



Nissan of Santa Cruz Project

Final Environmental Impact Report

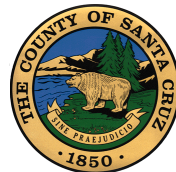
State Clearinghouse #2017072002

Prepared by:

County of Santa Cruz

Planning Department

701 Ocean Street, 4th Floor
Santa Cruz, CA 95060



April 2018

This page intentionally left blank.

**Final
Environmental Impact Report**

for the

Nissan of Santa Cruz Project

State Clearinghouse # 2017072002

Prepared By:



**County of Santa Cruz
Planning Department**

701 Ocean Street, 4th Floor

Santa Cruz, CA 95060

(831) 454-2580

April 2018

This page intentionally left blank.



Table of Contents

<u>Section</u>	<u>Page</u>
1.0 INTRODUCTION.....	1-1
1.1 Background.....	1-1
1.2 Project Overview.....	1-2
1.3 Organization of Final EIR.....	1-14
2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES	2-1
2.1 List of Commenters.....	2-1
2.2 Comment and Responses on the Draft EIR.....	2-3
3.0 ADDENDA AND ERRATA TO THE DRAFT EIR	3-1
Executive Summary.....	3-1
1.0 Introduction.....	3-4
2.0 Project Description.....	3-5
3.0 Environmental Setting.....	3-6
4.0 Other CEQA Considerations.....	3-14
5.0 Project Alternatives.....	3-14
6.0 References and List of Preparers.....	3-16
4.0 LIST OF PREPARERS	4-1

LIST OF FIGURES

Figure 1-1	Regional Location Map.....	1-4
Figure 1-2	Project Vicinity.....	1-5
Figure 1-3	Conceptual Site Plan.....	1-7
Figure 1-4	Showroom Building Exterior Elevations.....	1-9
Figure 1-5	Proposed Service Building Exterior Elevations.....	1-11
Figure 1-6	Proposed Grading Plan.....	1-15
Figure 1-7	Drainage Plan.....	1-17
Figure 1-8	Proposed Utility Plan.....	1-19

LIST OF TABLES

Table 1-1	Nissan of Santa Cruz Proposed Parcels.....	1-3
Table 1-2	Characteristics of the Project Site and Vicinity.....	1-3
Table 2-1	Comment Letters Received for the Nissan of Santa Cruz Project Draft EIR.....	2-1

LIST OF APPENDICES

Appendix L	Mitigation Monitoring and Reporting Program
Appendix M	Santa Cruz Nissan Estimate of Water Consumption
Appendix N	Nissan Sign Plan
Appendix O	Photometric Plan
Appendix P	Noise Measurement Field Data
Appendix Q	Nissan Site Financial Feasibility Analysis



ACRONYMS AND ABBREVIATIONS

°C	Degrees Celsius
°F	Degrees Fahrenheit
AAQS	Ambient Air Quality Standards
AB 52	California Assembly Bill 52 of 2014
ACM	Asbestos Containing Material
ADA	Americans with Disabilities Act
ADTs	Average Daily Trips
AFY	Acre Feet per Year
ALS	Advanced Life Support
ALUP	Airport Land Use Plan
AMBAG	Association of Monterey Bay Area Governments
APCD	Air Pollution Control District
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
ARM	Archaeological Research Management
BACT	Best Available Control Technology
BMPs	Best Management Practices
Cal ARP	California Accidental Release Prevention
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CARB	California Air Resources Board
C-C	Community Commercial General Plan Designation
CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CAPCOA	California Air Pollution Control Officer's Association
CAS	County of Santa Cruz Climate Action Strategy
CAT	CalEPA's Climate Action Team
CBC	California Building Code
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CCCC	California Climate Change Center
CCRWQCB	Central Coast Regional Water Quality Control Board
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CEUS	California Commercial End Use Survey
CFCs	Chlorofluorocarbons
CH ₄	Methane
CHP	California Highway Patrol
CIE	International Commission on Illumination
CIWMB	California's Integrated Waste Management Board
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
COP21	21st session of the Conference of the Parties



