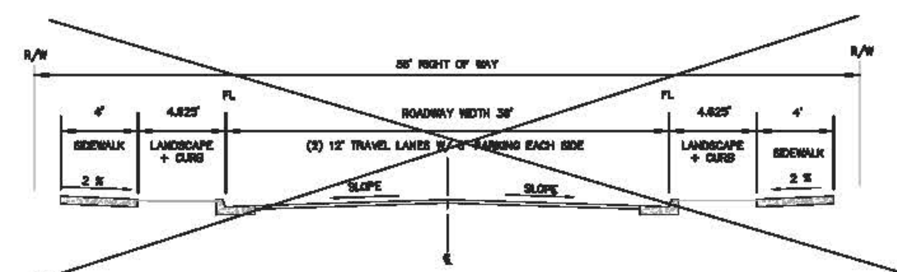
STORM DRAINAGE NOTES

1. CULVERTS SHALL BE REINFORCED CONCRETE PIPE (RCP), POLYVINYL CHLORIDE (PVC SDR35), OR HIGH DENSITY POLYETHYLENE (HDPE ADS N12 OR EQUAL) AND SHALL HAVE A SMOOTH INTERIOR CONFORMING TO SECTION K – STORM DRAINAGE FACILITIES OF COUNTY OF SANTA CRUZ DESIGN CRITERIA.
2. INLETS SHALL BE CHRISTY CONCRETE PRODUCTS OR APPROVED EQUAL WITH SMOOTH CONCRETE BOTTOM.
3. CONNECT ALL DOWNSPOUTS TO PERIMETER STORM DRAIN.

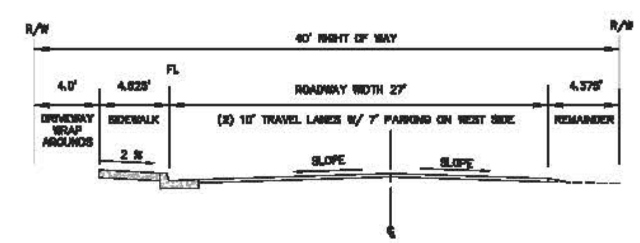
POST CONSTRUCTION STORM DRAIN SYSTEM MAINTENANCE SCHEDULE

ITEM	INTERVAL	INSPECTION	REPAIR
CATCH BASINS	ANNUAL	1. SEDIMENT BUILD UP 2. TRASH & DEBRIS	1. REMOVE SEDIMENT 2. REMOVE TRASH & DEBRIS
SWALES	ANNUAL	1. WASHOUTS 2. MISPLACED ROCK 3. ACCUMULATION OF TRASH & DEBRIS	1. REPLACE TRANSPORTED ROCK 2. REMOVE TRASH & DEBRIS
GRAVEL FILLED COMBINED RETENTION/DETENTION SYSTEM	ANNUAL	1. USE INSPECTION PORT PER MFR RECOMMEDATIONS 2. DISPLACEMENT OF GRAVEL 3. SCOUR AROUND PERIMETER 4. ACCUMULATION OF TRASH & DEBRIS	1. REPLACE GRAVEL 2. REPAIR DAMAGED SLOPES & FABRIC 3. REMOVE TRASH & LOOSE DEBRIS
CATCH BASINS W/ OUTLET CONTROL AND SILT & GREASE TRAP	ANNUAL	1. SEDIMENT BUILD UP 2. TRASH & DEBRIS 3. SILT AND GREASE BUILD-UP	1. REMOVE SEDIMENT 2. REMOVE TRASH & DEBRIS 3. REMOVE SILT AND GREASE





SECTION
COUNTY STANDARD URBAN LOCAL STREET W/ PARKING
N.T.S.



SECTION
BROADWAY ROAD SECTION
N.T.S.

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PLANNING SUBMITTAL

REVISIONS
△ RESPONSE TO COUNTY COMMENTS 10/28/2020
△ RESPONSE TO COUNTY COMMENTS 3/10/2021
△ RESPONSE TO COUNTY COMMENTS 5/24/2021
△ RESPONSE TO COUNTY COMMENTS 7/28/2021

REGISTERED PROFESSIONAL ENGINEER – RICHARD J. IRISH – No. 46030 – Exp. 12-31-22 – CIVIL – STATE OF CALIFORNIA
7/28/2021

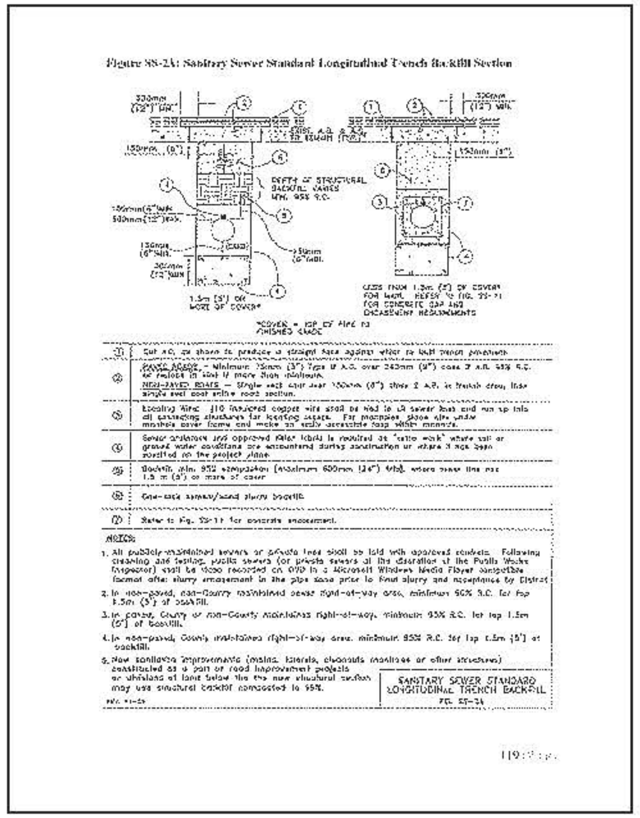
RJ Engineering Inc.
303 Potrero St., Suite 42-202, Santa Cruz, CA 95060
831-425-3901 www.rjengineering.com

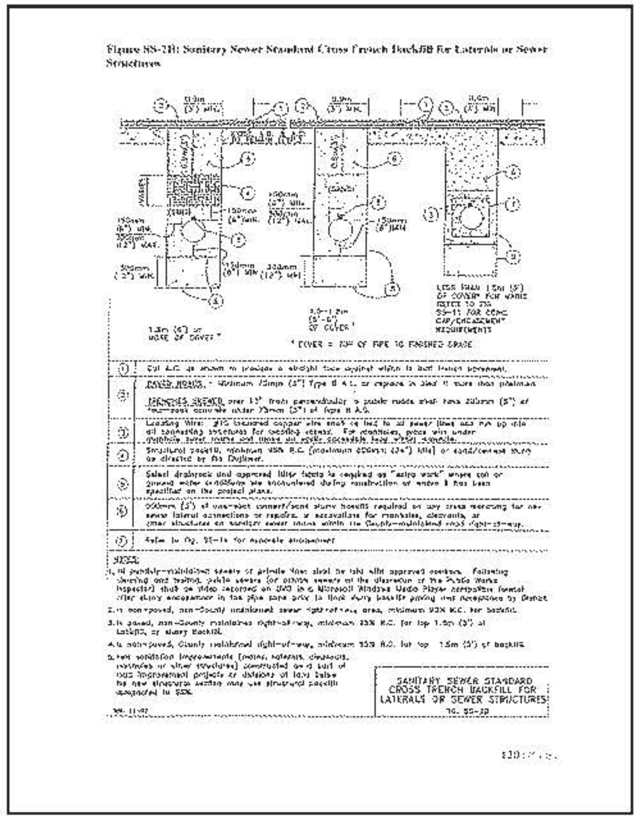
NEW HOTEL DEVELOPEMENT
FOR
LOTUS MANAGEMENT INC.
270 NORTH AVENUE
APTOS, CA
APN 042-022-12

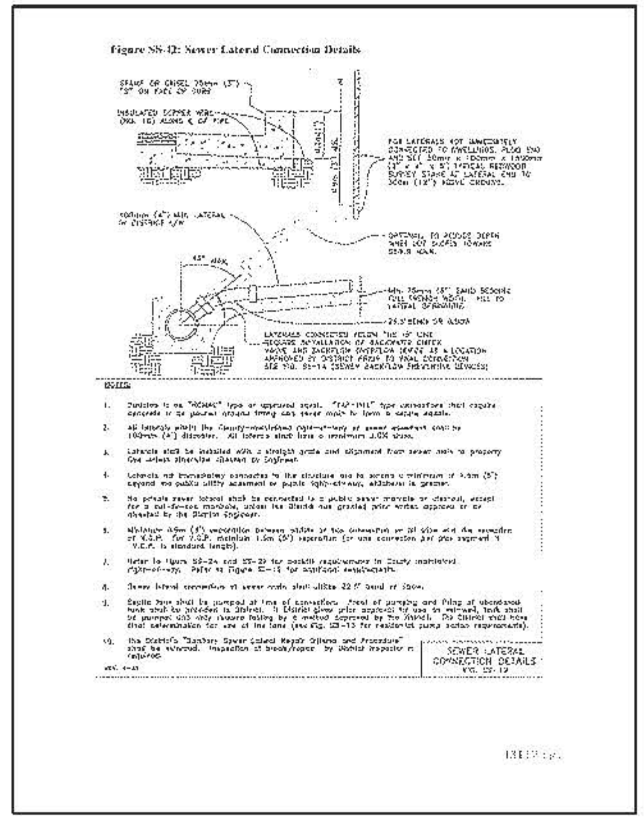
DETAILS

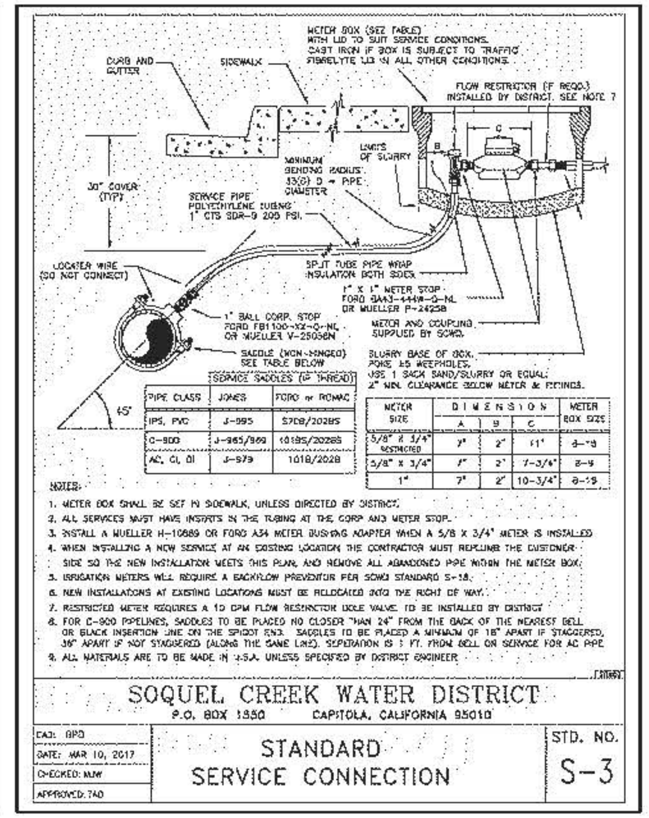
project no. 18-093-1
date MAY 2021
scale AS SHOWN
dwg name CIVIL2.DWG

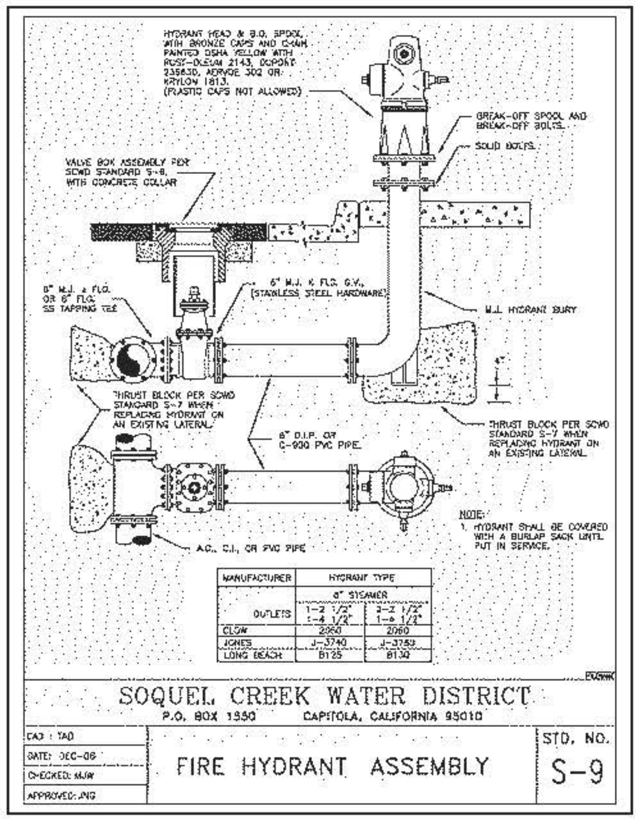
C-2

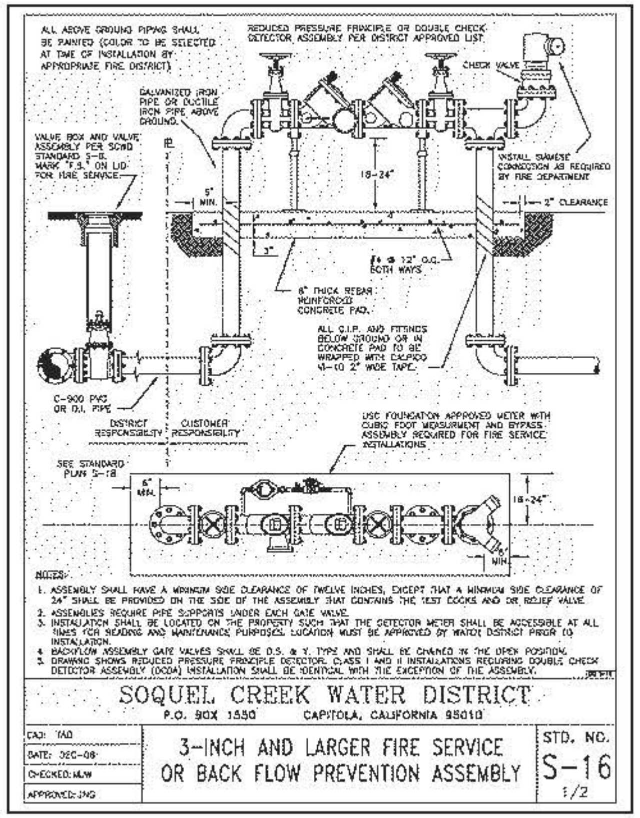












DETECTOR CHECK ASSEMBLY

REQUIREMENTS

CLASS	PROTECTION REQUIRED
CLASS I – Direct connections from domestic water mains only; no pumps or reservoirs no physical connections to other water supplies; no anti-freeze or other additives of any kind; and all sprinkler drains discharge to atmosphere.	DC DA
CLASS 2 – Same as class I, except that booster pumps may be installed in the service lines from the street mains. A connection for a fire pumper truck may also be provided.	DC DA
CLASS III – Direct connections to public water supply main, with on-site storage or pressure tanks. All storage facilities are filled by or connected to the public water supply.	RP DA
CLASS IV – Directly supplied from public mains similar to Classes I and II with an unapproved auxiliary water supply on or available within 1,700 feet of the pumper connection.	RP DA
CLASS V – Directly supplied from public mains and interconnected with unapproved auxiliary supplies, such as: pumps taking suction from reservoirs exposed to contamination, or from rivers, ponds, wells, or industrial water systems or systems where anti-freeze or other additives are used.	RP DA
CLASS VI – Fire suppression systems supplied from both an industrial water system and the public water system, with or without gravity storage or pump suction tanks.	RP DA

NOTES:

1) Where fire services and domestic/industrial services are installed to the same premises, all service connections may by subject to a requirement to be protected to the highest degree applicable to any individual service to that premises.

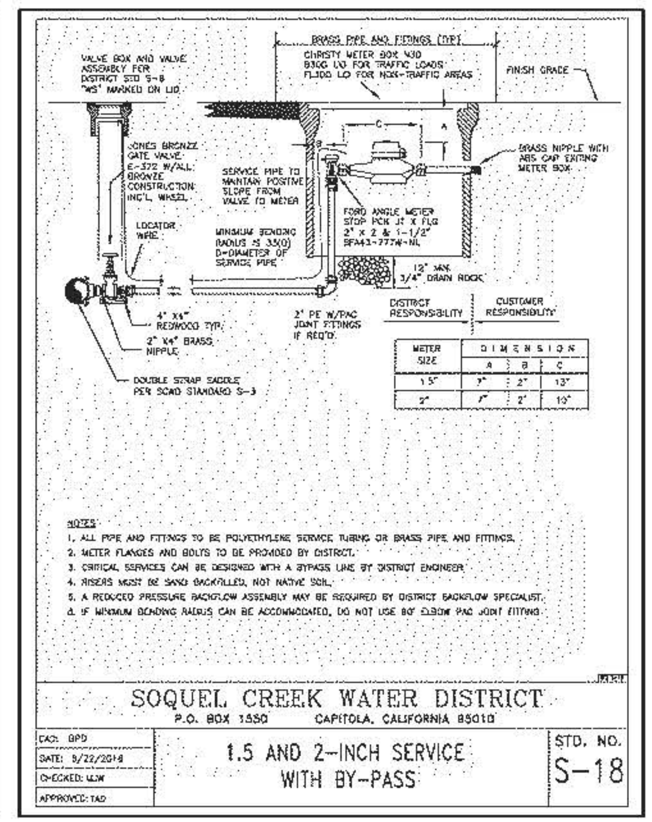
2) DC DA = Double Check Detector Assembly

RP DA = Reduced Pressure Detector Assembly

SOQUEL CREEK WATER DISTRICT
P.O. BOX 1550 CAPITOLA, CALIFORNIA 95010

3-INCH AND LARGER FIRE SERVICE OR BACK FLOW PREVENTION ASSEMBLY

STD. NO. S-16 2/2



RESPONSE TO COUNTY COMMENTS 10/28/2020
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NEW HOTEL DEVELOPMENT FOR LOTUS MANAGEMENT INC.
270 NORTH AVENUE
APTOS, CA
APN 042-022-12

COUNTY STANDARD DETAILS

project no. 18-093-1
date MAY 2021
scale AS SHOWN
dwg name CIVIL2.DWG

C-3

PLANNING SUBMITTAL

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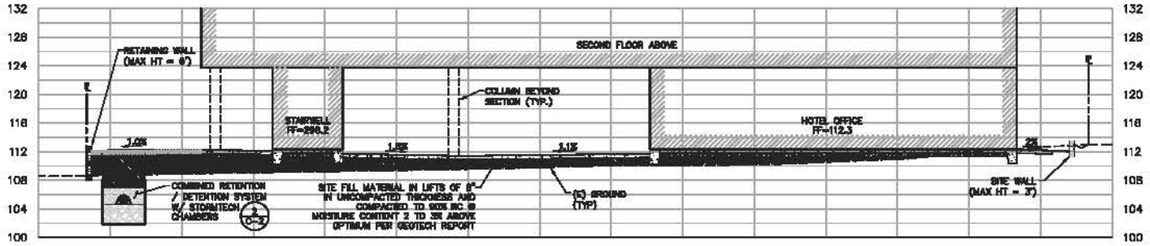
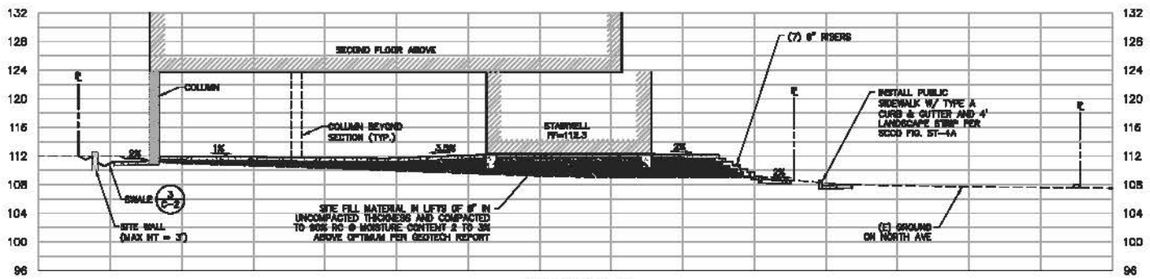


SECTION D–D

SCALE: 1"=10' HORIZONTAL, VERTICAL



SECTION C–C

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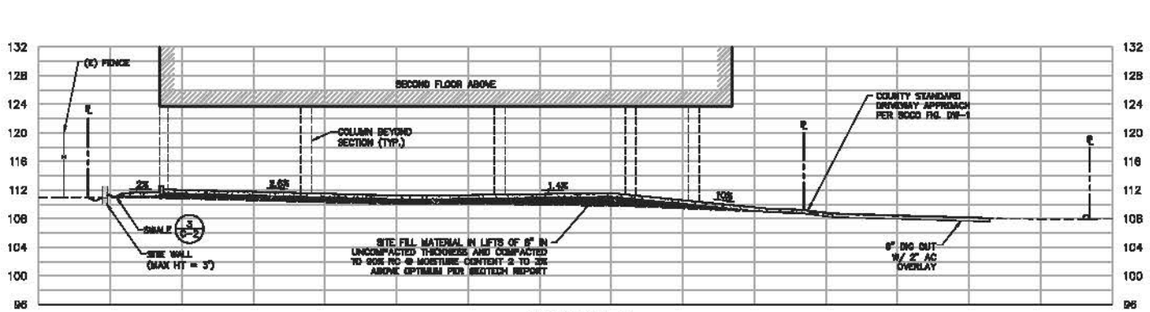