CO ₂	Carbon Dioxide
CO ₂ e	Carbon Dioxide Equivalent
C-O	Administrative Office General Plan Designation
COPC	Chemicals of Potential Concern
C-S	Service Commercial General Plan Designation
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
CWPP	Community Wildfire Protection Plan
C-2-GH	Community Commercial Zone District with Geologic Hazard Overlay
dB	Decibels
dBA	Decibels using the A-weighted sound pressure level
DBH	Diameter-at-Breast-Height
DOT	United States Department of Transportation
DPE	Dual Phase Extraction
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substance Control
EHS	Santa Cruz County Environmental Health Services
EMP	County of Santa Cruz Operational Area Emergency Management Plan
EMT	Emergency Medical Technicians
ESA	Phase I Environmental Site Assessment
fc	Foot-Candles
FCAA	Federal Clean Air Act
FTA	Federal Transit Administration
ft	Feet
GCF	Green Climate Fund
GCP	Federal Construction General Permit
GHG	Greenhouse Gas
GPD	Gallons Per Day
GWPs	Global Warming Potentials
HAPs	Federal Hazardous Air Pollutants
HCFCs	Hydrochlorofluorocarbons
HCM	Highway Capacity Manual
HFCs	Hydrofluorocarbons
HHW	Household Hazardous Waste
HMMP	Hazardous Materials Management Plan
HUC	Hydrologic Unit Code
HUD	U.S. Department of Housing and Urban Development
H&SC	California Health and Safety Code
HVAC	Heating, Ventilation and Air Conditioning
HWCL	California Hazardous Waste Control Law
IBC	International Building Code
IESNA	Illuminating Engineering Society of North America
IPCC	Intergovernmental Panel on Climate Change
IS-MND	Initial Study-Mitigated Negative Declaration
LBP	Lead Based Paint
LCP	Local Coastal Program
Ldn	Day-Night Average Noise Level



Leq	Equivalent Noise Level
LEV	Low Emission Vehicle
LF	Linear Feet
Lmax	Highest RMS Sound Pressure Level within the Measuring Period
Lmin	Lowest RMS Sound Pressure Level within the Measuring Period
LOS	Level of Service
LUSTs	Leaking Underground Storage Tanks
MBARD	Monterey Bay Air Resources District
MCLs	Maximum Contaminant Levels
MLD	Native American Most Likely Descendant
MMT	Million Metric Tons
MOEs	Measures of Effectiveness
MRWMD	Monterey Regional Waste Management District
MSATs	Mobile Source Air Toxics
Msl	Mean Sea Level
MT	Metric Tons
MWELO	Model Water Efficient Landscape Ordinance
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCAB	North Central Coast Air Basin
NCP	National Contingency Plan
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NOAA	National Ocean and Atmospheric Administration
NO	Nitric Oxide
NOP	Notice of Preparation
NOx	Oxides of Nitrogen
NO ₂	Nitrogen Dioxide
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
N ₂ O	Nitrous Oxides
OAL	Office of Administrative Law
OSHA	Federal Occupational Safety Health Administration
PA	Professional-Administrative Office
PFCs	Perfluorocarbons
PGA	Peak Ground Acceleration
PM _{2.5}	Particulates 2.5 microns or less in size
PM ₁₀	Particulates 10 microns or less in size
ppm	Parts Per Million
PRC	California Public Resources Code
PRGs	Preliminary Remediation Goals
psf/ft	Pounds per Square Foot per Foot
RA	Residential Agriculture Zone District
RA-GH	Residential Agriculture Zone District with Geologic Hazard Combining Designation
RCRA	Resource Conservation and Recovery Act
R-M	Mountain Residential General Plan Designation
RMP	Risk Management Plan
RMS	Root Mean Squared



ROG	Reactive Organic Gases
R-S	Suburban Residential General Plan Designation
R-UVL	Urban Very Low Residential General Plan Designation
RWQCB	California Regional Water Quality Control Board
R-1-15-GH	Single Family Residential
SB18	Senate Bill 18
SCHMIT	Santa Cruz Hazardous Materials Interagency Team
SCMTD	Santa Cruz Metropolitan Transit District
SF ₆	Sulfur Hexafluoride
SHMA	Seismic Hazards Mapping Act
SHPO	State Historic Preservation Office
SJVAPCD	San Joaquin Valley Air Pollution Control District
SLOAPCD	San Luis Obispo Air Pollution Control District
SnFrB	San Francisco Bay Area
SO ₂	Sulfur Dioxide
SO _x	Sulfur Oxides
SSCC	Sustainable Santa Cruz County
STC	Sound Transmission Class
SU	Special Use Zone District
SWCV	Solid Waste Collection Vehicles
SWIS	Solid Waste Information System
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	Toxic Air Contaminants
TIA	Traffic Impact Assessment
TNW	Traditional Navigable Water
TPY	Tons per Year
TSP	Total Suspended Particulate
UNFCCC	United Nations Framework Convention on Climate Change
USDA	U.S. Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USGS	United States Geological Survey
UST	Underground Storage Tank
VdB	Vibration Decibels
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WEAP	Worker Environmental Awareness Program
WMO	World Meteorological Organization
WSAs	Water Supply Assessments
ZEV	Zero Emission Vehicle



This page intentionally left blank.



Section 1.0 Introduction

This Final Environmental Impact Report (Final EIR) has been prepared by the County of Santa Cruz (County), as lead agency, in accordance with the requirements of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines (CCR Section 15132). This Final EIR contains responses to comments received on the Draft Environmental Impact Report (Draft EIR) for the Nissan of Santa Cruz Project. The Final EIR consists of the Draft EIR and this document, which includes comments on the Draft EIR, responses to those comments, and revisions to the Draft EIR.

The Nissan of Santa Cruz Project consists of a proposed General Plan Amendment to amend the land use designation from Community Commercial (C-C) to C-S Service Commercial, a proposed rezoning from Community Commercial (C-2) to Service Commercial (C-4), the combination of eight parcels totaling approximately 2.6 acres into a single parcel, and encroachment permit for frontage improvements, and a Commercial Development Permit and associated grading for construction of an approximately 12,551 square foot car dealership and 9,996 square foot automobile service area. The project requests a roadway and roadside exception to the Soquel Drive and 41st Avenue plan lines.

1.1 Background

On June 30, 2017, the County of Santa Cruz issued a Notice of Preparation (NOP) contained as Appendix A to the Draft EIR to inform agencies and interested parties that an EIR was being prepared for the above-described project, and invited comments on the scope and content of the document. The purpose of an NOP is to provide sufficient information about the proposed project and its potential environmental impacts to allow agencies and interested parties the opportunity to provide a meaningful response related to the scope and content of the EIR, including mitigation measures that should be considered and alternatives that should be addressed (14 CCR Section 15082[b]). The NOP was posted with the State Clearinghouse, posed on the County of Santa Cruz Planning Department website, and distributed to public libraries and decision makers. A determination of which impacts would be potentially significant was made for this project based on review of the information presented in and comments received on the NOP, comments received as part of the public review process for the project, and additional research and analysis of relevant project data during preparation of the Draft EIR.