SECTION B–B

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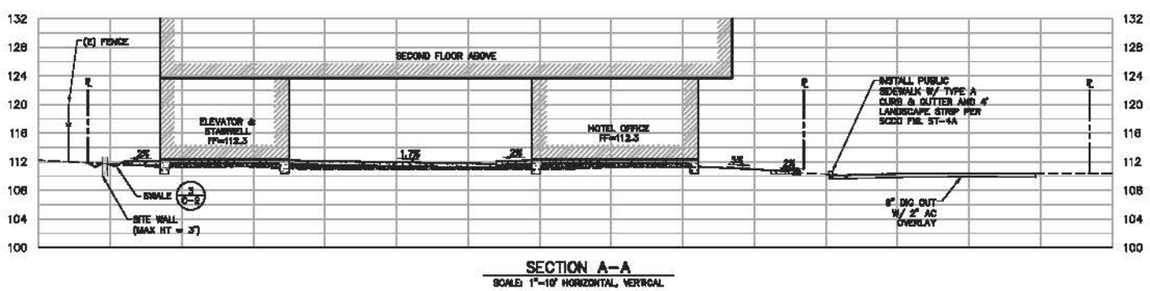
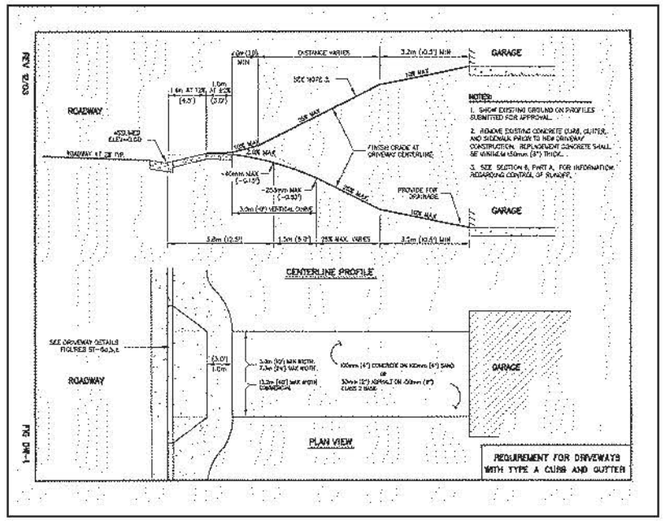
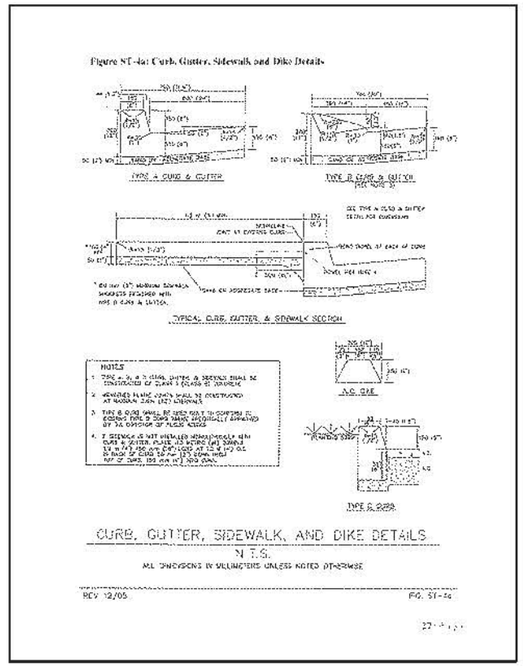


SECTION A–A

SCALE: 1"=10' HORIZONTAL, VERTICAL





EARTHWORK AND GRADING

1. WORK SHALL CONSIST OF ALL CLEARING, GRUBBING, STRIPPING, PREPARATION OF LAND TO BE FILLED, EXCAVATION, SPREADING, COMPACTION AND CONTROL OF FILL, AND ALL SUBSIDIARY WORK NECESSARY TO COMPLETE THE GRADING TO CONFORM TO THE LINES, GRADES, AND SLOPES, AS SHOWN ON THE APPROVED PLANS.

2. ALL GRADING OPERATIONS SHALL CONFORM TO SECTION 19 OF THE CALTRANS STANDARD SPECIFICATIONS, AND SHALL ALSO BE DONE IN CONFORMANCE WITH THE REQUIREMENTS OF THE COUNTY OF SANTA CRUZ. THE MOST STRINGENT GUIDELINE SHALL PREVAIL.

3. REFERENCE IS MADE TO THE GEOTECHNICAL INVESTIGATIONS BY QUANTUM GEOTECHNICAL INC., ENTITLED "GEOTECHNICAL INVESTIGATION," DATED SEPTEMBER 10 2018. THE CONTRACTOR SHALL MAKE A THOROUGH REVIEW OF THIS REPORT AND SHALL FOLLOW ALL RECOMMENDATIONS THEREIN. THE CONTRACTOR SHALL CONTACT QUANTUM GEOTECHNICAL INC. FOR ANY CLARIFICATIONS NECESSARY PRIOR TO PROCEEDING WITH THE WORK.

4. THE CONTRACTOR SHALL GRADE TO THE LINE AND ELEVATIONS SHOWN ON THE PLAN AND SHALL SECURE THE SERVICES OF A LICENSED LAND SURVEYOR OR REGISTERED CIVIL ENGINEER TO PROVIDE STAKES FOR LINE AND GRADE.

5. THE GEOTECHNICAL ENGINEER SHOULD BE NOTIFIED AT LEAST FOUR (4) DAYS PRIOR TO ANY SITE CLEARING AND GRADING OPERATIONS.

6. STRIPPED AREAS SHOULD BE SCARIFIED TO A DEPTH OF ABOUT 6", WATER-CONDITIONED TO BRING THE SOILS WATER CONTENT TO ABOUT 2 TO 3% ABOVE THE OPTIMUM, AND COMPACTED TO A DENSITY EQUIVALENT TO AT LEAST 90% OF THE MAXIMUM DRY DENSITY OF THE SOIL ACCORDING TO ASTM D1557 (LATEST EDITION). SUBGRADES AND AGGREGATE BASE ROCK FOR PAVEMENTS SHOULD BE COMPACTED TO A MINIMUM OF 95%.

7. ENGINEERED FILL SHOULD BE PLACED IN THIN LIFTS NOT EXCEEDING 6" IN LOOSE THICKNESS, MOISTURE CONDITIONED, AND COMPACTED TO AT LEAST 90% RELATIVE COMPACTION.

8. MATERIAL USED FOR ENGINEERED FILL SHALL MEET THE REQUIREMENTS OF THE AFOREMENTIONED REPORTS BY QUANTUM GEOTECHNICAL INC.

9. IMPORTED FILL MATERIAL USED AS ENGINEERED FILL FOR THE PROJECT SHALL MEET THE REQUIREMENTS OF THE AFOREMENTIONED GEOTECHNICAL INVESTIGATION.

10. ALL FILL MATERIAL SHALL BE APPROVED BY THE PROJECT GEOTECHNICAL ENGINEER PRIOR TO JOBSITE DELIVERY AND PLACEMENT. NO EARTHWORK OPERATIONS SHALL BE PERFORMED WITHOUT THE DIRECT OBSERVATION AND APPROVAL OF THE GEOTECHNICAL ENGINEER.

11. BARE GROUND WITHIN 10' OF FOUNDATIONS SHALL BE SLOPED AWAY @ 5% MINIMUM OR 2% MINIMUM FOR PAVED SURFACES.

⚠ RESPONSE TO COUNTY COMMENTS 10/28/2020
⚠ RESPONSE TO COUNTY COMMENTS 3/10/2021
⚠ RESPONSE TO COUNTY COMMENTS 5/24/2021
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7/28/2021

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NEW HOTEL DEVELOPEMENT
FOR
LOTUS MANAGEMENT INC.
270 NORTH AVENUE
APTOS, CA
APN 042-022-12

SECTIONS & STANDARD DETAILS

project no. 18-093-1
date MAY 2021
scale AS SHOWN
dwg name CIVIL2.DWG

C-4

PLANNING SUBMITTAL

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TOTAL AREA OF DISTURBANCE = 0.33 ACRES

SITE HOUSEKEEPING REQUIREMENTS

CONSTRUCTION MATERIALS

1. ALL LOOSE STOCKPILED CONSTRUCTION MATERIALS THAT ARE NOT ACTIVELY BEING USED (I.E. SOIL, SPOILS, AGGREGATE, FLY-ASH, STUCCO, HYDRATED LIME, ETC.) SHALL BE COVERED AND BERMED.
2. ALL CHEMICALS SHALL BE STORED IN WATERTIGHT CONTAINERS (WITH APPROPRIATE SECONDARY CONTAINMENT TO PREVENT ANY SPILLAGE OR LEAKAGE) OR IN A STORAGE SHED (COMPLETELY ENCLOSED).
3. EXPOSURE OF CONSTRUCTION MATERIALS TO PRECIPITATION SHALL BE MINIMIZED. THIS DOES NOT INCLUDE MATERIALS AND EQUIPMENT THAT ARE DESIGNED TO BE OUTDOORS AND EXPOSED TO ENVIRONMENTAL CONDITIONS (I.E. POLES, EQUIPMENT PADS, CABINETS, CONDUCTORS, INSULATORS, BRICKS, ETC.).
4. BEST MANAGEMENT PRACTICES TO PREVENT THE OFF-SITE TRACKING OF LOOSE CONSTRUCTION AND LANDSCAPE MATERIALS SHALL BE IMPLEMENTED.

LANDSCAPE MATERIALS

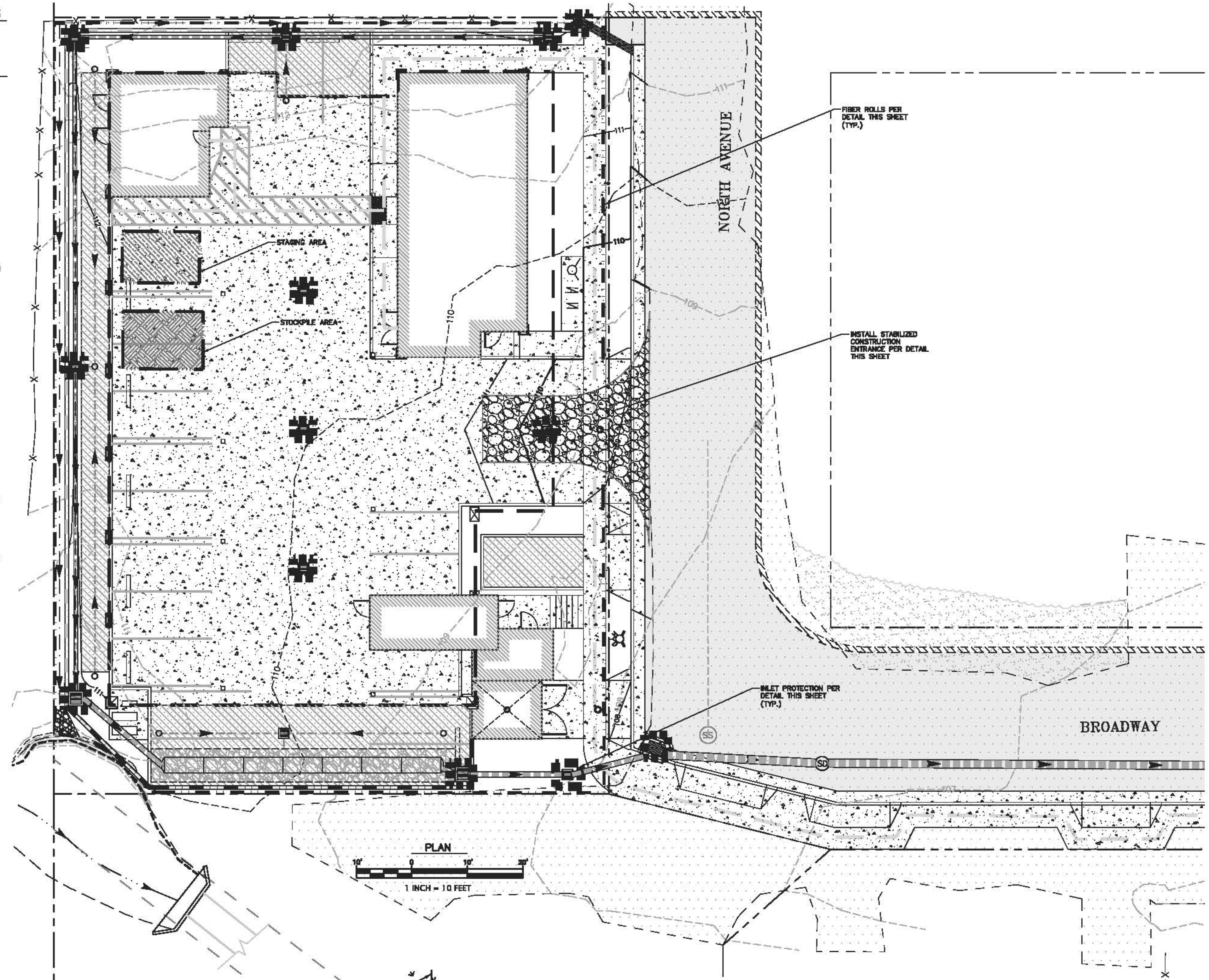
1. CONTAIN STOCKPILED MATERIALS SUCH AS MULCHES AND TOPSOIL WHEN THEY ARE NOT ACTIVELY BEING USED.
2. CONTAIN FERTILIZERS AND OTHER LANDSCAPE MATERIALS WHEN THEY ARE NOT ACTIVELY BEING USED.
3. DISCONTINUE THE APPLICATION OF ANY ERODABLE LANDSCAPE MATERIAL WITHIN 2 DAYS BEFORE A FORECASTED RAIN EVENT OR DURING PERIOD OF PRECIPITATION.
4. APPLY ERODABLE LANDSCAPE MATERIAL AT QUANTITIES AND APPLICATION RATES ACCORDING TO MANUFACTURE RECOMMENDATIONS OR BASED ON WRITTEN SPECIFICATIONS BY KNOWLEDGEABLE AND EXPERIENCED FIELD PERSONNEL.
5. STACK ERODABLE LANDSCAPE MATERIAL ON PALLETS AND COVERING OR STORING SUCH MATERIALS WHEN NOT BEING USED OR APPLIED.

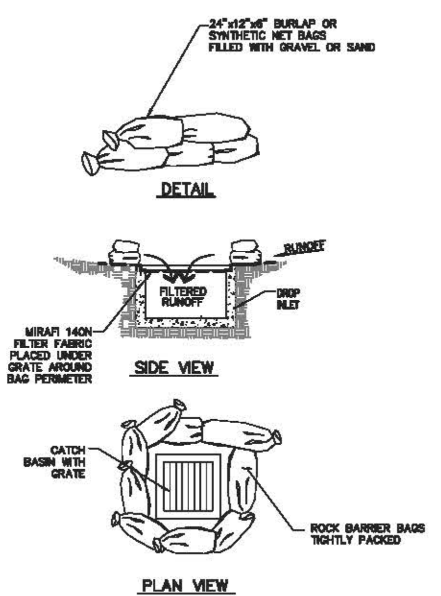
VEHICLE STORAGE AND MAINTENANCE

1. MEASURES SHALL BE TAKEN TO PREVENT OIL, GREASE, OR FUEL TO LEAK IN TO THE GROUND, STORM DRAINS OR SURFACES WATERS.
2. ALL EQUIPMENT OR VEHICLES, WHICH ARE THE BE FUELED, MAINTAINED AND STORED ONSITE SHALL BE IN A DESIGNATED AREA FITTED WITH APPROPRIATE BMP'S.
3. LEAKS SHALL BE IMMEDIATELY CLEANED AND LEAKED MATERIALS SHALL BE DISPOSED OF PROPERLY.

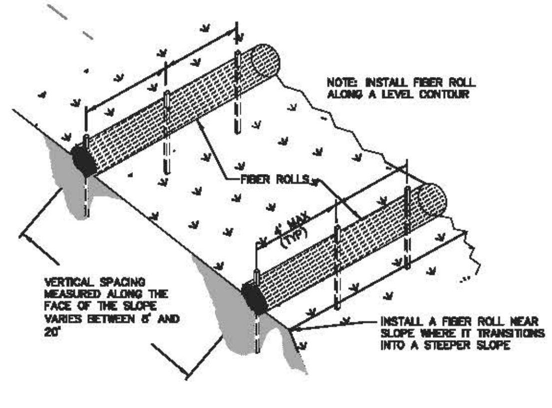
WASTE MANAGEMENT

1. DISPOSAL OF ANY RINSE OR WASH WATERS OR MATERIALS ON IMPERVIOUS OR PERVIOUS SITE SURFACES OR INTO THE STORM DRAIN SYSTEM SHALL BE PREVENTED.
2. SANITATION FACILITIES SHALL BE CONTAINED (E.G., PORTABLE TOILETS) TO PREVENT DISCHARGES OF POLLUTANTS TO THE STORM WATER DRAINAGE SYSTEM OR RECEIVING WATER, AND SHALL BE LOCATED A MINIMUM OF 20 FEET AWAY FROM AN INLET, STREET OR DRIVEWAY, STREAM, RIPARIAN AREA OR OTHER DRAINAGE FACILITY.
3. SANITATION FACILITIES SHALL BE INSPECTED REGULARLY FOR LEAKS AND SPILLS AND CLEANED OR REPLACED AS NECESSARY.
4. COVER WASTE DISPOSAL CONTAINERS AT THE END OF EVERY BUSINESS DAY AND DURING A RAIN EVENT.
5. DISCHARGES FROM WASTE DISPOSAL CONTAINERS TO THE STORM WATER DRAINAGE SYSTEM OR RECEIVING WATER SHALL BE PREVENTED.
6. STOCKPILED WASTE MATERIAL SHALL BE CONTAINED AND SECURELY PROTECTED FROM WIND AND RAIN AT ALL TIMES UNLESS ACTIVELY BEING USED.
7. PROCEDURES THAT EFFECTIVELY ADDRESS HAZARDOUS AND NON-HAZARDOUS SPILLS SHALL BE IMPLEMENTED.
8. EQUIPMENT AND MATERIALS FOR CLEANUP OF SPILLS SHALL BE AVAILABLE ON SITE AND THAT SPILLS AND LEAKS SHALL BE CLEANED UP IMMEDIATELY AND DISPOSED OR PROPERLY; AND
9. CONCRETE WASHOUT AREAS AND OTHER WASHOUT AREAS THAT MAY CONTAIN ADDITIONAL POLLUTANTS SHALL BE CONTAINED SO THERE IS NO DISCHARGE INTO THE UNDERLYING SOIL AND ONTO THE SURROUNDING AREAS.

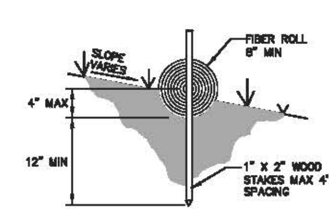




GRAVEL BAG CATCH BASIN PROTECTION
NTS



TYPICAL FIBER ROLL INSTALLATION
NTS



FIBER ROLL DETAIL IN SLOPE AREA
NTS

EROSION CONTROL MEASURES

1. EROSION IS TO BE CONTROLLED AT ALL TIMES ALTHOUGH SPECIFIC MEASURES SHOWN ARE TO BE IMPLEMENTED AT A MINIMUM BY OCTOBER 15.
2. UNLESS SPECIFIC MEASURES ARE SHOWN OR NOTED ON THIS PLAN, ALL COLLECTED RUNOFF SHALL BE CARRIED TO DRAINAGE COURSES IN LINED CONDUITS. DISCHARGE SHALL BE IN THE LOCATIONS SHOWN ON THE PLANS.
3. THE DESIRED END RESULT OF THESE MEASURES IS TO CONTROL SITE EROSION AND PREVENT SEDIMENT TRANSPORT OFF THE SITE. IT SHALL BE THE DEVELOPER'S RESPONSIBILITY TO SEE THAT ANY ADDITIONAL MEASURES NECESSARY TO MEET THIS GOAL ARE IMPLEMENTED. IF FAILED INSPECTIONS BY COUNTY STAFF SHOW THIS GOAL IS NOT BEING MET, ADDITIONAL MEASURES MAY BE REQUIRED.
4. ALL DISTURBED AREAS NOT CURRENTLY BEING USED FOR CONSTRUCTION SHALL BE SEEDED WITH THE FOLLOWING SEED MIXTURE:

   WINTER BARLEY 25#/ACRE
5. AFTER SEEDING, STRAW MULCH WILL BE APPLIED IN 4" (AVG.) LAYERS.
6. AMMONIUM PHOSPHATE FERTILIZER, 8-3-3, SHALL BE APPLIED AT A RATE OF 30 LBS. PER ACRE. ON SLOPES GREATER THAN 20% EROSION CONTROL BLANKET (NORTH AMERICAN GREEN) SHALL BE APPLIED.
7. SILT BARRIERS SHALL BE PLACED END TO END AND STAKED DOWN ALONG THE BOTTOM OF ALL GRADED SLOPES.

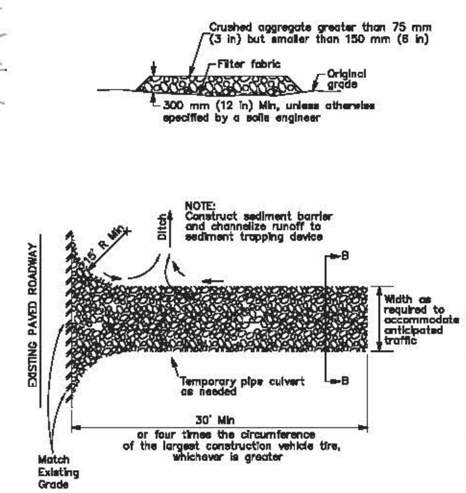
ALL EROSION CONTROL MEASURES INCLUDING BUT NOT LIMITED TO SILT FENCES, FIBER ROLLS AND SLOPE PROTECTION SHALL BE IN PLACE BY OCTOBER 15TH. THE ENGINEER OF RECORD SHALL INSPECT ONCE EROSION CONTROL MEASURES HAVE BEEN INSTALLED.

EXPOSED SLOPE MEASURES

1. COVER ALL EXPOSED SLOPES
2. STRAW 2 TONS/ACRE ON SLOPES ≤ 20% WITH SOIL BINDER
3. USE NORTH AMERICAN GREEN C125 OR EQUAL ON SLOPES >20%

EROSION CONTROL LEGEND

(fiber roll line symbol)	INSTALL FIBER ROLL PER DETAILS THIS SHEET
(catch basin symbol)	INSTALL CATCH BASIN PROTECTION PER DETAIL THIS SHEET
(stabilized entrance symbol)	INSTALL STABILIZED CONSTRUCTION ENTRANCE PER DETAIL THIS SHEET
(slope protection symbol)	PROPOSED SLOPE PROTECTION
(stockpile symbol)	PROPOSED STOCKPILE AREA



CONSTRUCTION ENTRANCE DETAIL
NTS

RESPONSE TO COUNTY COMMENTS 10/28/2020
RESPONSE TO COUNTY COMMENTS 3/10/2021
RESPONSE TO COUNTY COMMENTS 5/24/2021
RESPONSE TO COUNTY COMMENTS 7/28/2021

REGISTERED PROFESSIONAL ENGINEER RICHARD J. IRISH No. 45820 Exp. 12-31-22 CIVIL STATE OF CALIFORNIA
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NEW HOTEL DEVELOPEMENT
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270 NORTH AVENUE
APTOS, CA
APN 042-022-12

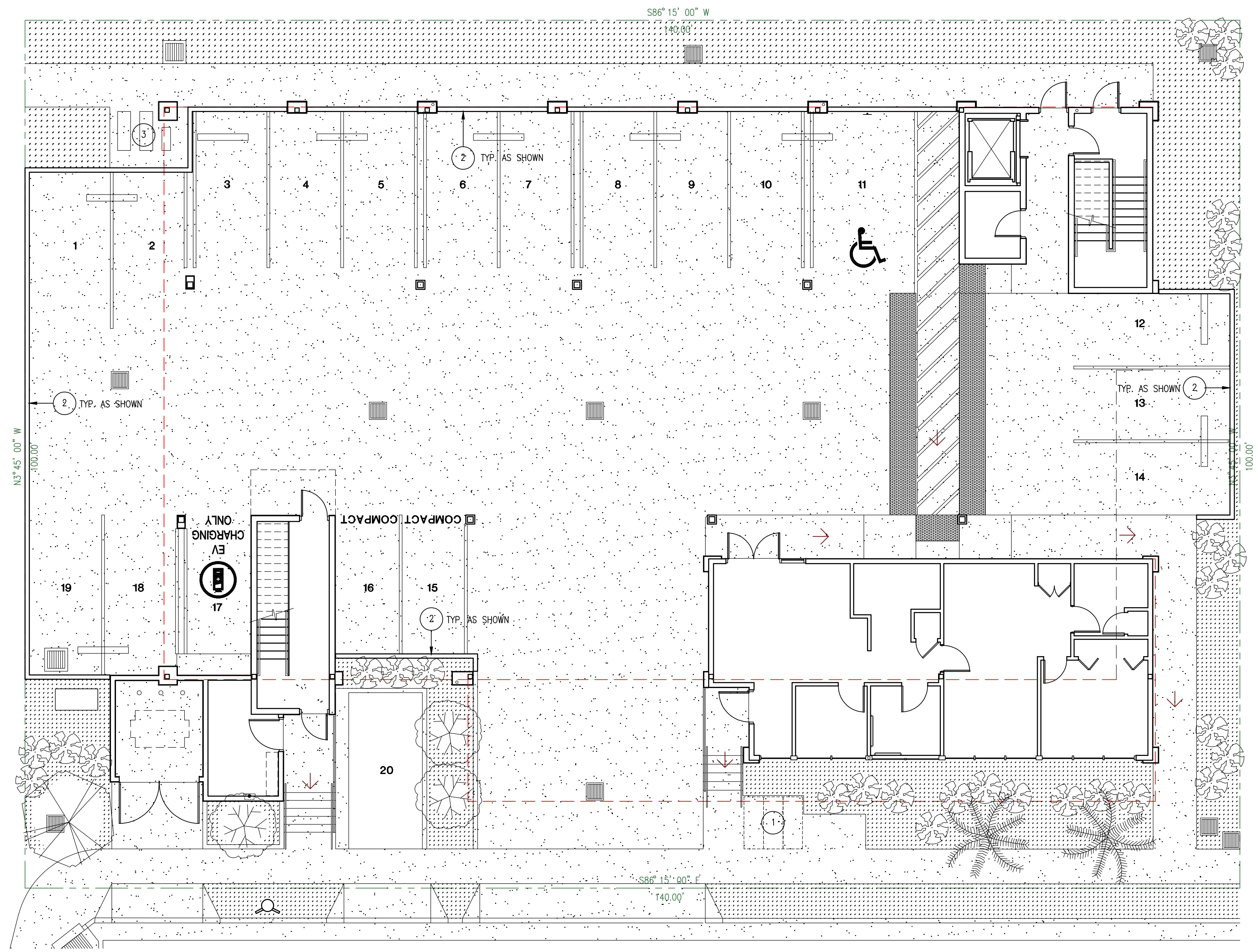
STORMWATER POLLUTION CONTROL PLAN

project no.	18-093-1
date	MAY 2021
scale	AS SHOWN
dwg name	CIVIL2.DWG

C-5

PLANNING SUBMITTAL

7/28/2021 2:52:01 PM



LANDSCAPE PLAN

1/8" = 1'- 0"

File Name: 3210-lsp.dwg
Edit Date: 07-27-21 (10:54:43)

LANDSCAPE LEGEND

- YELLOW CANDLE WOOD — *Senna bicapsularis*
- GINKGO, MAIDENHAIR TREE 'AUTUMN GOLD' — *Ginkgo biloba*
- HEART-LEAVED FLAME PEA — *Chorizema cordatum*
- SUNSHINE PROTEA 'SAFARI SUNSET' — *Leucadendron*
- CREEPING LILY TURF — *Liriope spicata*

IRRIGATION NOTES

1) Landscaping shall be done in accordance with the County's Water Efficient Landscape Ordinance (WELO, Ch. 13.13).
2) The system is designed to operate with minimum 10 GPM at minimum 60 p.s.i. at the point of connection. If this condition is not met contact the Landscape Architect for possible redesign. If pressure exceeds 75 psi at point of connection install a Wilkins 600 1" pressure regulator. The static psi at the street is supposed to be
3) Detector tape should be installed with any pressure lines not buried in the same trench with control wires and with any lines of any kind under paving not in a trench with control wires.
4) All valve groupings provide a threaded capped pressure line stubout so it is easy to add additional valves later. Run a few extra wires to these locations from the controller.
5) Electric controllers should be set to water between 6:00 PM and 10:00 a.m. to avoid watering during times of higher wind or temperature and programmed with repeat cycles to avoid runoff. This is not as important for drip that is not affected by the wind. Set irrigation schedule according to plants' water needs.
6) Run 2 extra control wires from the controller to the far end of each leg and to the furthest hose bib, coming up at each valve with some extra wire along the way so valves could be added if necessary in the future. - does not apply in this case because valves are all in one place
7) Do not put valves too close to trees. Stay 8' to 10' away if possible. Do not put pressure lines under trees. Install line in planting areas instead of under paving whenever possible.
8) The contractor is to include an additional separate cost for an Irrigation Audit by a certified irrigation auditor just in case it is required. The water audit should include irrigation schedules for when the plants are first starting and needing more water and a schedule for when they are more established and need less water
9) Provide a hydrozone summary and a color coded reduced plan showing which areas are irrigated by which valves to put in the controller box
10) Install the Solar Sync weather sensor where it will receive full sun and rain.
11) Install a master automatic valve close to the backflow preventer that comes on when it is time to irrigate and turns off after irrigation so that the lines are not always pressurized and a broken valve will not leak all the time. Also install a Hunter Flow Clik and FCT Sensor to detect breaks in the system and shut it off until it can be fixed.
12) Install sufficient check valves to keep excess water from draining out of the system when it is shutoff that would result in wasted water.
13) If an irrigation water audit is required the Landscape Contractor is to include the cost in his bid along with the cost to correct anything the irrigation water auditor requires.
14) Notify the Landscape Architect at least a week prior to landscape construction. The city will probably require construction observation.

KEYNOTES

1 BICYCLE RACKS FOR (3) BICYCLES. FIELD COORDINATE WITH LANDSCAPING.

2 6 FT. HIGH PARKING DELINEATION WALL

3 CONCRETE PAD FOR HEAT PUMP OUTDOOR UNITS. SEE NOTE 3 ON SITE PLAN, SHEET A1.1. FIELD COORDINATE WITH LANDSCAPING.

GENERAL NOTE: COORDINATE WITH CIVIL PLANS.

REVISIONS	DATE

dra PLLC
DESIGN RESOURCES ARCHITECTS
1014 S. LA POINTE STREET
BOISE, IDAHO 83706
208.343.5511
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administrator@desresearch.com

LICENSED ARCHITECT GARY D. EICHELBERG No. C-14831 MAY 31, 2022 STATE OF CALIFORNIA
JULY 29, 2021

SEACLIFF VILLAGE AREA HOTEL
LOTUS MANAGEMENT INC.
270 NORTH AVENUE
APTOS, CALIFORNIA 95003

DRAWN: TJM
CHECKED: GDE
DATE: NOVEMBER 30, 2018
SCALE: AS NOTED
JOB NO.: 18-132
SHEET: **LS1.1**
OF SHEETS

Print Date: 7/29/2021 10:42 AM

Keith Higgins

Traffic Engineer

June 3, 2021

Prakash Patel, President
Lotus Management Inc.
6030 Hellyer Ave,Suite 150
San Jose, CA 95138

Re: Seacliff Village Hotel Trip Generation and Vehicle Miles Traveled Study, Santa Cruz County, California

Dear Prakash:

As you requested, this is a traffic analysis for the Seacliff Village Hotel, 270 North Avenue, Aptos, California (Project). The Project will include 19 guest rooms. The project location and site plan are included as **Exhibits 1** and **2**, respectively. The scope of work includes a Project trip generation estimate and a discussion regarding whether the Project should be exempt from being required to prepare traffic impact and vehicle-miles traveled (VMT) analyses.

1. Project Trip Generation Estimate

Santa Cruz County requires a formal traffic impact analysis if the Project would generate 20 or more AM or PM peak hour vehicle trips.

The Project is called a hotel but does not include any ancillary facilities. However, as indicated by the descriptions of hotels and motels below, it is better classified as a motel. This is the primary factor on determining the appropriate trip generation estimate for the project.

a. Hotel Description

The following is a description of "Land Use 310: Hotel" in "Trip Generation Manual," Institute of Transportation Engineers, 10th Edition, 2017.

"A hotel is a place of lodging that provides sleeping accommodations ***and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail and service shops***. All suites hotel (Land Use 311), business hotel (Land Use 312), motel (Land Use 320), and resort hotel (Land Use 330) are related uses." **Appendix A** provides the relevant page from the Trip Generation Manual. It will be noted by the text in italics and bold type above that a hotel has full-service visitor accommodations that include a variety of ancillary facilities such as restaurants, cocktail lounges, etc. These ancillary uses generate trips associated with additional employees, deliveries, and customers in addition to those generated by the guest rooms.

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b. Motel Description

The following is the description of "Land Use 320 – Motel" in the "Trip Generation Manual."

"A motel is a place of lodging that provides sleeping accommodations and often a restaurant. Motels generally offer free on-site parking and provide little or no meeting space and few (if any) supporting facilities. Exterior corridors accessing rooms—immediately adjacent to a parking lot—commonly characterize motels. Hotel (Land Use 310), all suites hotel (Land Use 311), business hotel (Land Use 312), and resort hotel (Land Use 330) are related uses."

The Project will not have any ancillary facilities and is best classified as a Motel. It does not have a restaurant, which is included in many of the sites from which the Trip Generation Manual trip rates are derived. As tabulated on **Exhibit 3**, the Project's estimated trip generation is expected to include about 83 daily trips with 10 AM peak hour trips and 10 PM peak hour trips. This is less than the 20-peak hour trip threshold that would require a traffic impact analysis.

2. Project VMT Compliance Discussion

The "Analyzing Vehicle Miles Traveled for CEQA Compliance SB 743 – Implementation Guidelines for the County of Santa Cruz," Santa Cruz County Planning Department, Implemented July 2020, Updated May 2021 (VMT Guidelines), requires the use of vehicle-miles traveled (VMT) as the basis for determining significant transportation impacts under the California Environmental Quality Act (CEQA) for all pending and future development projects in Santa Cruz County. According to Page 3 of the VMT Guidelines, one screening criteria for determining if a project will have a less-than-significant impact is if the project will generate less than 110 trips per day. Based on the trip generation estimate in **Exhibit 3**, the Project will generate about 83 daily trips. This assumes a worst-case 100% occupancy. On an annual average basis, the daily trip generation would be lower. It will therefore have a less-than-significant VMT impact and require no additional VMT analysis.

In conclusion, the Project will generate peak hour trips below the threshold requiring a transportation impact analysis. It will also generate daily trips below the threshold requiring a VMT analysis. No further transportation-related impact analysis is therefore required.

If you have any questions regarding this analysis, please do not hesitate to contact me.

Thank you for the opportunity to assist you with this project.

Respectfully submitted,

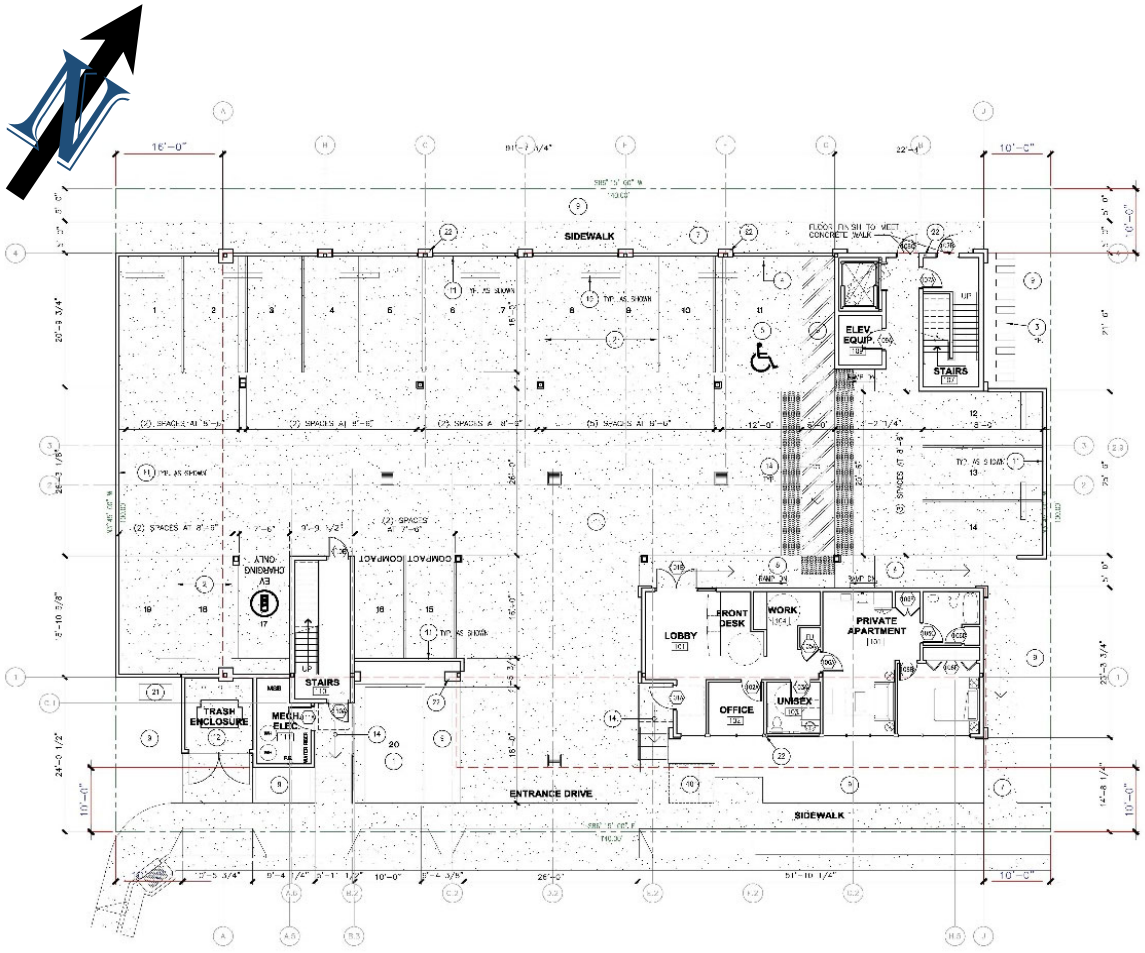
Keith Higgins

Keith B. Higgins, PE, TE
Enclosures

Basemap Source: Google Maps, 2021.

Keith Higgins
Traffic Engineer

Exhibit 1
Project Location Map



Source: Design Resources Architects, November 2018.

		WEEKDAY								
			AM PEAK HOUR				PM PEAK HOUR			
TRIP RATES	**ITE LAND USE CODE**	DAILY TRIP RATE	PEAK HOUR RATE	% OF ADT	% IN	% OUT	PEAK HOUR RATE	% OF ADT	% IN	% OUT
Motel (per room)	320	4.37	0.51	12%	36%	64%	0.50	11%	53%	47%

		WEEKDAY								
			AM PEAK HOUR				PM PEAK HOUR			
PROJECT TRIPS	**PROJECT SIZE**	DAILY TRIPS	PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT	PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT
Motel	19 rooms	83	10	12%	4	6	10	12%	5	5

Notes:

1. Trip generation rate source: Institute of Transportation Engineers (ITE), *Trip Generation Manual,* 10th Edition, 2017.

Keith Higgins
Traffic Engineer

Exhibit 3
Project Trip Generation

Appendix A

Excerpts from

Trip Generation Manual,

10th Edition,

Institute of Transportation

Engineers,

2017

Land Uses

310 Hotel and

320 Motel

Land Use: 310
Hotel

Description

A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail and service shops. All suites hotel (Land Use 311), business hotel (Land Use 312), motel (Land Use 320), and resort hotel (Land Use 330) are related uses.

Additional Data

Studies of hotel employment density indicate that, on the average, a hotel will employ 0.9 employees per room.[1]

Twenty-five studies provided information on occupancy rates at the time the studies were conducted. The average occupancy rate for these studies was approximately 82 percent.

Some properties contained in this land use provide guest transportation services such as airport shuttles, limousine service, or golf course shuttle service, which may have an impact on the overall trip generation rates.

Time-of-day distribution data for this land use are presented in Appendix A. For the one center city core site with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 8:30 and 9:30 a.m. and 3:15 and 4:15 p.m., respectively. On Saturday and Sunday, the peak hours were between 5:00 and 6:00 p.m. and 10:15 and 11:15 a.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, District of Columbia, Florida, Georgia, Indiana, Minnesota, New York, Pennsylvania, South Dakota, Texas, Vermont, Virginia, and Washington.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately predict trip generation characteristics for the site.

Trip generation at a hotel may be related to the presence of supporting facilities such as convention facilities, restaurants, meeting/banquet space, and retail facilities. Future data submissions should specify the presence of these amenities. Reporting the level of activity at the supporting facilities such as full, empty, partially active, number of people attending a meeting/banquet during observation may also be useful in further analysis of this land use.

Source Numbers

170, 260, 262, 277, 280, 301, 306, 357, 422, 507, 577, 728, 867, 872, 925, 951

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[1] Buttke, Carl H. Unpublished studies of building employment densities, Portland, Oregon.

Land Use: 320
Motel

Description

A motel is a place of lodging that provides sleeping accommodations and often a restaurant. Motels generally offer free on-site parking and provide little or no meeting space and few (if any) supporting facilities. Exterior corridors accessing rooms—immediately adjacent to a parking lot—commonly characterize motels. Hotel (Land Use 310), all suites hotel (Land Use 311), business hotel (Land Use 312), and resort hotel (Land Use 330) are related uses.

Additional Data

Typically, the average employment at motels is much lower than at hotels.

Sixteen studies provided information on occupancy rates at the time the studies were conducted. The average occupancy rate for these studies was approximately 82 percent.

Time-of-day distribution data for this land use are presented in Appendix A. For the four general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 5:30 and 6:30 a.m. and 5:15 and 6:15 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Florida, Indiana, New Jersey, New York, Oregon, South Dakota, and Texas.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately predict trip generation characteristics for the site.

Source Numbers

172, 187, 191, 277, 295, 300, 357, 439, 443, 598, 877, 915

GEOTECHNICAL INVESTIGATION

On

PROPOSED NEW HOTEL

At

270 North Avenue
Aptos, California

For

Lotus Management Inc.

By
Quantum Geotechnical, Inc.

Project No. F041.G
September 10, 2019

ATTACHMENT 3

QUANTUM GEOTECHNICAL INC.

Project No. F041.G
September 10, 2019

Mr. Prakash Patel
President
Lotus Management Inc.
6030 Hellyer Ave., Ste. 150
San Jose, CA 95138

Subject: Proposed New Motel
270 North Avenue
Aptos, California
GEOTECHNICAL INVESTIGATION

Dear Mr. Patel:

In accordance with your authorization, ***Quantum Geotechnical, Inc.,*** has investigated the geotechnical conditions at the subject site located in Aptos, California, for a proposed new Motel.

The accompanying report presents the results of our field investigation. Our findings indicate that development of the site for the proposed new motel is feasible provided the recommendations of this report are carefully followed and are incorporated into the project plans and specifications.

Should you have any questions relating to the contents of this report or should additional information be required, please contact our office at your convenience.

Sincerely,
Quantum Geotechnical, Inc.

Simon Makdessi, P.E., G.E.
President

6288 San Ignacio Avenue, Suite A, San Jose, CA 95119 Phone (408)-629-3822 Facsimile (408) 629-3825
1110 Burnett Avenue, Suite B, Concord, CA 94520 Phone: (925) 788-2751

TABLE OF CONTENTS

GEOTECHNICAL INVESTIGATION

PURPOSE AND SCOPE

The purpose of the investigation for the proposed new hotel development located at 270 North Avenue in Aptos, California, was to determine the surface and subsurface soil conditions at the subject site. Based on the results of the investigation, criteria were established for the grading of the site, the design of foundations for the proposed development, and the construction of other related facilities on the property.

Our investigation included the following:

a. Field reconnaissance by the Soil Engineer;
b. Determine the general seismicity of the site in accordance with the 2016 CBC;
c. Drilling and sampling of two soil borings;
c. Laboratory testing of soil samples;
d. Analysis of the data and formulation of conclusions and recommendations; and
e. Preparation of this written report.

PROPOSED DEVELOPMENT

It is our understanding that the proposed project consists of developing the site for the construction of a new three-story motel consisting of 19 rooms. The lower ground level will be mainly covered parking with a manager's office and apartment, while the upper two levels will be motel rooms. Specific development details are currently not yet known, but it is assumed cuts and fills will be minimal given the level nature of the site at present.