The Draft EIR was released on December 27, 2017 for a 45-day public review and comment period ending on February 12, 2018. The public review period was subsequently extended to February 20, 2018. The Draft EIR was available for public review online at: <http://www.sccoplanning.com/PlanningHome/Environmental/CEQAInitialStudiesEIRs/CEQADocumentsOpenforPublicReview.aspx>. The Draft EIR evaluated the potential for the Nissan of Santa Cruz project to result in significant environmental impacts and determined that most



impacts would be less than significant, or would be mitigable to a level of less than significant. The Draft EIR found that project and cumulative impacts related to transportation/traffic impacts to Highway 1 would be significant with no feasible mitigation available; therefore, the Draft EIR concluded that these project impacts would be significant and unavoidable. In addition, the Draft EIR determined that project impacts at the intersection of Soquel Drive and Robertson Street would be reduced to a less than significant level with signalization of the intersection; however, due to the lack of currently available or programmed funding and the uncertainty of funding in the future, the impacts to Soquel/Robertson were also considered to be significant and unavoidable. Hardcopies of the Draft EIR were made available for review at the Planning Department and at the following locations:

County of Santa Cruz Planning Department 701 Ocean Street, 4 th Floor Santa Cruz, CA 95060	Porter Memorial Library 3050 Porter Street Soquel, CA 95073	Capitola Branch Library 2005 Wharf Road Capitola, CA 95010	Live Oak Branch Library 2380 Portola Drive Santa Cruz, CA 95062
--	--	---	--

1.2 Project Overview

1.2.1 Project Location

The project site is located in the central portion of Santa Cruz County, to the west of Soquel Village and to the north of the City of Capitola. The project site is located approximately 1,000 feet north of Highway 1 and approximately 1,100 feet east of Rodeo Creek Gulch. The site is bordered by Soquel Drive and 41st Avenue, on the north and east respectively; by a microbrewery and full service carwash to the south; and by a lumber yard to the west. Figure 1-1 illustrates the regional location of the proposed project, and Figure 1-2 shows the project within the local context.

The subject site of the proposed Nissan of Santa Cruz automotive dealership includes seven developed parcels and one undeveloped parcel located in the unincorporated Community of Soquel in Santa Cruz County. The eight adjacent parcels consist of the following: APN 030-121-06, 07, 08, 12, 13, 27, 53, and 57 (see Table 1-1). A ninth parcel (030-121-34) is located within the immediate vicinity of the project area but is not part of the Proposed Project. The project parcels are situated to the south of Soquel Drive and west of 41st Avenue at their intersection. Existing vehicular access to the site would be available from both east and westbound Soquel Drive and from southbound 41st Avenue.

1.2.2 Existing Site Characteristics

The current characteristics of the project site are summarized in Table 1-2 and in the discussion that follows. Additional details of the current setting at the site can be found in Section 3.0, *Environmental Setting, Impacts, and Mitigation Measures*.

The proposed development project site is relatively flat with a gradual downward slope to the south, consisting of eight individual parcels containing a mix of residential and commercial development. The surrounding area is developed with commercial development including,



Table 1-1: Nissan of Santa Cruz Proposed Parcels

Assessor Parcel No.	Acreage	Existing Uses	Existing		Proposed	
			General Plan Land Use	Zoning	General Plan Land Use	Zoning
030-121-06	0.302	Self-serve Car Wash	C-C	C-2	C-S	C-4
030-121-07	0.132	Self-serve Car Wash	C-C	C-2	C-S	C-4
030-121-08	0.162	SFD	C-C	C-2	C-S	C-4
030-121-12	0.202	SFD	C-C	C-2	C-S	C-4
030-121-13	0.280	SFD	C-C	C-2	C-S	C-4
030-121-27	0.819	Undeveloped	C-C	C-2	C-S	C-4
030-121-53	0.301	SFD	C-C	C-2	C-S	C-4
030-121-57	0.370	Retail Paint Store	C-C	C-2	C-S	C-4
Total	2.568					
Notes: C-C – Community Commercial; C-S – Service Commercial; C-2 – Community Commercial; C-4 – Service Commercial; SFD – Single Family Dwelling Source: County of Santa Cruz, 2017						

Home Depot, Best Buy, Safeway supermarket and gas station along with a variety of retail and commercial services. The project site is bordered by Soquel Drive/commercial uses and 41st Avenue/commercial uses, on the north and east, a microbrewery and full service carwash to the south, and by a lumberyard to the west. Ocean Honda, located within the C-4 Service Commercial zone, is located across Soquel Drive to the northwest across from the existing lumberyard.