SITE LOCATION AND DESCRIPTION

The site is located in the southwestern portion of the town of Aptos, south of Highway 1 and located near Seacliff State Beach, within level terrain at approximately 102 feet above mean sea level (7), as shown on the "Site Vicinity and Fault Map", Figure 1, attached to Appendix A. The site is rectangular in shape, elongated in the west to east direction, and is approximately 0.25 acres in area. The site is bounded by railroad tracks to the north, existing apartments to the east,

North Avenue to the south, and a parking lot on the west. The site currently consists of vacant field. Site ground cover includes mid to low height vegetation.

GENERAL GEOLOGIC CONDITIONS

The site is located within the Coast Ranges Geomorphic Province of California. Throughout the Cenozoic Era, the western part of California has been affected by tectonic forces associated with lateral or transform plate motion between the North American and Pacific crustal plates, which has produced a complex system of northwest-trending faults - the San Andreas, Hayward, and Calaveras Fault systems being the most prominent. Uplift, erosion and subsequent re-deposition of sedimentary rocks within this province have been driven primarily by the northwest-southeast directed strike-slip movement of the tectonic plates and the associated northeast oriented compressional stress. The northwest-trending coastal mountain ranges are the result of an orogeny believed to have been occurring since the Pleistocene epoch (approximately 2-3 million years before present).

The site resides in level terrain at approximately 102 feet above mean sea level (7) in the town of Aptos, CA. Based on a review of geologic maps (3), the site is underlain by marine terrace deposits of the mid to late Quaternary. These deposits locally tend to consist of moderately consolidated very fine sands, with interspersed lenses of coarser sand and gravel. Site and regional geology are displayed in the "Regional Geologic Map", Figure 2, Appendix A.

The California Geological Survey has not yet completed a seismic hazard zone report, along with the associated earthquake hazard zone map, for the site vicinity. According to the California Department of Water Resources, Water Data Library (2), one groundwater well in the Aptos area north of the site indicates that groundwater may be encountered greater than 100 feet below ground surface within the site vicinity.

The USGS Quaternary Fault database (6) provides a record of quaternary fault surface traces based on historic mapping and observations. Table I, below, lists the USGS Quaternary active fault traces located within 10 miles of the site location. Nearby fault traces are as indicated on Figure 1, "Site Vicinity and Fault Map", attached to Appendix A.

Table I
List of Quaternary Faults

Fault ID	Distance from Site (mi)	USGS Activity Level (yrs)
Zayante	4.3	1.6 Mya – 15 Kya
San Andreas	6.6	< 150 ya
Tularcitos	6.9	< 1.6 Mya

Note: Mya and Kya are abbreviations for million years (MYA) and thousand years (KYA) ago.

INVESTIGATION

The field investigation was performed on July 25, 2019, and included a reconnaissance of the site and the drilling of two exploratory borings at the approximate locations shown on Figure 3, "Site Plan" in Appendix A. The borings extended to depths ranging from 26.5 to 41.5 feet below current ground surface.

The borings were advanced using a truck mounted Simko 2400K longstroke drill rig utilizing 6.0 inch solid flight augers. Visual classifications were made from auger cuttings and samples in the field. As the drilling proceeded, relatively undisturbed core samples were obtained by means of a lined 3.0 inch O.D. Modified California split-tube sampler, and a 2.0 inch O.D. standard pin split tube sampler. The sampler was advanced into the soils at various depths under the impact of a 140-pound hammer having a free fall of 30 inches. The number of blows required to advance the sampler 12 inches into the soil, after seating the sampler 6 inches, were recorded on the boring logs.

The stratification of the soils, descriptions, location of undisturbed soil samples and blow counts are shown on the respective "Logs of Test Borings" contained within Appendix A.

Laboratory testing was conducted for moisture density, and gradation analysis. The data received from the lab are presented on the boring logs, Appendix A.

SUBSURFACE CONDITIONS

The subsurface conditions as encountered in the two borings were found to vary in the upper 20 feet and consistent below 20 feet. Boring Q-1 encountered 20 feet of medium dense very fine silty sand, while in boring Q-2, 9.5 feet of medium dense very fine silty sand, overlies 9.5 feet of medium stiff silt, underlain by medium dense sand to a depth of 25 feet. Below 20 feet in boring Q-1 and below 25 feet in boring Q-2, the subsurface conditions consisted of very dense silty sand to the maximum depth explored of 41.5 feet.

Groundwater was encountered at 16 foot depth below ground surface in both of the borings at the time of our exploration. Fluctuations in the groundwater table may occur due to tidal influences, seasonal rainfall and urbanization or nearby development activities.

A more thorough description and stratification of the soil conditions are presented on the respective "Logs of Test Borings" in Appendix A. The approximate locations of the borings are shown on Figure 3, "Site Plan" in Appendix A.

2016 CBC SEISMIC DESIGN CRITERIA

The potential damaging effects of regional earthquake activity should be considered in the design of structures. As a minimum, seismic design should be in accordance with Chapter 16 of the 2016 California Building Code (CBC). The 2016 CBC utilizes the design procedures outlined in the 2010 ASCE 7-10 Standard. Using the criteria in Chapter 20 of ASCE 7-10, although soil we encountered within the top 25 feet may be subject to liquefaction settlement, in our estimate within the top 100 feet of soil, the site soil will be stiff. As a result, the site can be classified as Site Class D for stiff soil. The seismic design parameters have been developed using the online "Seismic Design Maps" tool (5) by the Structural Engineering Association (SEA) and Office of Statewide Health Planning and Development (OSHPD) and a site location based on longitude and latitude. The parameters generated for the subject site for a latitude of 36.97512° N, and longitude of 121.91092° W, are presented in the following Table II:

Table II
2016 CBC Seismic Design Criteria

Seismic Parameter	Coefficient	Value
Site Class – Stiff Soil		D
Peak Ground Acceleration (Site Modified)	PGA_M	0.581
Mapped MCE Spectral Acceleration at Short-Period 0.2 secs	S_S	1.536
Mapped MCE Spectral Acceleration at a Period of 1.0s	S_1	0.605
Adjusted MCE, 5% Damped Spectral Response Acceleration at Short Period of 0.2s	S_{MS}	1.536
Adjusted MCE, 5% Damped Spectral Response Acceleration at Period of 1.0s	S_{M1}	0.907
Design 5% Damped Spectral Response Acceleration at Short Period of 0.2s for Occupancy Category I/II/III	S_{DS}	1.024
Design 5% Damped Spectral Response Acceleration at Period of 1.0s for Occupancy Category I/II/III	S_{D1}	0.605

DISCUSSIONS, CONCLUSIONS AND RECOMMENDATIONS

GENERAL

1. From a geotechnical point of view, the site is suitable for the construction of the proposed motel development, provided the recommendations presented in this report are incorporated into the project plans and specifications.

2. The most prominent feature of the site is the potential to undergo liquefaction. The medium dense sands and lean silt below the water table are potentially liquefiable. It is estimated that liquefaction induced settlements of 0.5 inches in boring Q-1 and up to 1 inches in boring Q-2, could occur. Due to variability, it is estimated that a differential settlement of 0.5 inches over 50 feet, could occur. The estimated liquefaction induced differential settlement is to be considered in the design of foundations and gravity utilities.

3. The proposed structure may be satisfactorily supported on a spread footing foundation system. Specific foundation design recommendations are provided under the heading Foundations.

GRADING

4. The grading requirements presented herein are an integral part of the grading specifications presented in Appendix B of this report and should be considered as such.

5. Grading activities during the rainy season on the silty soils will be hampered by excessive moisture. Grading activities may be performed during the rainy season, however, achieving proper compaction may be difficult due to excessive moisture; and delays may occur. In addition, measures to control potential erosion may need to be provided. Grading performed during the dry months will minimize the occurrence of the above problems.

6. In areas to receive fill stripping of the topsoil and surface vegetation must be performed to remove all organic soil. In addition, any areas of loose soil, old fill or yielding subgrade must be excavated until non-yielding native soil is encountered.

7. After site preparation, the top 8 inches of exposed ground should be scarified and compacted to a degree of relative compaction of at least 90% at 2 to 3 percent above optimum moisture content as determined by ASTM D1557-12 Laboratory Test Procedure.

8. The site may be brought to the desired finished grades by placing fill material in lifts of 8 inches in uncompacted thickness and compacted to 90% relative compaction at a moisture content 2 to 3 percent above optimum moisture content as determined by ASTM D1557-12 Laboratory Test Procedure.

9. All soil encountered during our investigation, are suitable for use as engineered fill when placed and compacted at the recommended moisture content and provided it does not contain any debris or vegetation.

SURFACE AND SUBSURFACE DRAINAGE

10. All finish grades should be provided with a positive gradient to an adequate discharge point in order to provide rapid removal of surface water runoff away from all foundations. No ponding of water should be allowed on the pad or adjacent to the foundations. Surface drainage must be designed by the project Civil Engineer and maintained by the property owners at all times. The pad should be graded in a manner that surface flow is to a controlled discharge system.

11. Lot slopes and drainage must be provided by the project Civil Engineer to remove all storm water from the pad and to minimize storm and/or irrigation water from seeping beneath the structure. Should surface water be allowed to seep under the structure, foundation movement resulting in structural cracking and damage will occur. Finished grades around the perimeter of the structure should be compacted and should be sloped at a minimum 2% gradient away from the exterior foundation. Surface drainage requirements constructed by the builder should be maintained during landscaping. In particular, the creation of planter areas confined on all sides

by concrete walkways or decks and the structure foundation is not desirable since any surface water due to rain or irrigation becomes trapped in the planter area with no outlet. If such a landscape feature is necessary, surface area drains in the planter area or a subdrain along the foundation perimeter must be installed.

12. Continuous roof gutters are recommended. According to local government requirements, roof downspout and drain flows should be directed to bio-filtration areas next to the building perimeter, where possible. From a geotechnical and maintenance point of view it is undesirable to discharge water into bio-filtration areas near foundations, because of the possibility of water ponding for sustained periods of time. Typically, the bio-filtration areas consist of an 18 inch layer of sandy loam over 18 inches of permeable gravel material. The top of the bio-filtration area is typically approximately 1 foot below pad grade, therefore, the base of the bio-filtration area will be approximately 4 feet below pad grade. The base of the bio-filtration area will typically contain a perforated pipe to drain any water that may collect within 24 hours. In some situations, the bio-filtration areas may be located as close as 2 to 3 feet from the building perimeter. If such a system is employed, we must be consulted to evaluate the impact of these systems when located in close proximity to the foundation and provide supplemental recommendations including deepened footings or waterproofing. In addition, the property owners must always maintain the bio-filtration area to ensure that it is performing as designed and that water does not pond in the area for longer than 48 hours.

13. As an alternate to discharging roof water or surface water into bio-filtration areas, these may be directed into landscape areas adjacent the building perimeter. From a geotechnical and maintenance point of view it is undesirable to discharge water into landscape areas near foundations, as these areas generally are not maintained well enough to prevent water ponding. If this must be implemented, we recommend that the project civil engineer or landscape architect provide an adequate number of area drains in the landscape areas close to the discharge areas to minimize ponding of water, and that the property owners always maintain positive drainage away from the foundation. Ground cover and vegetation must be maintained to allow easy flow of water to the area drains.

FOUNDATIONS

14. Provided the site is prepared as recommended in the "Grading" section, spread footing foundations may be used to support the proposed structure building. A section of the ground level of the building may utilize an interior concrete slab-on-grade floor. The foundations must be designed to tolerate the estimated total and differential settlements due to liquefaction provided earlier.

Spread Footing Foundations in Conjunction with or without Interior Concrete Slab-on Grade Floor

15. Continuous and spread footing foundations should extend to a minimum depth of 24 inches below the lowest adjacent pad grade (trenching depth below slab subgrade elevation). At this depth, continuous footings may be designed for an allowable bearing pressure of 2,800 p.s.f. due to dead plus sustained live loads, and 3,700 p.s.f. due to all loads which include wind or seismic. Isolated spread footings for columns may be designed for an allowable bearing pressure of 3,000 p.s.f. due to dead plus sustained live loads, and 4,000 p.s.f. due to all loads which include wind or seismic. The specification of structural reinforcement for all foundations is to be performed by a structural engineer.

16. Elastic static settlements of footings designed and constructed in accordance with the aforementioned criteria are estimated to be less than one-half inch. The differential settlement between individual column or wall footings can be estimated as the difference between the settlements at any two points and should not exceed one-quarter inch.

17. Lateral loads resulting from wind or earthquake may be resisted in the form of passive pressure on the site of footings and friction between the bottom of the footings and soils on which these are supported. The passive soil resistance against footings may be taken equal to a fluid having an equivalent fluid pressure of 250 p.c.f, below a depth of 1 foot. This assumes that the footings are placed neat against the soil face or that properly compacted backfill is placed in the space between the footings and the soil faces. A coefficient of friction of 0.30 may be used at the base of the footing.

18. Where used, it is expected that the interior concrete slab-on-grade floor may experience some cracking due to normal concrete shrinkage. To reduce the potential cracking of the concrete slab floor, the following are recommended:

a. The surficial soil is non-expansive and therefore no slab subgrade saturation is required. Prior to construction of the slab, the slab subgrade should be observed by the Soil Engineer to verify that all under-slab utility trenches greater than 18 inches in width have been properly backfilled and compacted, and that no loose or soft soils are present on the slab subgrade.

b. Slabs should be underlain by a minimum of 4 inches of angular gravel or clean crushed rock material placed between the finished subgrade and the slabs to serve as a capillary break between the subsoil and the slab. The gravel or crushed rock material should consist of broken stone, crushed or uncrushed gravel, quarry waste, or a combination thereof. The aggregate shall be free from deleterious substances. It shall be of such quality that the absorption of water in a saturated dry condition does not exceed 3% of the oven dry weight of the sample. The material shall be ¾" minus material with no more than 3% passing the #200 sieve.

c. The thickness of the slab and reinforcement is to be determined by the project Structural Engineer. We recommend that the slabs be reinforced with reinforcing bars or welded wire fabric sheets. Wire mesh must not be used for reinforcement.

d. It is expected that moisture sensitive floor coverings will be used on the slab, and we recommend that a 15-mil or thicker vapor retarder membrane should be placed between the rock cushion and the slab to provide an effective vapor barrier and to minimize moisture condensation under floor coverings. It is further recommended that a two inch thick sand layer be placed on top of the membrane to assist in the curing of the concrete and to prevent puncture of the membrane. During winter construction, the sand may become saturated due to rainy weather prior to pouring. Saturated sand is not desirable because the sand cushion may become over saturated, and boil into the concrete causing undesirable structural monopolies of sand pockets within the slab. As an alternate, a sand-fine gravel mixture that is stable under saturated conditions may be used. However, the material must be approved by the Soil Engineer prior to use.

MISCELLANEOUS CONCRETE FLATWORK

19. Miscellaneous flatwork, and walkways may be designed with a minimum thickness of 4.0 inches. Control joints should be constructed to create squares or rectangles with a maximum spacing of 15 feet on large slab areas. Walkways should be separated from foundations with a thick expansion joint filler. Control joints should be constructed into walkways at a maximum of 5 feet spacing.

PAVEMENT AREAS

20. R-value tests were not performed as part of this investigation, as the soil expected at subgrade level is not known and depends on the planned grading. Assuming the subgrade material will consist of the silty sand soil, we will assume an R-value of 15 for preliminary design.

21. Based on an R-Value of 15, the following flexible pavement sections are recommended.

Traffic Index	AC (inches)	Class II[1] AB (inches)
4.5	3.0	7.0
5.0	3.0	8.5
5.5	3.0	10.0
6.0	4.0	10.0

Notes: [1]Minimum R-Value = 78
R-Value = Resistance Value
All Layers in compacted thickness to Cal-Trans Standard Specifications

22. After underground facilities have been placed in the areas to receive pavement and removal of excess material has been completed, the upper 6 inches of the sub-grade soil shall be scarified, moisture conditioned, and compacted to a minimum relative compaction of 95% in accordance with the grading recommendations specified in this report.

23. All aggregate base material placed subsequently should be compacted to a minimum relative compaction of 95% based on the ASTM Test Procedure of D1557-12 (latest edition). The construction of the pavement areas should conform to the requirements set forth by the latest Standard Specifications of the Department of Transportations of the State of California and/or City of Aptos, Department of Public Works.

24. If planter areas are provided within or immediately adjacent to the pavement areas, provisions should be made to control irrigation water from entering the pavement subgrade. Water entering the pavement section at subgrade level, which does not have a means for discharge, could cause softening of this zone.

UTILITY TRENCHES

25. Applicable safety standards require that trenches in excess of 5 feet must be properly shored or that the walls of the trench slope back to provide safety for installation of lines. If trench wall sloping is performed, the inclination should vary with the soil type. The underground contractor should request an opinion from the Soil Engineer as to the type of soil and the resulting inclination.

26. With respect to state-of-the-art construction or local requirements, utility lines are generally bedded with granular materials. These materials can convey surface or subsurface water beneath the structures. It is, therefore, recommended that all utility trenches which possess the potential to transport water be sealed with a compacted impervious cohesive soil material or lean concrete where the trench enters/exits the building perimeter.

27. Utility trenches extending underneath all traffic areas must be backfilled with native or approved import material and compacted to a relative compaction of 90% to within 6 inches of the subgrade. The upper 6 inches should be compacted to 95% relative compaction in accordance with Laboratory Test Procedure ASTM D1557 (latest edition). Backfilling and compaction of these trenches must meet the requirements set forth by the City of Aptos, Department of Public Works. Utility trenches within landscape areas may be compacted to a relative compaction of 85%.

PROJECT REVIEW AND CONSTRUCTION MONITORING

28. All grading and foundation plans for the development must be reviewed by the Soil Engineer prior to contract bidding or submitted to governmental agencies so that plans are reconciled with soil conditions and sufficient time is allowed for suitable mitigative measures to be incorporated into the final grading specifications.

29. ***Quantum Geotechnical, Inc.*** should be notified at least two working days prior to site clearing, grading, and/or foundation operations on the property. This will give the Soil Engineer ample time to discuss the problems that may be encountered in the field and coordinate the work with the contractor.

30. Field observation and testing during the demolition and/or foundation operations must be provided by representatives of ***Quantum Geotechnical, Inc.*** to enable them to form an opinion regarding the adequacy of the site preparation, the acceptability of fill materials, and the extent to which the earthwork construction and the degree of compaction comply with the specification requirements. Any work related to the grading and/or foundation operations performed without the full knowledge and under the direct observation of the Soil Engineer will render the recommendations of this report invalid. This does not imply full-time observation. The degree of observation and frequency of testing services would depend on the construction methods and schedule, and the item of work.

REFERENCES

1. California Department of Water Resources. Water Resources Library. Accessed on August 8, 2019 via website: http://wdl.water.ca.gov/waterdatalibrary/.

2. Graymer, R.W., Moring, B.C., Saucedo, G.J., Wentworth, C.M., Brabb, E.E., and Knudsen, K.L. 2006. "Geologic Map of the San Francisco Bay Region". U.S. Geological Survey. Scientific Investigations Map 2918.

3. Nationwide Environmental Title Research, LLC. 2019. Historic Aerials. Accessed on August 8, 2019 from website: https://www.historicaerials.com/viewer.

4. Structural Engineers Association and Office of Statewide Health Planning and Development. 2018. "Seismic Design Maps". Accessed August 8, 2019 from web site: https://seismicmaps.org/.

5. U.S. Geological Survey and California Geological Survey. 2006. "Quaternary fault and fold database for the United States". Accessed August 8, 2019 from USGS web site: http//earthquakes.usgs.gov/regional/qfaults/.

6. U.S. Geological Survey. 2019. "The National Map - Elevation". Accessed August 8, 2019, from USGS website: https://viewer.nationalmap.gov/theme/elevation/##bottom

LIMITATIONS AND UNIFORMITY OF CONDITIONS

1. It should be noted that it is the responsibility of the owner or his representative to notify ***Quantum Geotechnical, Inc.,*** in writing, a minimum of two working days before any clearing, grading, or foundation excavations can commence at the site.

2. The recommendations of this report are based upon the assumption that the soil conditions do not deviate from those disclosed in the borings and from a reconnaissance of the site. Should any variations or undesirable conditions be encountered during the development of the site, ***Quantum Geotechnical,*** will provide supplemental recommendations as dictated by the field conditions.

3. This report is issued with the understanding that it is the responsibility of the owner, or his representative, to ensure that the information and recommendations contained herein are brought to the attention of the Architect and Engineer for the project and incorporated into the plans and the necessary steps are taken to see that the Contractor and Subcontractors carry out such recommendations in the field.

4. At the present date, the findings of this report are valid for the property investigated. With the passage of time, significant changes in the conditions of a property can occur due to natural processes or works of man on this or adjacent properties. In addition, legislation or the broadening of knowledge may result in changes in applicable standards. Changes outside of our control may render this report invalid, wholly or partially. Therefore, this report should not be considered valid after a period of two (2) years without our review, nor should it be used, or is it applicable, for any properties other than those investigated.