Table 1-2: Characteristics of the Project Site and Vicinity

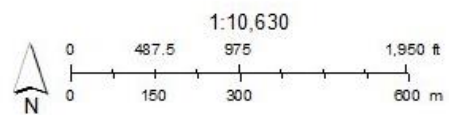
Project Site	
Assessor Parcel Numbers (APN)	030-121- 06, 07, 08, 12, 13, 27, 53, and 57
Project Area	Approx. 2.6 acres
Land Use Designation (County of Santa Cruz General Plan)	Community Commercial (C-C)
Zoning Designation	Community Commercial (C-2)
Vicinity	
Surrounding Land Uses	The site is bordered by Soquel Drive/commercial uses and 41st Avenue/commercial uses, on the north and east, a microbrewery and full service carwash to the south, and by a lumber yard to the west.
Surrounding Land Use Designations (Santa Cruz County General Plan)	North: Community Commercial (C-C) and Service Commercial (C-S) South: Community Commercial (C-C) East: Community Commercial (C-C) West: Community Commercial (C-C)
Surrounding Zoning Designations	North: Community Commercial (C-2); Service Commercial (C-4) South: Community Commercial (C-2) East: Community Commercial (C-2) West: Special Use (S-U); Community Commercial (C-2)
Source: County of Santa Cruz GISWEB (accessed September 20, 2017); County of Santa Cruz General Plan, 1994.	



180-07
 PREPARED BY SANTA CRUZ COUNTY
 GEOGRAPHIC INFORMATION SYSTEM STAFF
 November 2007



Project Vicinity



June 28, 2017

Figure 1-2



All of the eight parcels comprising the project site are zoned C-2 (Community Commercial) which is consistent with the parcels' General Plan designation of C-C (Community Commercial).

1.2.3 Project Features

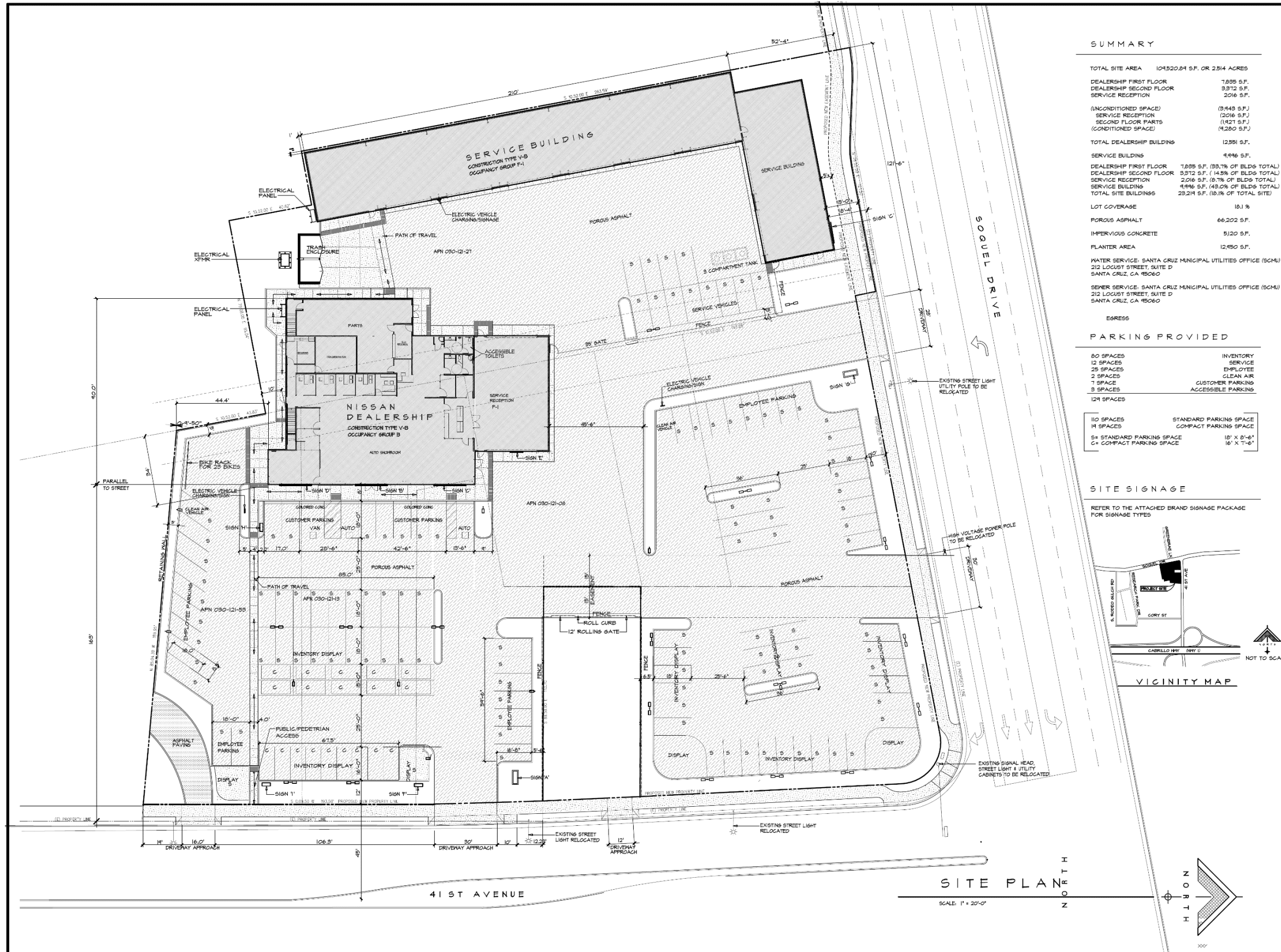
The project proposes to construct a 12,551 square foot automobile dealership with a separate 9,996 square foot automobile service building on a 2.568-acre site located at the southwest corner of the intersection of Soquel Drive and 41st Avenue in Soquel. A conceptual site plan is shown in Figure 1-3.

The site would provide 129 parking spaces to accommodate inventory as well as service and visitor parking. Discretionary approvals would include a General Plan Amendment, Rezoning, Commercial Development Permit, Preliminary Grading Approval, and Sign Exception. In addition, a roadside / roadway exception would also be required.

The 12,551 square foot automobile dealership would be constructed primarily from aluminum composite metal panels, glass, and concrete block (Figure 1-4). The two story structure would have a maximum height of 29 feet six inches with an additional four feet allowed for the Nissan Tablet sign, for a total height of 33 feet six inches. The first floor amenities include a showroom, shared lounge, service advisors office, service manager office, sales offices, quiet lounge, restrooms, administrative conference room, parts department, and new vehicle delivery area. The second floor amenities include a small meeting room, general manager's office, administrative office, additional office, and bulk parts area.

The 20 foot high single story 9,996 square foot service facility would provide six service bays with rollup doors, an oil change bay, car wash bay, restrooms, lounge, and oil and tool storage areas (Figure 1-5). The service department would be constructed primarily from aluminum composite metal panels, glass, and concrete block as is the main dealership building.