5. Not withstanding all the foregoing, applicable codes must be adhered to at all times.

APPENDIX A

Figure 1 - Site Vicinity and Fault Map

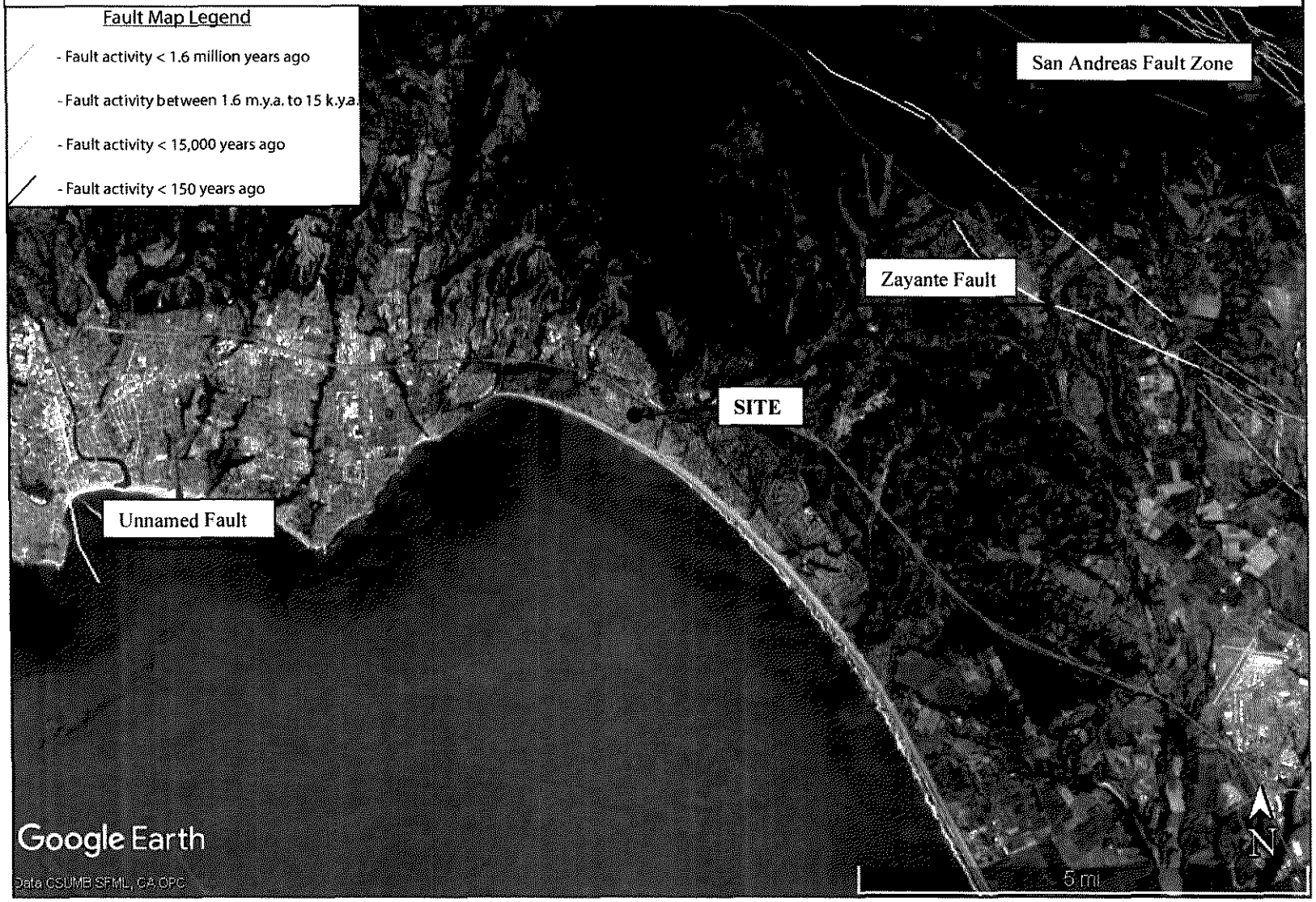
Figure 2 - Regional Geologic Map

Figure 3 - Site Plan

Logs of Test Borings

Key to Boring Logs

1. Base Map: Google Earth, 2019
2. Fault Map Overlay: U.S. Geological Survey and California Geological Survey. 2006. Quaternary fault and fold database for the United States. Accessed August 7, 2019 from USGS web site: http//earthquakes.usgs.gov/regional/qfaults/.

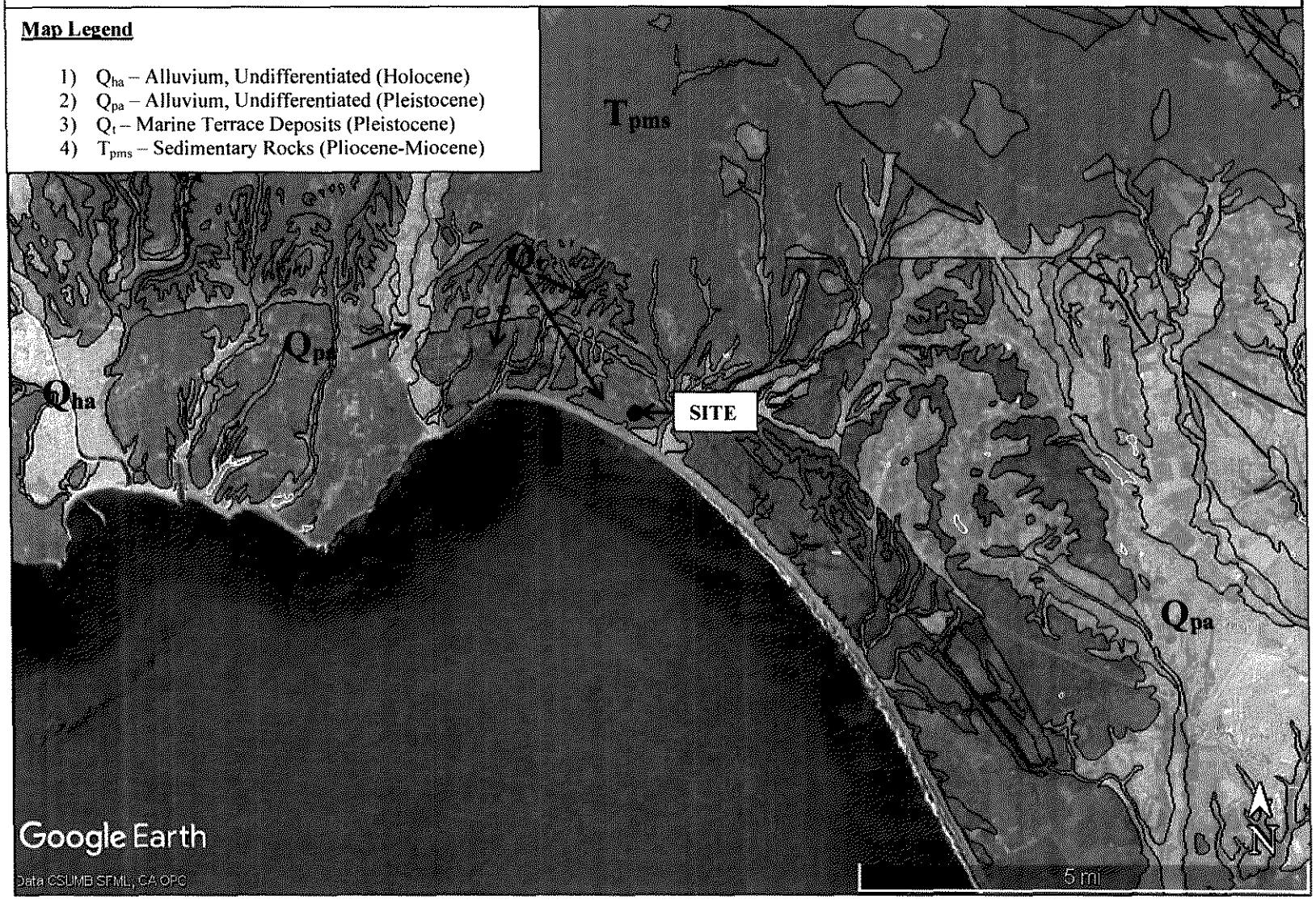


QUANTUM GEOTECHNICAL, INC.	SITE VICINITY AND FAULT MAP			
	Proposed New Hotel 270 North Ave., Aptos	Project No. F041.G	Drawn by: D.T.	Figure No. 1

1. Base Map: Google Earth, 2019
2. Geologic Map Overlay: Graymer, R.W., Moring, B.C., Saucedo, G.J., Wentworth, C.M., Brabb, E.E., and Knudsen, K.L. 2006. "Geologic Map of the San Francisco Bay Region". USGS. Scientific Investigations Map 2918.

Map Legend

1) Q_{ha} – Alluvium, Undifferentiated (Holocene)
2) Q_{pa} – Alluvium, Undifferentiated (Pleistocene)
3) Q_t – Marine Terrace Deposits (Pleistocene)
4) T_{pms} – Sedimentary Rocks (Pliocene-Miocene)

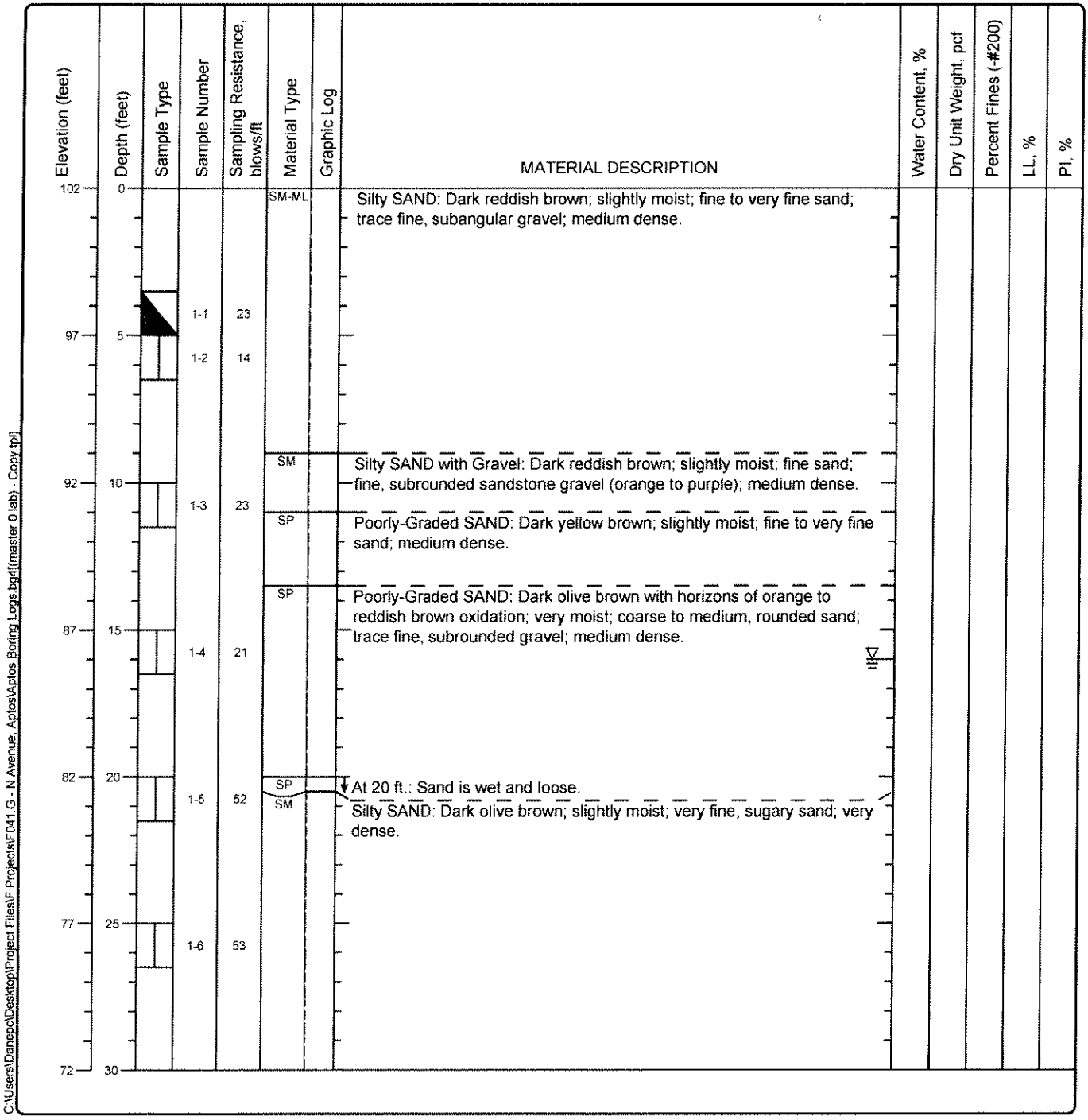


QUANTUM GEOTECHNICAL, INC.	REGIONAL GEOLOGIC MAP			
	Proposed New Motel 270 North Ave., Aptos	Project No. F041.G	Drawn by: D.T.	Figure No. 2

QUANTUM GEOTECHNICAL, INC.	SITE PLAN			
	Proposed New Hotel 270 North Ave., Aptos	Project No. F041.G	Drawn by: D.T.	Figure No. 3

Project: **North Avenue** Project Location: **270 North Ave., Aptos** Project Number: **F041.G**	Log of Boring Q-1 **Sheet 1 of 2**	**Quantum Geotechnical, Inc.** **1110 Burnett Ave., Ste B** **Concord, CA 94520**

Date(s) Drilled **07-25-19**	Logged By **DT**	Checked By **SM**
Drilling Method **Solid Flight**	Drill Bit Size/Type **6 in.**	Total Depth of Borehole **41.5 ft.**
Drill Rig Type **Simko 2400K Longstroke**	Drilling Contractor **Cenozoic Exploration**	Approximate Surface Elevation **102 ft. amsl.**
Groundwater Level and Date Measured **16 ft.**	Sampling Method(s) **Modified California, SPT**	Hammer Data **Rope and Cathead**
Borehole Backfill **Soil**	Location **See Site Plan**	



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Project: **North Avenue** Project Location: **270 North Ave., Aptos** Project Number: **F041.G**	Log of Boring Q-1 **Sheet 2 of 2**	**Quantum Geotechnical, Inc.** **1110 Burnett Ave., Ste B** **Concord, CA 94520**

Elevation (feet)	Depth (feet)	Sample Type	Sample Number	Sampling Resistance, blows/ft	Material Type	Graphic Log	MATERIAL DESCRIPTION	Water Content, %	Dry Unit Weight, pcf	Percent Fines (-#200)	LL, %	PI, %
72	30		1-7	42 50-5"	SM		Silty SAND: Dark olive brown; slightly moist; very fine, sugary sand; very dense.					
67	35		1-8	40 50-4"								
62	40		1-9	31 50-5"								
							Bottom of Boring at 41.5 ft. Groundwater was first encountered at 16 ft.					
57	45											
52	50											
47	55											
42	60											
37	65											

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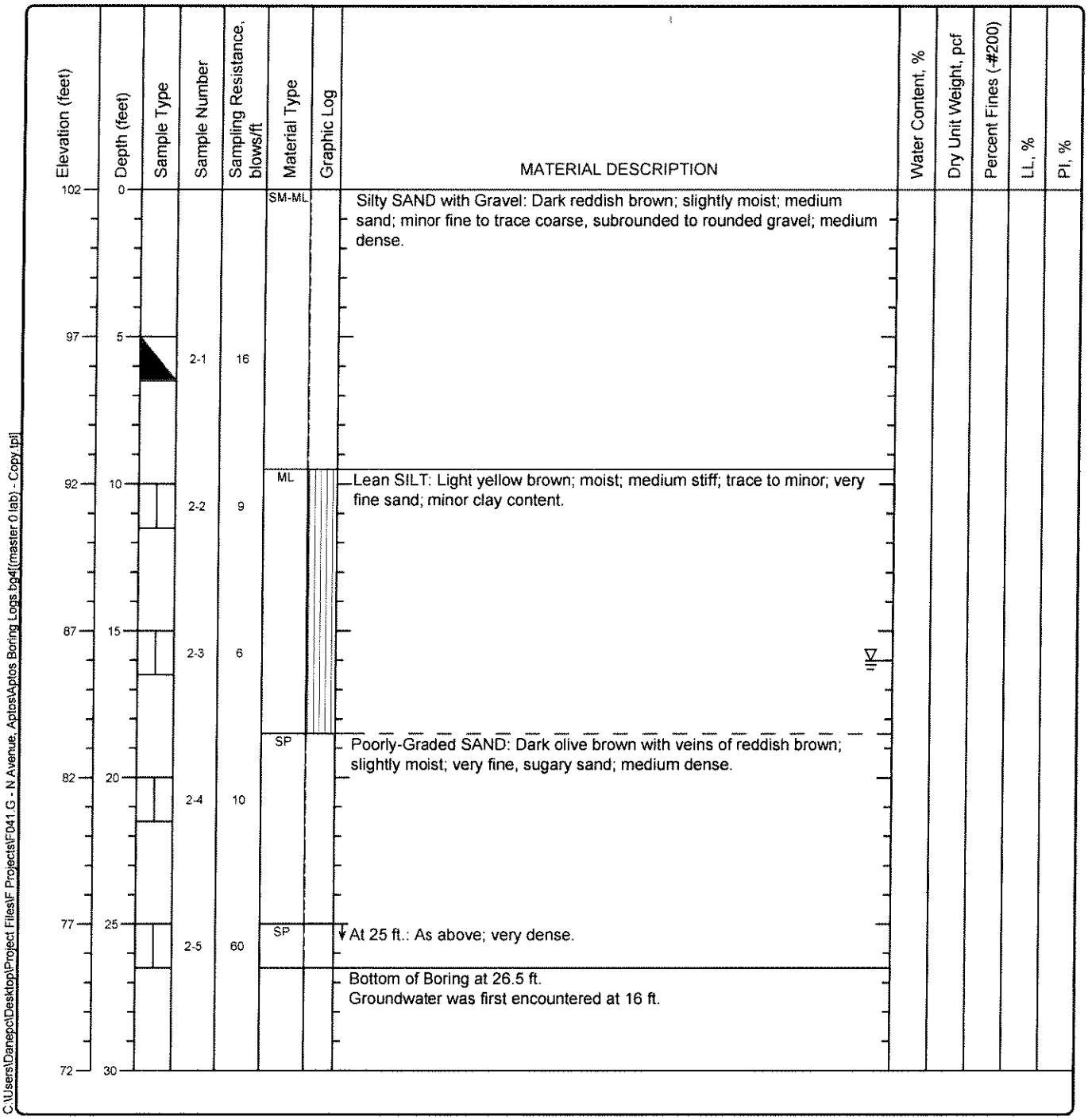
Project: **North Avenue** Project Location: **270 North Ave., Aptos** Project Number: **F041.G**	Log of Boring Q-2 **Sheet 1 of 1**	**Quantum Geotechnical, Inc.** **1110 Burnett Ave., Ste B** **Concord, CA 94520**

Date(s) Drilled **07-25-19**	Logged By **DT**	Checked By **SM**
Drilling Method **Solid Flight**	Drill Bit Size/Type **6 in.**	Total Depth of Borehole **26.5 ft.**
Drill Rig Type **Simko 2400K Longstroke**	Drilling Contractor **Cenozoic Exploration**	Approximate Surface Elevation **102 ft. amsl.**
Groundwater Level and Date Measured **16 ft.**	Sampling Method(s) **Modified California, SPT**	Hammer Data **Rope and Cathead**
Borehole Backfill **Soil**	Location **See Site Plan**	



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Project: **North Avenue** Project Location: **270 North Ave., Aptos** Project Number: **F041.G**	Key to Log of Boring **Sheet 1 of 1**	**Quantum Geotechnical, Inc.** **1110 Burnett Ave., Ste B** **Concord, CA 94520**

Elevation (feet) [1]	Depth (feet) [2]	Sample Type [3]	Sample Number [4]	Sampling Resistance, blows/ft [5]	Material Type [6]	Graphic Log [7]	MATERIAL DESCRIPTION [8]	Water Content, % [9]	Dry Unit Weight, pcf [10]	Percent Fines (-#200) [11]	LL, % [12]	PI, % [13]

COLUMN DESCRIPTIONS

[1] Elevation (feet): Elevation (MSL, feet).
[2] Depth (feet): Depth in feet below the ground surface.
[3] Sample Type: Type of soil sample collected at the depth interval shown.
[4] Sample Number: Sample identification number.
[5] Sampling Resistance, blows/ft: Number of blows to advance driven sampler one foot (or distance shown) beyond seating interval using the hammer identified on the boring log.
[6] Material Type: Type of material encountered.
[7] Graphic Log: Graphic depiction of the subsurface material encountered.
[8] MATERIAL DESCRIPTION: Description of material encountered. May include consistency, moisture, color, and other descriptive text.
[9] Water Content, %: Water content of the soil sample, expressed as percentage of dry weight of sample.
[10] Dry Unit Weight, pcf: Dry weight per unit volume of soil sample measured in laboratory, in pounds per cubic foot.
[11] Percent Fines (-#200): The percent fines (soil passing the No. 200 Sieve) in the sample. WA indicates a Wash Sieve, SA indicates a Sieve Analysis.
[12] LL, %: Liquid Limit, expressed as a water content.
[13] PI, %: Plasticity Index, expressed as a water content.

FIELD AND LABORATORY TEST ABBREVIATIONS

CHEM: Chemical tests to assess corrosivity
COMP: Compaction test
CONS: One-dimensional consolidation test
LL: Liquid Limit, percent
PI: Plasticity Index, percent
SA: Sieve analysis (percent passing No. 200 Sieve)
UC: Unconfined compressive strength test, Qu, in ksf
WA: Wash sieve (percent passing No. 200 Sieve)

MATERIAL GRAPHIC SYMBOLS

SILT, SILT w/SAND, SANDY SILT (ML)
Silty SAND (SM)
Silty SAND to Sandy SILT (SM-ML)
Poorly graded SAND (SP)

TYPICAL SAMPLER GRAPHIC SYMBOLS

2.5-inch-OD Modified California w/ brass liners
2-inch-OD unlined split spoon (SPT)

OTHER GRAPHIC SYMBOLS

Water level (at time of drilling, ATD)
Water level (after waiting)
Minor change in material properties within a stratum
Inferred/gradational contact between strata
Queried contact between strata

GENERAL NOTES

1: Soil classifications are based on the Unified Soil Classification System. Descriptions and stratum lines are interpretive, and actual lithologic changes may be gradual. Field descriptions may have been modified to reflect results of lab tests.
2: Descriptions on these logs apply only at the specific boring locations and at the time the borings were advanced. They are not warranted to be representative of subsurface conditions at other locations or times.

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Figure B-1

Appendix B

The Grading Specification

Guide Specifications for Rock Under Floor Slabs

THE GRADING SPECIFICATIONS
on
Proposed New Hotel
270 North Avenue
Aptos, California

1. General Description

1.1 These specifications have been prepared for the grading and site development of the subject residential development. ***Quantum Geotechnical Inc.***, hereinafter described as the Soil Engineer, should be consulted prior to any site work connected with site development to ensure compliance with these specifications.

1.2 The Soil Engineer should be notified at least two working days prior to any site clearing or grading operations on the property in order to observe the stripping of organically contaminated material and to coordinate the work with the grading contractor in the field.