The project would also dedicate or provide approximately 15-feet for road right-of-way along the project frontage on Soquel Drive that would be used for an approximately 340 foot long right-turn pocket onto 41st Avenue from eastbound Soquel Drive (see Figure 1-3). The existing signal light arm and associated control cabinet located at the corner of Soquel Drive and 41st Avenue would be relocated approximately 15 feet to the south to allow for the construction of the dedicated right-turn pocket. In addition, two PG&E power poles and associated street lights would also be relocated approximately 15 feet to the south to accommodate the proposed turn pocket. The project also proposes to meet and exceed its frontage improvement requirements by installing new curb gutter and standard ADA six-foot sidewalk along the entire project frontage of Soquel Drive and 41st Avenue, as well as along off-site frontages in order to connect to existing sidewalk improvements to both the west and the south. Specifically, the proposed project would provide a standard ADA six foot separated sidewalk along Soquel Drive from the project frontage west approximately 300 feet to connect with existing sidewalk per the approved plan line. The proposed project would also provide a



SUMMARY

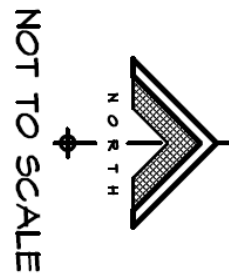
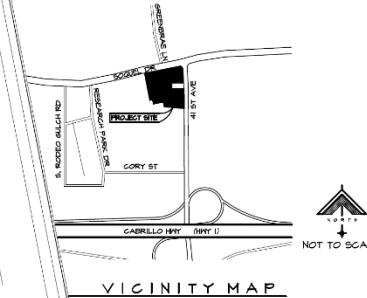
TOTAL SITE AREA	104,520.24 S.F. OR 2.514 ACRES
DEALERSHIP FIRST FLOOR	7,835 S.F.
DEALERSHIP SECOND FLOOR	9,972 S.F.
SERVICE RECEPTION	2,016 S.F.
(UNCONDITIONED SPACE)	(3,943 S.F.)
SERVICE RECEPTION	(2,016 S.F.)
SECOND FLOOR PARTS	(1,421 S.F.)
(CONDITIONED SPACE)	(4,280 S.F.)
TOTAL DEALERSHIP BUILDING	12,891 S.F.
SERVICE BUILDING	4,946 S.F.
DEALERSHIP FIRST FLOOR	7,835 S.F. (85.7% OF BLDG TOTAL)
DEALERSHIP SECOND FLOOR	9,972 S.F. (14.3% OF BLDG TOTAL)
SERVICE RECEPTION	2,016 S.F. (8.7% OF BLDG TOTAL)
SERVICE BUILDING	4,946 S.F. (43.0% OF BLDG TOTAL)
TOTAL SITE BUILDINGS	29,214 S.F. (19.1% OF TOTAL SITE)
LOT COVERAGE	18.1 %
POROUS ASPHALT	66,202 S.F.
IMPERVIOUS CONCRETE	9,120 S.F.
PLANTER AREA	12,450 S.F.
WATER SERVICE: SANTA CRUZ MUNICIPAL UTILITIES OFFICE (SCMU)	212 LOCUST STREET, SUITE D SANTA CRUZ, CA 95060
SEWER SERVICE: SANTA CRUZ MUNICIPAL UTILITIES OFFICE (SCMU)	212 LOCUST STREET, SUITE D SANTA CRUZ, CA 95060

PARKING PROVIDED

80 SPACES	INVENTORY
12 SPACES	SERVICE
25 SPACES	EMPLOYEE
2 SPACES	CLEAN AIR
5 SPACES	CUSTOMER PARKING
124 SPACES	ACCESSIBLE PARKING
110 SPACES	STANDARD PARKING SPACE
14 SPACES	COMPACT PARKING SPACE
S= STANDARD PARKING SPACE	18' X 8'-6"
C= COMPACT PARKING SPACE	16' X 7'-6"