1.3 This item shall consist of all clearing or grubbing, preparation of land to be filled, filling of the land, spreading, compaction and control of fill, and all subsidiary work necessary to complete the grading of the filled areas to conform with the lines, grades, and slopes as shown on the accepted plans. The Soil Engineer is not responsible for determining line, grade elevations, or slope gradients. The property owner, or his representative, shall designate the person or organizations who will be responsible for these items of work.

1.4 The contents of these specifications shall be integrated with the soil report of which they are a part, therefore, they shall not be used as a self-contained document.

2. Tests

The standard test used to define maximum densities of all compaction work shall be the ASTM D1557-12 Laboratory Test Procedure. All densities shall be expressed as a relative compaction in terms of the maximum dry density obtained in the laboratory by the foregoing standard procedure.

3. Clearing, Grubbing, and Preparing Areas To Be Filled

3.1 If encountered, all vegetable matter, trees, root systems, shrubs, debris, and organic topsoil shall be removed from all structural areas and areas to receive fill.

3.2 If encountered, any soil deemed soft or unsuitable by the Soil Engineer shall be removed. Any existing debris or excessively wet soils shall be excavated and removed as required by the Soil Engineer during grading.

3.3 All underground structures shall be removed from the site such as old foundations, abandoned pipe lines, septic tanks, and leach fields.

3.4 The final stripped excavation shall be approved by the Soil Engineer during construction and before further grading is started.

3.5 After the site has been cleared, stripped, excavated to the surface designated to receive fill, and scarified, it shall be disked or bladed until it is uniform and free from large clods. The native subgrade soils shall be moisture conditioned and compacted to the requirements as specified in the grading section of this report. Fill can then be placed to provide the desired finished grades. The contractor shall obtain the Soil Engineer's approval of subgrade compaction before any fill is placed.

4. Materials

4.1 All fill material shall be approved by the Soil Engineer. The material shall be a soil or soil-rock mixture which is free from organic matter or other deleterious substances. The fill material shall not contain rocks or lumps over 6 inches in greatest dimension and not more than 15% larger than 2-1/2 inches. Materials from the site below the stripping depth are suitable for use in fills provided the above requirements are met.

4.2 Materials existing on the site are suitable for use as compacted engineered fill after the removal of all debris and organic material. All fill soils shall be approved by the Soil Engineer in the field.

4.3 Should import material be required, it should be approved by the soil Engineer before it is brought to the site.

5. Placing, Spreading, and Compacting Fill Material

5.1 The fill materials shall be placed in uniform lifts of not more than 8 inches in uncompacted thickness. Each layer shall be spread evenly and shall be thoroughly blade mixed during the spreading to obtain uniformity of material in each layer. Before compaction begins, the fill shall be brought to a water content that will permit proper compaction by either (a) aerating the material if it is too wet, or (b) spraying the material with water if it is too dry.

5.2 After each layer has been placed, mixed, and spread evenly, either import material or native material shall be compacted to a relative compaction designated for engineered fill.

5.3 Compaction shall be by footed rollers or other types of acceptable compacting rollers. Rollers shall be of such design that they will be able to compact the fill to the specified density. Rolling shall be accomplished while the fill material is within the specified moisture content range. Rolling of each layer shall be continuous over its entire area and the roller shall make sufficient trips to ensure that the required density has been obtained. No ponding or jetting shall be permitted.

5.4 Field density tests shall be made in each compacted layer by the Soil Engineer in accordance with Laboratory Test Procedure ASTM D1556-15 or D6938-10. When footed rollers are used for compaction, the density tests shall be taken in the compacted material below the surface disturbed by the roller. When these tests indicate that the compaction requirements on any layer of fill, or portion thereof, has not been met, the particular layer, or portion thereof, shall be reworked until the compaction requirements have been met.

5.5 No soil shall be placed or compacted during periods of rain nor on ground which contains free water. Soil which has been soaked and wetted by rain or any other cause shall not be compacted until completely drained and until the moisture content is within the limits hereinbefore described or approved by the Soil Engineer. Approval by the Soil Engineer shall be obtained prior to continuing the grading operations.

6. Pavement

6.1 The proposed subgrade under pavement sections, native soil, and/or fill shall be compacted to a minimum relative compaction of 95% at 2% above optimum moisture content for a depth of 12 inches.

6.2 All aggregate base material placed subsequently should also be compacted to a minimum relative compaction of 95% based on the ASTM Test Procedure D1557-12. The construction of the pavement in the parking and traffic areas should conform to the requirements set forth by the latest Standard Specifications of the Department of Transportation of the State of California and/or City of Aptos, Department of Public Works.

6.3 It is recommended that soils at the proposed subgrade level be tested for a pavement design after the preliminary grading is completed and the soils at the site design subgrade levels are known.

7. Utility Trench Backfill

7.1 The utility trenches extending under concrete slabs-on-grade shall be backfilled with native on-site soils or approved import materials and compacted to the requirements pertaining to the adjacent soil. No ponding or jetting will be permitted.

7.2 Utility trenches extending under all pavement areas shall be backfilled with native or approved import material and properly compacted to meet the requirements set forth by the City of Aptos, Department of Public Works.*

7.3 Where any opening is made under or through the perimeter foundations for such items as utility lines and trenches, the openings must be resealed so that they are watertight to prevent the possible entrance of outside irrigation or rain water into the underneath portion of the structures.

8. Subsurface Line Removal

8.1 The methods of removal will be designated by the Soil Engineer in the field depending on the depth and location of the line. One of the following methods will be used.

8.2 Remove the pipe and fill and compact the soil in the trench according to the applicable portions of sections pertaining to compaction and utility backfill.

8.3 The pipe shall be crushed in the trench. The trench shall then be filled and compacted according to the applicable portions of Section 5.

8.4 Cap the ends of the line with concrete to prevent entrance of water. The length of the cap shall not be less than 5 feet. The concrete mix shall have a minimum shrinkage.

9. Unusual Conditions

9.1 In the event that any unusual conditions not covered by the special provisions are encountered during the grading operations, the Soil Engineer shall be immediately notified for additional recommendations.

10. General Requirements

Dust Control

10.1 The contractor shall conduct all grading operations in such a manner as to preclude windblown dirt and dust and related damage to neighboring properties. The means of dust control shall be left to the discretion of the contractor and he shall assume liability for claims related to windblown material.

GUIDE SPECIFICATIONS FOR ROCK UNDER FLOOR SLABS

Definition

Graded gravel or crushed rock for use under slabs-on-grade shall consist of a minimum thickness of mineral aggregate placed in accordance with these specifications and in conformance with the dimensions shown on the plans. The minimum thickness is specified in the accompanying report.

Material

The mineral aggregate shall consist of broken stone, crushed or uncrushed gravel, quarry waste, or a combination thereof. The aggregate shall be free from deleterious substances. It shall be of such quality that the absorption of water in a saturated dry condition does not exceed 3% of the oven dry weight of the sample.

Gradation

The mineral aggregate shall be of such size that the percentage composition by dry weight, as determined by laboratory sieves (U.S. Sieves) will conform to the following gradation:

Sieve Size	Percentage Passing
¾''	90-100
No. 4	25-60
No. 8	18-45
No. 200	0-3

Placing

Subgrade, upon which gravel or crushed rock is to be placed, shall be prepared as outlined in the accompanying soil report.

COUNTY OF SANTA CRUZ

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

12 March 2020

Patel Prakash
POB 41160
San Jose, CA 95160

Subject: Review of the Geotechnical Investigation for a Proposed New Motel at 270 North Avenue, Aptos, California dated 10 September 2019 by Quantum Engineering Inc. - Project No. F041.G

Project Site: 270 North Avenue
APN 042-022-12
Application No. REV201011

Dear Applicant:

The purpose of this letter is to inform you that the Planning Department has accepted the subject report for the Discretionary Permit Application REV201011, and the following items shall be required:

1. The subject report references the 2016 California Building Code. The 2019 California Building Code became effective 1 January 2020. Prior to the submittal of a Building Permit Application, the subject report must be updated to the current building code.

2. All project design and construction shall comply with the recommendations of the subject report and the required building code supplemental report.

3. Final plans shall reference the subject report and the required supplemental report by titles, author, and dates. Final plans should include a statement that the project shall conform to the reports' recommendations.

4. After plans are prepared that are acceptable to all reviewing agencies, please submit a completed Consultant Plan Review Form (Form PLG300 available on the Planning Departments webpage) to Environmental Planning. The author of the soils report shall sign and stamp the completed form. Please note that the plan review form must reference the final plan set by last revision date.

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

ATTACHMENT 4

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

Please note that this determination may be appealed within 14 calendar days of the date of service. Additional information regarding the appeals process may be found online at: https://www.sccoplanning.com/PlanningHome/ZoningDevelopment/Appeals.aspx

If we can be of any further assistance, please contact the undersigned at (831) 454-3168 or rick.parks@santacruzcounty.us

Sincerely,

Rick Parks, GE 2603
Civil Engineer – Environmental Planning Section
County of Santa Cruz Planning Department

Cc: Environmental Planning, Attn: Leah MacCarter
Quantum Engineering, Inc, Attn: Simon Makdessi, GE

Attachments: Notice to Permit Holders

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

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

1. **When a project has engineered fills and / or grading**, a letter from your soils engineer must be submitted to the Environmental Planning section of the Planning Department prior to foundations being excavated. This letter must state that the grading has been completed in conformance with the recommendations of the soils report. Compaction reports or a summary thereof must be submitted.

2. **Prior to placing concrete for foundations**, a letter from the soils engineer must be submitted to the building inspector and to Environmental Planning stating that the soils engineer has observed the foundation excavation and that it meets the recommendations of the soils report.

3. **At the completion of construction,** a *Soils (Geotechnical) Engineer Final Inspection Form* from your soils engineer is required to be submitted to Environmental Planning that includes copies of all observations and the tests the soils engineer has made during construction and is stamped and signed, certifying that the project was constructed in conformance with the recommendations of the soils report.

Electronic copies of all forms required to be completed by the Geotechnical Engineer may be found on our website: www.sccoplanning.com, under "Environmental", "Geology & Soils", and "Assistance & Forms".

If the *Final Inspection Form* identifies any portions of the project that were not observed by the soils engineer, you may be required to perform destructive testing in order for your permit to obtain a final inspection. The soils engineer then must complete and initial an *Exceptions Addendum Form* that certifies that the features not observed will not pose a life safety risk to occupants.

SOQUEL CREEK WATER DISTRICT

March 11, 2019

Prakash and Paresh Patel
PO Box 41160
San Jose, CA 95160

SUBJECT: Conditional Water Service Application for 19 Room Hotel with Manager's Apartment at 270 North Ave, Aptos, APN 042-022-12

1/15/21: Will Serve Extension Granted - New expiration 3/5/2022. AA

Dear Prakash and Paresh Patel:

In response to the subject application, the Board of Directors of the Soquel Creek Water District (SqCWD) at their regular meeting of March 5, 2019 voted to grant you a Conditional Will Serve Letter for the proposed 19 room hotel with a manager's apartment to be located at 270 North Ave, Aptos, so that you may proceed through the appropriate land use planning entity.

This letter is specifically granted for the project as proposed in regard to uses and densities. Changes to the project that result in a change in use or an increase in water demand will require an application for a modification of this Will Serve Letter. Changes in ownership will also require modification of the Will Serve Letter. This conditional approval of water service for your project is valid for two years from the date of this Letter. A 1-year extension of the Conditional Will Serve may be requested using the attached 1-Year Extension Request Form. To be considered for a Conditional Will Serve Extension you must demonstrate that your development permit application with the appropriate land use planning agency is valid. Complete details of the terms and conditions of the Conditional Will Serve can be found in the "Water Demand Offset (WDO) Program Applicant Agreement" that you signed during your application process.

After you have received a tentative map or building permit from the land use planning agency, you will be required to meet all applicable SqCWD requirements defined in the attached Requirements Checklist before your application can be considered for final Board approval. If you meet all the applicable requirements (*including possible future requirements that arise prior to development approval of your project*), and final Board approval is granted, you will be issued an Unconditional Will Serve Letter, which would secure your water service. This present indication to serve is intended to acknowledge that, under existing conditions, water service would be available on the condition that the developer agrees to meet all of the requirements without cost to the District.

ATTACHMENT 5

The Board of Directors of the SqCWD reserves the right to adopt additional policies to mitigate the impact of new development on the local groundwater basins, which are currently the District's only source of supply. The subject project would be subject to any applicable conditions of service that the District may adopt prior to granting water service.

As new policies and/or requirements are developed, the information will be made available by the SqCWD.

Sincerely,
SOQUEL CREEK WATER DISTRICT

Taj A. Dufour, P.E.
Engineering Manager/Chief Engineer

Attachment: Requirements Checklist for APN **042-022-12**

Enclosures:

1. Overview of the SqCWD Water Use Efficiency Requirements for Tier II Single Family Residential, Multi-Family Residential, Commercial, Industrial & Public Development
2. Indoor Water Use Efficiency Checklist
3. Landscape Project Application Submittal Requirements Package
4. 1-Year Extension Request Form

Requirements Checklist for APN {042-022-12}

	Required	Not Required	Comments
Engineering:			
Record Water Waiver (required if water pressure is not between 40 psi – 80 psi) with the County Recorder of the County of Santa Cruz to ensure that any future property owners are notified of the conditions set forth herein		x	
Variance request for property not having frontage on a water main		x	
New water main to site (required if existing water main not sized to serve new project)		x	
LAFCO annexation		x	
Off-site water main extension		x	
On-site water system		x	
Backflow prevention	x		During Construction
New water storage tank		x	
Booster pump station		x	
Destroy any wells on the property in accordance with State Bulletin No. 74	x		
Satisfy all conditions imposed by the District to assure necessary water pressure, flow and quality	x		
Meter all units individually with a minimum size of 5/8-inch by 3/4-inch standard domestic water meter (except as prohibited by law)	x		
Complete fire service requirements form	x		
Sign Service Installation Agreement & pay all fees	x		
Conservation:			
Complete Indoor Water Use Efficiency Checklist	x		
Complete Landscape Plan	x		
Complete Residential Green Credit Application		x	**Recommended**
General:			
Allow SqCWD Staff to inspect the completed project for compliance with all the applicable project requirements prior to commencing domestic water service	x		
Other requirements that may be added as a result of policy changes.	x		

RI Engineering, Inc.

STORMWATER MANAGEMENT REPORT

for

New Hotel Development

at

270 North Avenue
Aptos, CA 95003
APN 042-022-12

October 28, 2020

Prepared For:
Lotus Management Inc.

Prepared By:
RI Engineering, Inc.

Project Number 18-093-1

10/28/2020

ATTACHMENT 6

Design Criteria

Storm drainage calculations described in this document have been done in conformance with the County of Santa Cruz Design Criteria June 2019 Edition.

Project Description

The project consists of constructing a new hotel development on an undeveloped lot. The lot size is approximately 13,370 square feet and is located near Seacliff Beach in Aptos. The project improvements will include: construction of a new hotel with a first floor covered concrete parking area, and a drainage system to meet the requirements of Santa Cruz County. The project will create approximately 10,200 square feet (sf) of impervious area and 1,900 sf of pervious pavers. This project is classified as a "large" sized project by Santa Cruz standards. BMPs will be incorporated to minimize and mitigate pollutants, provide detention storage sized to discharge from the site to the public storm drain system at a pre-development flow rate for smaller storm events, and to provide safe overflow from the site for larger storm events.

Existing Conditions

The 13,370 square foot lot is currently undeveloped and is within a developed neighborhood. The lot gradually slopes from the Northeast to the Southwest into the corner of Broadway and North Ave. Existing runoff flows have been calculated to be 0.041 cubic feet per second (cfs) for the 2-year 120-minute design storm and 0.156 cfs for the 10-year 15-minute design storm as determined by the Rational Method per County Design Criteria (Table 2). Currently the storm water runoff flows Southwest overland on a downhill slope southward on Broadway and into an existing storm drain inlet at the intersection of Broadway and Center Ave approximately 200 feet south of the site. Runoff is then conveyed through the public storm drain system approximately 300 feet eastward on Center Ave, then 900 feet to the southwest where the runoff discharges from a daylight end of a storm drain pipe onto the Pacific Ocean at Seacliff Beach near the bottom of State Park Drive.

Proposed Development

The project improvements will include: construction of a new hotel with a first floor covered concrete parking area, and a drainage system to meet the requirements of Santa Cruz County. The project will create approximately 10,200 sf of impervious area and 1,900 sf of pervious pavers. This project is classified as a "large" sized project by Santa Cruz standards.

Post-Development runoff flows have been calculated to be 0.106 cubic feet per second (cfs) for the 2-year 120-minute design storm and 0.409 cfs for the 10-year 15-minute design storm as determined by the Rational Method per County Design Criteria (Table 2).

Roof runoff (8,820 sf) will discharge from downspouts to a perimeter storm drain system located adjacent to the proposed building. Runoff that falls on the pervious paver parking areas w/ subdrains that are open to the sky (1,200 sf) will be sloped and piped to catch basins connected to the perimeter storm drain system. A 5 foot wide pervious paver walkway at the north end of

the hotel (540 sf) will be sloped away from the building to a grass-lined swale running along the northern property line that will convey runoff to a catch basin connected to the perimeter storm drain system. All the runoff entering the perimeter storm drain system will be conveyed to a combined retention/detention treatment system running along the eastern property line. The treatment system's retention layer is sized to retain the 2-year 120-minute storm event. Runoff exiting the treatment system will be discharged from a metered orifice within a U21 catch basin that will discharge at a 10-year 15-minute pre-development flow rate. The 1,170 sf of proposed public sidewalk, 210 sf of proposed driveway approaches, and a 160 sf paver parking space located on the property frontage will be graded to slope away towards North Avenue and will be mitigated, as much as feasibly possible, by a 4' wide landscape strip between the sidewalk and top of curb. Even though it will not be feasible for the runoff from the proposed frontage impervious areas to be routed to the onsite treatment system, the treatment system will consider these areas in the sizing calculations.

Downstream Assessment

The runoff will be conveyed through a new storm drain pipe to be installed within Broadway that will convey the runoff to an existing storm drain manhole at the intersection of Center Avenue and Broadway. The runoff with then be conveyed through the exiting storm drain system for approximately 1,200 feet where it will be discharged into the Pacific Ocean at Seacliff Beach per existing conditions.

There is an existing open channel that slightly encroaches onto the northwest property corner of the project. This open drainage channel receives approximately 110 acres of upstream runoff before entering an existing 60" RCP storm drain that conveys the upstream runoff under the neighboring western property and to an existing storm drain manhole at the corner of Center Avenue and State Park Drive. The flood elevation of the open drainage channel was analyzed for a 50-year storm event and was determined to be 106.77'. This analysis was completed using the SWM-6 County spreadsheet and is included as an attachment in this report.

Conclusions

The proposed drainage system has been designed to discharge runoff at predevelopment rate for the proposed impervious improvements. Water quality treatment has been achieved using on-site retention by way of a combined retention/detention system compliant with the. Runoff will be released from the detention layer of the treatment system and into a catch basin with a metered orifice sized to discharge into the public storm drain system at a pre-development rate compliant with the CDC. No impact to the public right of way or neighboring properties is anticipated.

Attachments

Appendix A - Project Information & Threshold Determination Form

COUNTY OF SANTA CRUZ DEPARTMENT OF Public WORKS

STORMWATER CONTROL PLAN (SWP) - Project Information & Threshold Determination Form

Completion of this form shall be used as guidance by the applicant

All projects shall maintain pre-development runoff rates & patterns

For any questions on this form, please contact DPW Stormwater Management at 831-454-2160.

PROJECT & CONTACT INFORMATION

270 North Avenue *Project Street Address*	TBD *Building Permit No. / Discretionary Application*
Prakash Patel *Property Owner's/Representative Name*	New Hotel Development *Project Name (Alias)*
042-022-12 *Assessor's Parcel No (APN)*	Lotus Management Inc. *Property Owner/Representative's Firm*
Richard Irish, PE *Applicant's Name (i.e. design professional)*	(669) 333-1880 *Property Owner/Representative's Phone No.*
	R.I. Engineering Inc. *Applicant's Firm Name*
Flood Control District *Flood Control District (if applicable):*	(831) 425-3901 *Applicant's Phone No.*

PROJECT DESCRIPTION

Lot Coverage (measured in square feet)	Actual (sq. ft.)	Adjusted (sq. ft.)*
A. Total lot size:	13,370	
B. Existing Permitted Impervious Area:	0	
C. Replaced permitted impervious area:	0	
D. Replaced permitted semi-impervious area*:	0	0
D. Proposed new self-treating area:	0	
E. Proposed new impervious area:	10,200	
F. Proposed new semi-impervious area*:	1,900	950

If 11,150 **is > than** 0**, project shall will be required to mitigate the entire site.****

Total replaced impervious & semi-pervious area: 0 sq.ft.

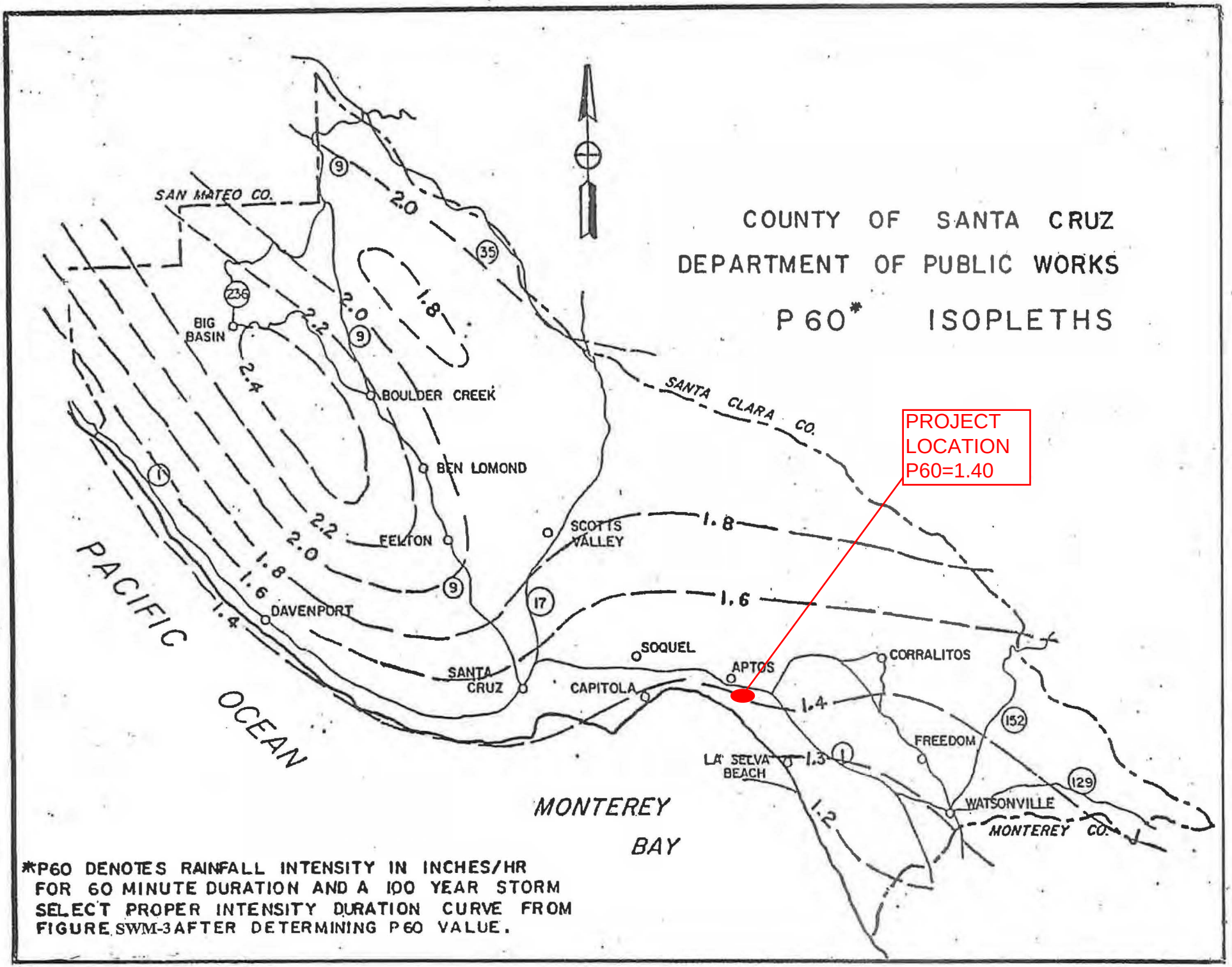
Total proposed impervious & semi-impervious area: 11,150 sq.ft.

Project Threshold Classification

- ☐ **Small Project** (less than 500 sq.ft. created and/or replaced) - Use *Appendix B 'Small Project Submittal Requirements'* for submittal requirement guidance.
- ☐ **Medium Project** (500 sq.ft. but less than 5,000 sq.ft. created and/or replaced) - Use *Appendix C 'Medium Project Submittal Requirements'* for submittal requirement guidance.
- ☑ **Large Project** (5,000 sq.ft. or more created and/or replaced **OR** 50% increase in permitted impervious area**) - Use *Appendix D 'Large Project Submittal Requirements'* for submittal requirement guidance.

Application is part of a phased project OR master plan?	*Yes* ☐	*No* ☑
Application will maintain pre-development runoff patterns?	*Yes* ☑	*No* ☐
Application is unable to comply with Part 3 of the Design Criteria requirements & is electing to request a waiver(s) Please provide a brief description (below):	*Yes* ☐	*No* ☑

*Form will apply a 50% credit for semi-impervious areas as final count. Applicant shall not apply the credit.
** Projects that add more than 50% impervious area coverage are required to mitigate the entire site.
***Disclaimer: Permit review is based the information provided, additional clarification may be required for undisclosed/unidentified areas. Unaccounted areas may reclassify the project threshold.



*P60 DENOTES RAINFALL INTENSITY IN INCHES/HR FOR 60 MINUTE DURATION AND A 100 YEAR STORM SELECT PROPER INTENSITY DURATION CURVE FROM FIGURE SWM-3 AFTER DETERMINING P60 VALUE.

FIG. SWM-2

Seacliff Hotel Development
270 North Avenue
Santa Cruz County
APN 042-022-12
Jan 2020

DRAINAGE AREA CALCULATIONS

Lot Area (sf)	13,370

Pre-Development Impervious Areas	Area (sf)
Building (Roof)	0
Impervious Flatwork	0
EXISTING IMPERVIOUS AREA SUM:	**0**

Post Development Impervious Areas	Area (sf)
Building (Roof)	8,820
Impervious Flatwork	1,170
POST IMPERVIOUS AREA SUM:	**9,990**

Post Development Semi-pervious Areas	Area (sf)
Pervious Pavers	1,900
POST SEMI-PERVIOUS AREA SUM:	**1,900**

50% Credit for Semi-Pervious Surfaces	-950
Concrete Driveway cuts in public ROW to be mitigated	210
TOTAL IMPERVIOUS SURFACE TO BE MITIGATED	**11,150**

Table 1

HYDROLOGY:

Total Drainage Basin: 2-year 120-minute & 10-year 15 minute storm event

P_{60} =	**1.40**	(SWM-2)
Ca=	1.00	
Ia=	1.00	
2-YEAR STORM		
2-yr Duration	120	mins
2 yr Conversion Factor=	0.64	(SWM-3)
$I_{2\text{-yr}}$=	**0.44**	(SWM-3)
10-YEAR STORM		
10-yr Duration	15	mins
$I_{10\text{-yr}}$=	**1.70**	(SWM-3)

Determine PRE Development (Existing) Runoff

Feature	Area (sf)	Area (acres)	C	AxC
Pervious	13,370	0.31	0.30	0.09
Pervious Pavers	-	-	0.55	-
Impervious	-	-	0.90	-
Totals:	**13,370**	**0.31**		**0.09**

Pre Development $C_{AVERAGE}$= 0.30

Q= (Ca) * C * (Ia) * I * A

$Q_{2\ Pre}$ = 0.041 cfs

$Q_{10\ Pre}$ = 0.156 cfs

Determine POST Development Runoff

Feature	Area (sf)	Area (acres)	C	AxC
Pervious	1,480	0.03	0.30	0.01
Pervious Pavers	1,900	0.04	0.55	0.02
Impervious	9,990	0.23	0.90	0.21
Total	**13,370**	**0.31**		**0.24**

Post Development $C_{AVERAGE}$= 0.78

Q= (Ca) * C * (Ia) * I * A

$Q_{2\ Post}$ = 0.106 cfs

$Q_{10\ Post}$ = 0.409 cfs

Table 2

Seacliff Hotel Development

270 North Avenue
Santa Cruz County
APN 042-022-12

Detention Outlet Control

Design Orifice to Discharge Pre Development Q

10-yr Predevelopment
Q Allowable release*: **0.156 cfs** *FROM Table 2 (Q10 pre)

Cd= 0.62
head, h = 2.5 ft

Orifice Diameter (in)	Area (Ao) (sf)	Q (cfs)
1.875	0.019	0.151

Orifice Flow Equation
Q=Cd*Ao*sqrt(2*g*h)

Cd=0.62 for sharp edge orifice
per Civil Engineering Reference Manual for PE Exam

Table 3

Seacliff Hotel Development
270 North Avenue
Santa Cruz County
APN 042-022-12

Check storage Volume for 10-year storm

Total Detention Storage for the 10-year Storm		
Length (ft)	55	
Width (ft)	6	
Depth (ft)	2.5	
Detention Section Volume (cf)	825	
Length of Stormtech SC-310 Chambers (ft)	50.0	
Cross section area of SC-310 Chamber (sf)	2.07	
Volume of Stormtech chambers (cf)	103.5	
Total Volume of Drain Rock in Detention Section (cf)	721.5	
Drain Rock void ratio	0.4	
Stormtech chamber void ratio	1.0	
Total Detention Storage in drain rock (cf)	288.6	
Total Detention Storage in Stormtech chambers (cf)	103.5	
Required Storage (cf)	**383.0**	(SWM-17)
Provided Storage (cf)	**392.1**	OK

Table 4

PROJECT: Seacliff Hotel - APN: 042-022-12 Application #: 201003 **Calc by:** CRV **Date:** 5/4/2020

RUNOFF DETENTION BY THE MODIFIED RATIONAL METHOD

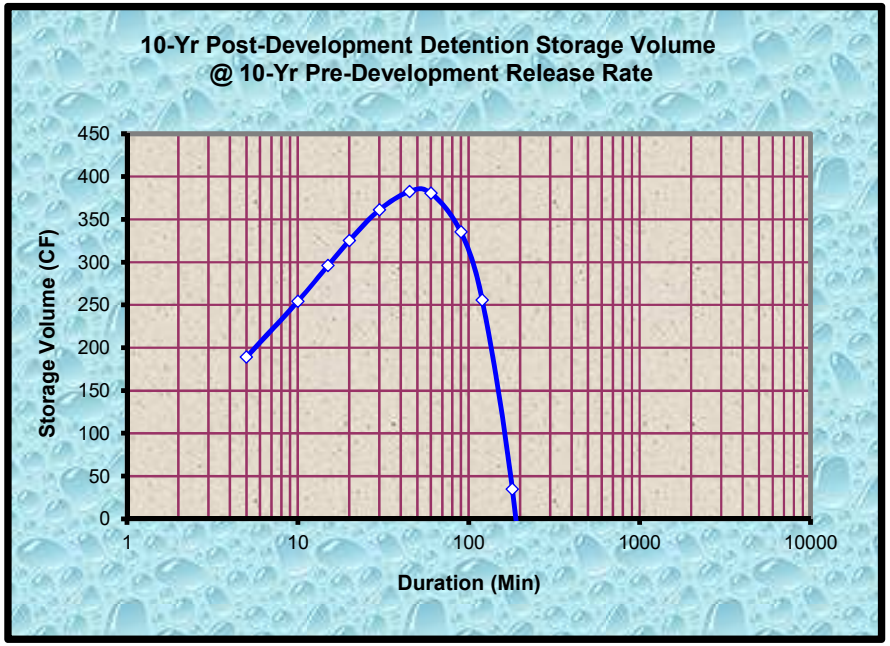
Data Entry: PRESS TAB & ENTER DESIGN VALUES SS Ver: 1.0

Site Location P60 Isopleth:	1.40		Fig. SWM-2 in County Design Criteria
Rational Coefficients Cpre:	0.30		See note # 2
Cpost:	0.90		See note # 2
Impervious Area:	11150	ft^2	See note # 2 and # 4

STRUCTURE DIMENSIONS FOR DETENTION

383	ft^3 storage volume calculated			
47	% void space assumed			
814	ft^3 excavated volume needed			
Structure	Length	Width*	Depth*	*For pipe, use the square
Ratios	55.00	6.00	2.50	root of the sectional area
Dimen. (ft)	**54.76**	**5.97**	**2.49**	

10 - YEAR DESIGN STORM				DETENTION @ 15 MIN.	
Storm Duration (min)	10 - Year Intensity (in/hr)	10 - Yr. Release Qpre (cfs)	10 - Year Qpost (cfs)	Detention Rate To Storage (cfs)	Specified Storage Volume (cf)
1440	0.23	0.018	0.054	-0.077	-8337
1200	0.25	0.020	0.059	-0.073	-6544
960	0.28	0.022	0.065	-0.067	-4804
720	0.32	0.024	0.073	-0.058	-3137
480	0.38	0.029	0.088	-0.044	-1582
360	0.43	0.033	0.099	-0.032	-872
240	0.51	0.039	0.118	-0.013	-237
180	0.58	0.045	0.134	0.003	35
120	0.69	0.053	0.160	0.028	256
90	0.78	0.060	0.181	0.050	335
60	0.93	0.072	0.216	0.085	381
45	1.05	0.082	0.245	0.113	**383**
30	1.26	0.097	0.292	0.161	361
20	1.50	0.116	0.348	0.217	325
15	1.70	**0.132**	0.395	0.263	296
10	2.03	0.157	0.471	0.339	254
5	2.74	0.212	**0.636**	0.504	189



Notes & Limitations on Use:

1) The modified rational method, and therefore the standard calculations are applicable in watersheds up to 20 acres in size.
2) Required detention volume determinations shall be based on all net new impervious area both on and off-site, resulting from the proposed project. Pervious areas shall not be included in detention volume sizing; an exception may be made for incidental pervious areas less than 10% of the total area.
3) Gravel packed detention chambers shall specify on the plans, aggregate that is washed, angular, and uniformly graded (of single size), assuring void space not less than 35%.
4) A map showing boundaries of both regulated impervious areas and actual drainage areas routed to the hydraulic control structure of the detention facility is to be provided, clearly distinguishing between the two areas, and noting the square footage.
5) The EPA defines a class V injection well as any bored, drilled, or driven shaft, or dug hole that is deeper than its widest surface dimension, or an improved sinkhole, or a subsurface fluid distribution system. Such storm water drainage wells are "authorized by rule". For more information on these rules, contact the EPA. A web site link is provided from the County DPW Stormwater Management web page.
6) Refer to the County of Santa Cruz Design Criteria, for complete method criteria.

PROJECT: Seacliff Hotel - APN: 042-022-12 Application #: 201003 **Calc by:** CRV **Date:** 10/9/2020

RUNOFF RETENTION BY THE STORAGE PERCOLATION METHOD

Data Entry: PRESS TAB KEY & ENTER DESIGN VALUES

Notes & Limitations on Use:

SS Ver:1.0

Site Location P60 Isopleth:	1.40	Fig. SWM-2
Rational Coefficients Cpre:	0.30	
Cpost:	0.90	
Impervious Area:	11150	ft^2
Saturated Soil Permeability:	1.97	in/hr

Saturated soil permeability values may be used conservatively from the USDA-NRCS soil survey, or use actual test values.
Site selection and design shall give proper consideration to the path for excess flows downstream of the designated retention area.
Retention site location on, or immediately above, slopes exceeding 15% will require consulting a geotechnical engineer.
Gravel packed structures shall use washed, angular, uniformly graded aggregate providing not less than 35% void space.
Refer to the County of Santa Cruz Design Criteria, Stormwater Management - Section H, for complete method criteria.

2 - YEAR DESIGN STORM				RETENTION @ 120 MIN.		DETENTION @ 60 MIN.	
Storm Duration (min)	2 - Year Intensity (in/hr)	Qpre (cfs)	Qpost (cfs)	Retention Rate To Storage (cfs)	Specified Retained Volume (cf)	Detention Rate To Storage (cfs)	Specified Detained Volume (cf)
1440	0.15	0.012	0.035	0.001	-1678	-0.011	-978
1200	0.16	0.013	0.038	0.004	-1185	-0.008	-608
960	0.18	0.014	0.041	0.007	-720	-0.005	-266
720	0.20	0.016	0.047	0.013	-294	0.001	39
480	0.24	0.019	0.056	0.022	74	0.010	287
360	0.27	0.021	0.064	0.029	222	0.017	376
240	0.33	0.025	0.076	0.042	330	0.030	427
180	0.37	0.029	0.086	0.052	360	0.040	**429**
120	0.44	**0.034**	0.102	0.068	**363**	0.056	405
90	0.50	0.039	0.116	0.082	348	0.070	377
60	0.60	**0.046**	0.138	0.104	315	0.092	332
45	0.67	0.052	0.157	0.123	288	0.111	299
30	0.80	0.062	0.187	0.153	248	0.141	253
20	0.96	0.074	0.223	0.189	210	0.177	212
15	1.09	0.084	0.253	0.218	185	0.206	186
10	1.30	0.100	0.301	0.267	153	0.255	153
5	1.75	0.136	**0.407**	0.373	110	0.361	108

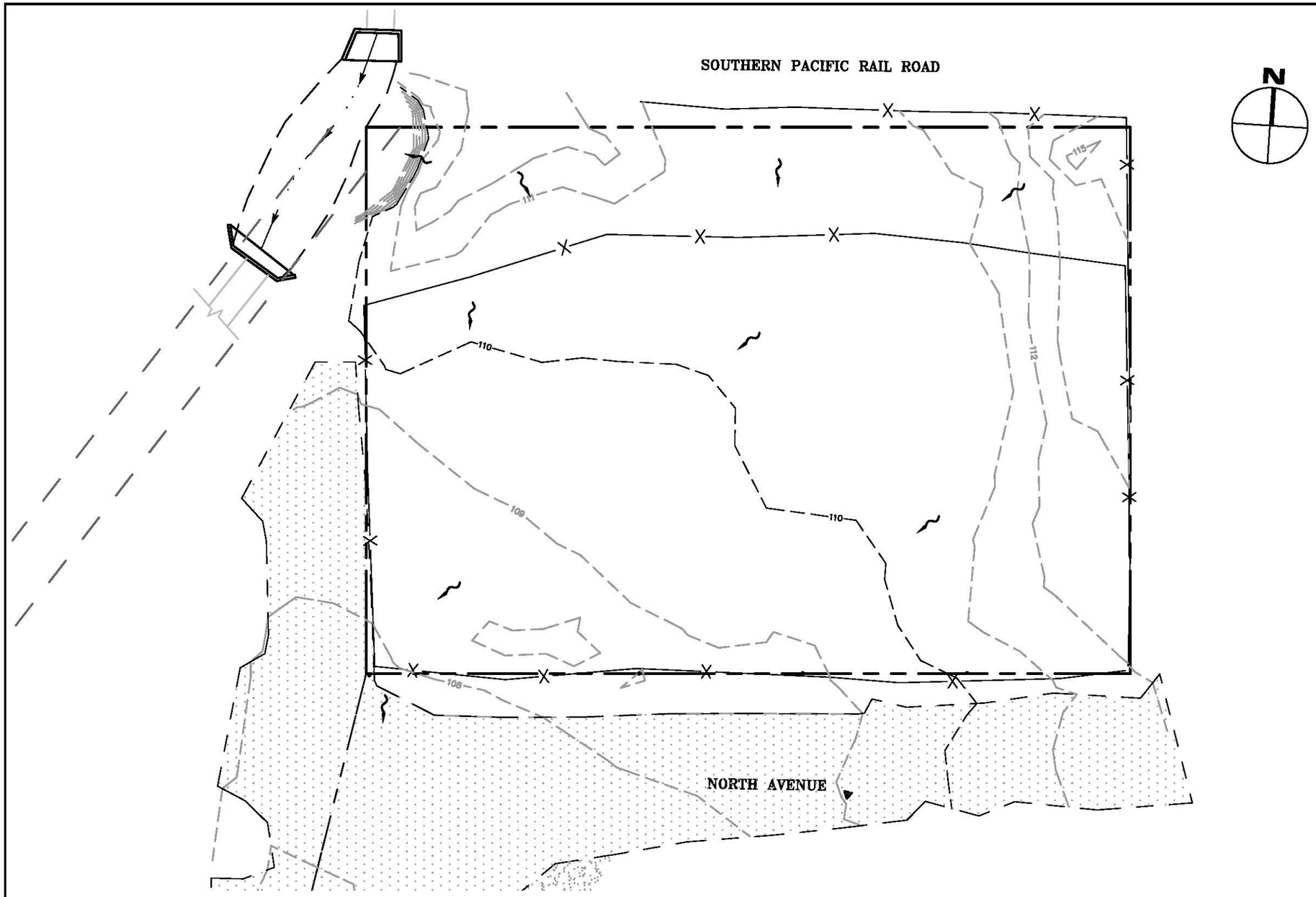
STRUCTURE DIMENSIONS FOR RETENTION

363	ft^3 storage volume calculated			
40	% void space assumed			
907	ft^3 excavated volume needed			
Structure Ratios	Length	Width*	Depth* #	
	55.00	6.00	2.75	
Dimen. (ft)	**54.99**	**6.00**	**2.75**	
665	ft^2 internal surface area			
466	ft^2 effective surface area			
4.7	hrs estimated structure drainage time			

* For pipe, use the square root of the sectional area.
\# If cell values displayed are corrupted, enter zero for depth, then re-enter a positive numeric value within allowed range.

STRUCTURE DIMENSIONS FOR DETENTION

429	ft^3 storage volume calculated		
100	% void space assumed		
429	ft^3 excavated volume needed		
Structure Ratios	Length	Width*	Depth*
	25.00	2.00	2.00
Dimen. (ft)	**40.63**	**3.25**	**3.25**



PLAN

20' 0 20' 40'

1 INCH = 20 FEET

EXISTING CONDITIONS

LOT	IMPERVIOUS AREA (sf)	PERVIOUS AREA (sf)	TOTAL AREA (sf)
A	0	13,370	13,370

R.I Engineering, Inc.
303 Potrero St., Suite 42-202, Santa Cruz, CA 95060
831-425-3901 www.riengineering.com

NEW HOTEL DEVELOPMENT
FOR
LOTUS MANAGEMENT INC.
270 NORTH AVENUE
APTOS, SANTA CRUZ COUNTY, CA
APN 042-022-12

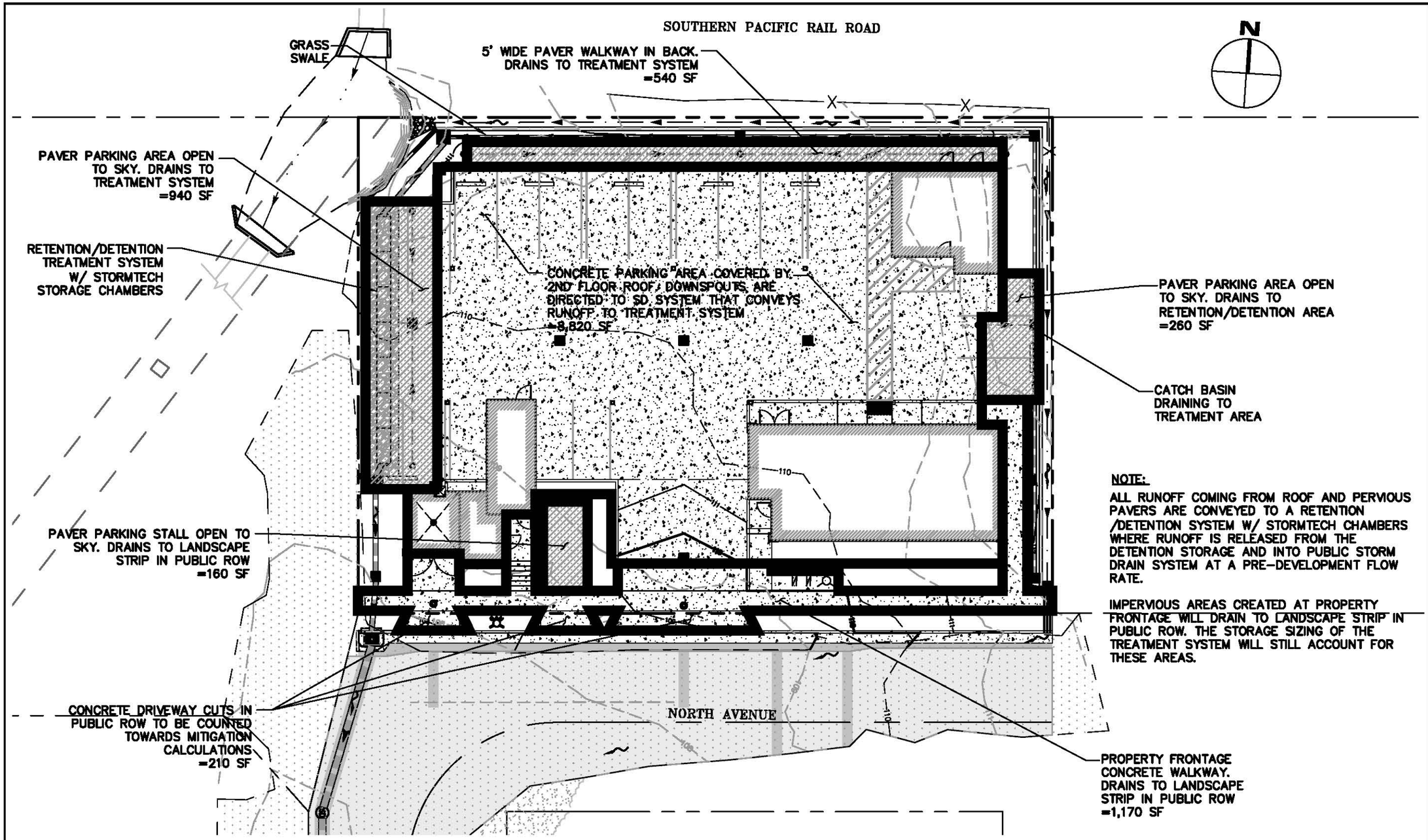
EXISTING DRAINAGE MAP

project no. 18-093-1

date MAY 2020

scale AS SHOWN

dwg name DrainageMap1.DWG



NOTE:

ALL RUNOFF COMING FROM ROOF AND PERVIOUS PAVERS ARE CONVEYED TO A RETENTION /DETENTION SYSTEM W/ STORMTECH CHAMBERS WHERE RUNOFF IS RELEASED FROM THE DETENTION STORAGE AND INTO PUBLIC STORM DRAIN SYSTEM AT A PRE-DEVELOPMENT FLOW RATE.

IMPERVIOUS AREAS CREATED AT PROPERTY FRONTAGE WILL DRAIN TO LANDSCAPE STRIP IN PUBLIC ROW. THE STORAGE SIZING OF THE TREATMENT SYSTEM WILL STILL ACCOUNT FOR THESE AREAS.

PLAN

20' 0 20' 40'

1 INCH = 20 FEET

PROPOSED CONDITIONS

LOT	IMPERVIOUS AREA (sf)	SEMI-PERVIOUS AREA (sf)	PERVIOUS AREA (sf)	TOTAL AREA (sf)
A	9,990	1,900	1,480	13,370

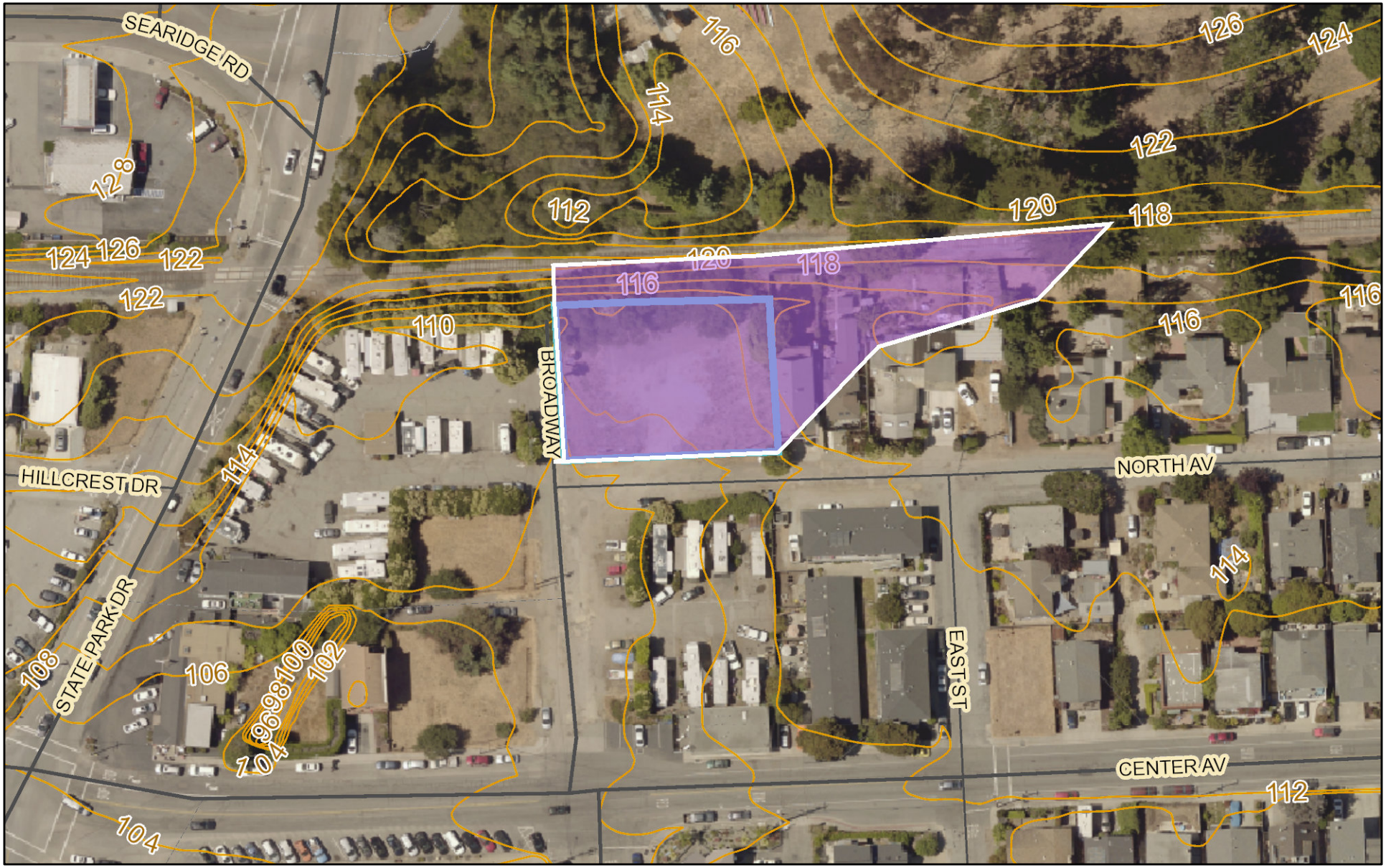
RJ Engineering, Inc.
303 Potrero St., Suite 42-202, Santa Cruz, CA 95060
831-425-3901 www.riengineering.com

NEW HOTEL DEVELOPMENT
FOR
LOTUS MANAGEMENT INC.
270 NORTH AVENUE
APTOS, SANTA CRUZ COUNTY, CA
APN 042-022-12

POST-DEVELOPMENT DRAINAGE MAP

project no. 18-093-1
date OCTOBER 2020
scale AS SHOWN
dwg name DrainageMap1.DWG

GIS Watershed Area Map - Aptos Hotel



April 30, 2020

CountyWideContours

CountyWideContours

1:1,067

0 50 100 200 ft

0 15 30 60 m

County of Santa Cruz

Seacliff Hotel NW Open Channel Drainage Basin Map

October 30, 2020

1:6,000

0 385 770 1,540 ft

0 115 230 460 m

County of Santa Cruz

OPEN SWALE @ NW CORNER OF SUBJECT PROPERTY

PROJECT LOCATION

DRAINAGE SYSTEM CALCULATION

PROJECT: **SEACLIFF HOTEL 18-093-1**

SS Ver: 1.0

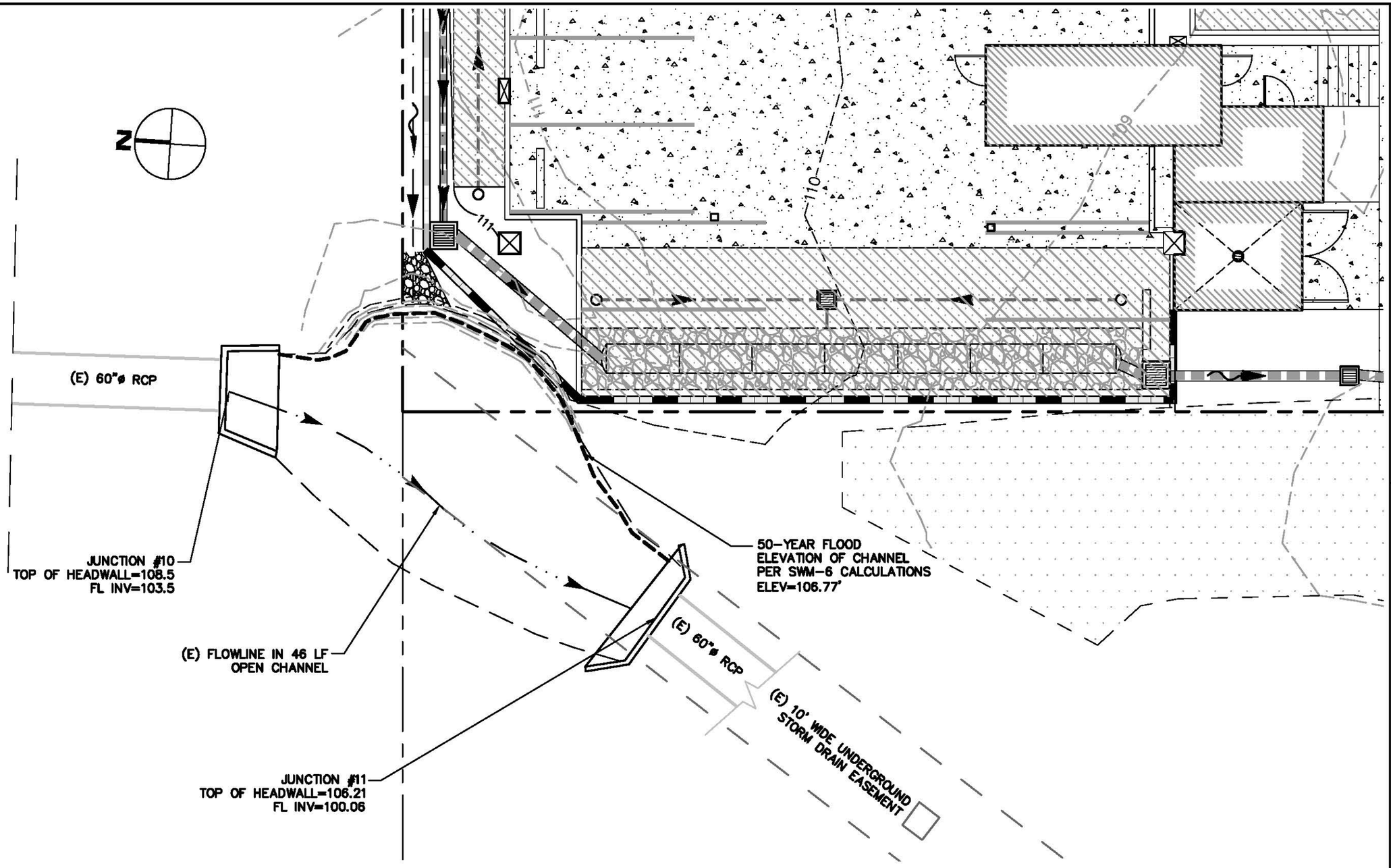
Calc by: CRV Date: 10/23/20

Check by: Date:

P60 = 1.40 Design Storm 50 Years Return Period Factor 1.35 Antecedent Moisture Factor (Ca) 1.20

INLET OR JUNCTION STRUCTURE							ACCUMULATED FLOW				PIPE FLOW													
AREA DESIGNATION (1)	Area A (ac) (2)	C (3)	A*C (4)	Tc (min) / I (in/hr) (5)	Q (cfs) CaCIA (6)	JUNCTION DESIGNATION (7)	Σ A*C (8)	Σ Tc / Tc (min) (9)	I (in/hr) (10)	Q (cfs) (11)	PIPE LINE DESIGNATION (12)	L (ft) (13)	D (in) / Type (14)	Pipe Area (sq ft) / n (15)	V (fps) / V (fpm) (16)	Sn (17)	LOSSES: FRIC. L*Sn (ft) (18)	LOSSES: Hi (ft) (19)	LOSSES: Σ H (ft) (20)	Outlet Control W.S. Elev. (21)	T.G. Elev. (22)	Inlet Control W.S. Elev. (23)	PIPE F.L. (24)	INLET FREEBOARD
AB	71.20	0.45	32.04	36.0	60.30	1	32.04	36.00	1.57	60.30										128.97	136.52	128.66	124.42	7.55
				1.57				0.60			1-2	307	36.0	7.07	8.53	0.00584	1.794	1.242	3.036					
CD	7.05	0.55	3.88	10.0	12.73	2	35.92	36.60	1.56	67.11			RCP	0.011	511.6					125.93	131.10	123.79	119.25	5.17
				2.74				0.33			2-3	188	36.0	7.07	9.49	0.00724	1.361	1.539	2.900					
		0.55		10.0		3	35.92	36.93	1.55	66.85			RCP	0.011	569.4					123.03	127.42	120.70	116.17	4.39
				2.74				0.29			3-4	163	36.0	7.07	9.45	0.00718	1.171	1.527	2.698					
EF	24.00	0.55	13.20	24.0	29.63	4	49.12	37.22	1.55	91.11			RCP	0.011	567.2					119.98	117.32	120.33	113.15	-3.01
				1.87				0.16			4-5	22	84.8	39.24	2.32	0.00072	0.016	0.117	0.133					
		0.55		10.0		5	49.12	37.38	1.54	90.95			OC	0.025	139.3					119.84	118.46	117.68	111.85	-1.38
				2.74				0.13			5-6	100	36.0	7.07	12.86	0.01330	1.330	2.825	4.155					
		0.55		10.0		6	49.12	37.51	1.54	90.81			RCP	0.011	771.7					112.19	118.46	115.69	109.85	2.77
				2.74				0.74			6-9	169	66.3	24.00	3.78	0.00516	0.873	0.311	1.184					
G	6.80	0.55	3.74	17.0	9.75	9	52.86	38.25	1.53	96.89			OC	0.035	227.0					111.01	110.02	110.62	105.20	-0.99
				2.17				0.13			9-10	39	60.0	19.64	4.93	0.00099	0.039	0.416	0.454					
		0.55		10.0		10	52.86	38.38	1.53	96.75			RCP	0.011	296.0					106.77	108.50	110.55	103.50	-2.05
				2.74				0.30			10-11	46	82.9	37.50	2.58	0.00178	0.082	0.145	0.227					
		0.55		10.0		11	52.86	38.68	1.52	96.43			OC	0.035	154.8					106.54	106.21	105.47	100.06	-0.33
				2.74				0.69			11-12	202	60.0	19.64	4.91	0.00098	0.198	0.412	0.610					
		0.55		10.0		12	52.86	39.36	1.51	95.69			RCP	0.011	294.5					101.64	102.14	105.93	97.14	-3.79
				2.74				1.04			12-13	100	104.9	60.00	1.59	0.00025	0.025	0.055	0.081					
		0.55		10.0		13	52.86	40.41	1.49	94.61			OC	0.025	95.7					101.56	96.77	96.24	90.97	-4.79
				2.74				0.07			13-14	25	54.2	16.00	5.91	0.00843	0.211	0.760	0.971					
H	26.90	0.55	14.80	24.0	33.21	14	67.65	40.48	1.49	121.00			OC	0.025	354.8					100.59	100.50	96.58	90.93	-0.09
				1.87				0.44			14-15	163	60.0	19.64	6.16	0.00128	0.208	0.648	0.856					
		0.55		10.0		15	67.65	40.92	1.48	120.43			PVC	0.010	369.6					99.73	99.13	92.62	86.98	-0.60
				2.74				0.07			15-15A	26	60.0	19.64	6.13	0.00126	0.033	0.642	0.675					
		0.55		10.0		15A	67.65	40.99	1.48	120.34			PVC	0.010	367.9					96.94	96.10	99.06	86.30	-2.96
				2.74				0.16			15A-16	237	30.0	4.91	24.51	0.06154	14.586	10.258	24.843					
		0.55		10.0		16	67.65	41.15	1.48	120.14			RCP	0.011	1470.4					55.08	69.41	72.09	59.37	-2.68
				2.74				0.38			16-OUT	556	30.0	4.91	24.46	0.06133	34.101	10.223	44.324					
		0.55		10.0		OUT	67.65	41.53	1.47	119.66			RCP	0.011	1467.9					1.05	11.84	10.76	5.00	1.08
				2.74				0.02			OUT	7	58.0	18.36	6.52	0.01832	0.128	0.924	1.052					
			#####	#####	#####		#####	41.55	1.47	#VALUE!			WEIR	0.035	391.1									
								#DIV/0!																

THE OPEN CHANNEL ADJACENT TO THE NORTHWEST CORNER OF THE PROPERTY LIES BETWEEN JUNCTIONS 10 AND 11. THE 50-YEAR FLOOD ELEVATION IS CALCAULATED TO BE 106.77' IN THIS LOCAITON.



PLAN

10' 0 10' 20'

1 INCH = 10 FEET

RJ Engineering, Inc.
303 Potrero St., Suite 42-202, Santa Cruz, CA 95060
831-425-3901 www.riengineering.com

NEW HOTEL DEVELOPMENT
FOR
LOTUS MANAGEMENT INC.
270 NORTH AVENUE
APTOS, SANTA CRUZ COUNTY, CA
APN 042-022-12

50-YEAR FLOOD ELEVATION MAP

project no.
18-093-1

date
OCTOBER 2020

scale
AS SHOWN

dwg name
DrainageMap1.DWG

SANTA CRUZ COUNTY SANITATION DISTRICT

701 OCEAN STREET, SUITE 410 · SANTA CRUZ, CA · 95060-4073
(831) 454-2160 · FAX (831) 454-2089 · TDD: (831) 454-2123 · WWW.SCCSD.US
MATT MACHADO, DISTRICT ENGINEER

SEPTEMBER 23, 2021

PARKASH PATEL
PO BOX 41160
SAN JOSE, CA 95160

SUBJECT: SEWER AVAILABILITY AND DISTRICT'S CONDITIONS OF SERVICE FOR THE FOLLOWING PROPOSED DEVELOPMENT
APN: 042-022-12
APPLICATION NO.: N/A
PARCEL ADDRESS: 270 NORTH AVE., APTOS
PROJECT DESCRIPTION: CONSTRUCT A 3-STORY BUILDING, PARKING AT THE GROUND LEVEL, WITH A 19 UNIT 2-STORY HOTEL ABOVE

Dear Mr. Patel:

The District has received your inquiry regarding sewer service availability for the subject parcel(s). Sewer service is available in North Avenue for the subject development.

No downstream capacity problem or other issue is known at this time. Note, however, that downstream sewer requirements will again be evaluated at time of Planning Permit review, at which time the District reserves the right to add or modify downstream sewer requirements, though none are anticipated at this time.

This notice is valid for one year from the date of this letter. If, after this time frame, this project has not yet received approval from the Planning Department, then this determination of availability will be considered to have expired. If that occurs or is likely to occur prior to an upcoming submittal or public hearing, please call us ahead of time for a new letter. At that time, we can evaluate the then proposed use, improvements, and downstream capacity, and provide a new letter.

Also, for your reference, we have attached a list of common items required during the review of sanitation projects.

Thank you for your inquiry. If you have any questions, please call Bryan Wardlow at **(831) 454-2160**.

Yours truly,

MATT MACHADO
District Engineer

By: DocuSigned by:
528D647137C44D4...
Ashleigh Trujillo
Sanitation Engineer

BW/arg:21-111.docx
Cc: Randall Adams, Planning Department

ATTACHMENT 7

Common Items Required During the Review of Sanitation Projects

What to show on the drawings: When you begin the design process, please show:

On the plot/site/utility plan:

1. Location of any **existing** on-site sewer lateral(s), clean-out(s), and connection(s) to existing public sewer on the site (plot) plan.
2. Location of any **proposed** on-site sewer lateral(s), clean-out(s), and connection(s) to existing public sewer on the site (plot) plan.

Place a note, *"Existing" or "(E)"*,on each existing item that is to be removed.
Place a note, *"To be removed"*, on each existing item that is to be removed.
Place a note, *"New" or "(N)"*, on each item that is to be new.

On a floor plan:

1. All plumbing fixtures both existing and new (label *"(E)"* or "*(N)*") on a floor plan of the entire building. Completely describe all plumbing fixtures according to table T-702.1 of the California Plumbing Code.

(Sanitation District Code sections 7.04.040 and 7.04.430)

Design and Construction Standards

The project sewer design and connection of the project to the Santa Cruz County Sanitation District system will be required to conform to the County of Santa Cruz Design Criteria (CDC) Part 4, Sanitary Sewer Design, February 2017 edition. Reference for County Design Criteria:
http://www.dpw.co.santa-cruz.ca.us/Portals/19/pdfs/Design%20Crit/DESIGNCRITERIA.pdf

New Connection

If the proposed plans will involve one or more new sewer connections, we must issue a new sewer connection permit for each new connection. The final connection charges can be determined only after the District and, as needed, other Department of Public Works divisions have reviewed and approved the final engineered sewer improvement plans. (Sanitation District Code section 7.04.410)

Non-residential water use

Provide to the District a written estimate the amount of domestic water (average gallons per day) that will be used on this parcel after it is fully developed. You may need to engage an engineer or other knowledgeable person to provide an accurate estimate. This information will be used in the determination of both fees and waste pretreatment requirements. Connection permits can only be issued after these requirements are determined. (Sanitation District Code section 5.04.100)

Backflow prevention device

A backflow preventive device may be required. While this determination is often made "in the field" at the time of installation, if you are engaging a surveyor, civil engineer, or knowledgeable contractor, there is nothing to prevent you from making that determination while in the design process. (Sanitation District Code section 7.04.100 and 7.04.375.A.4)