SITE SIGNAGE

REFER TO THE ATTACHED BRAND SIGNAGE PACKAGE FOR SIGNAGE TYPES

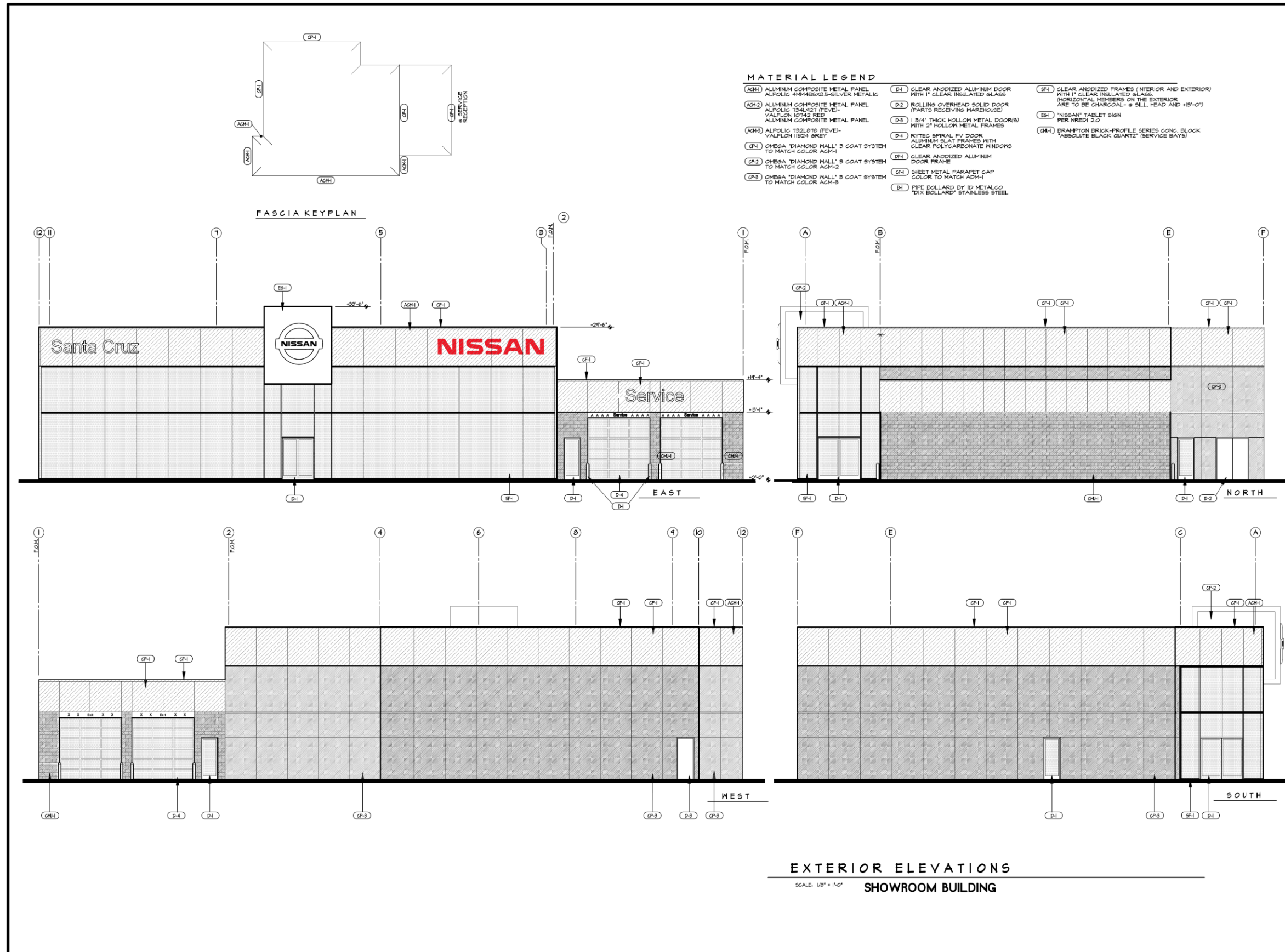


Conceptual Site Plan

Figure 1-3



This page intentionally left blank.

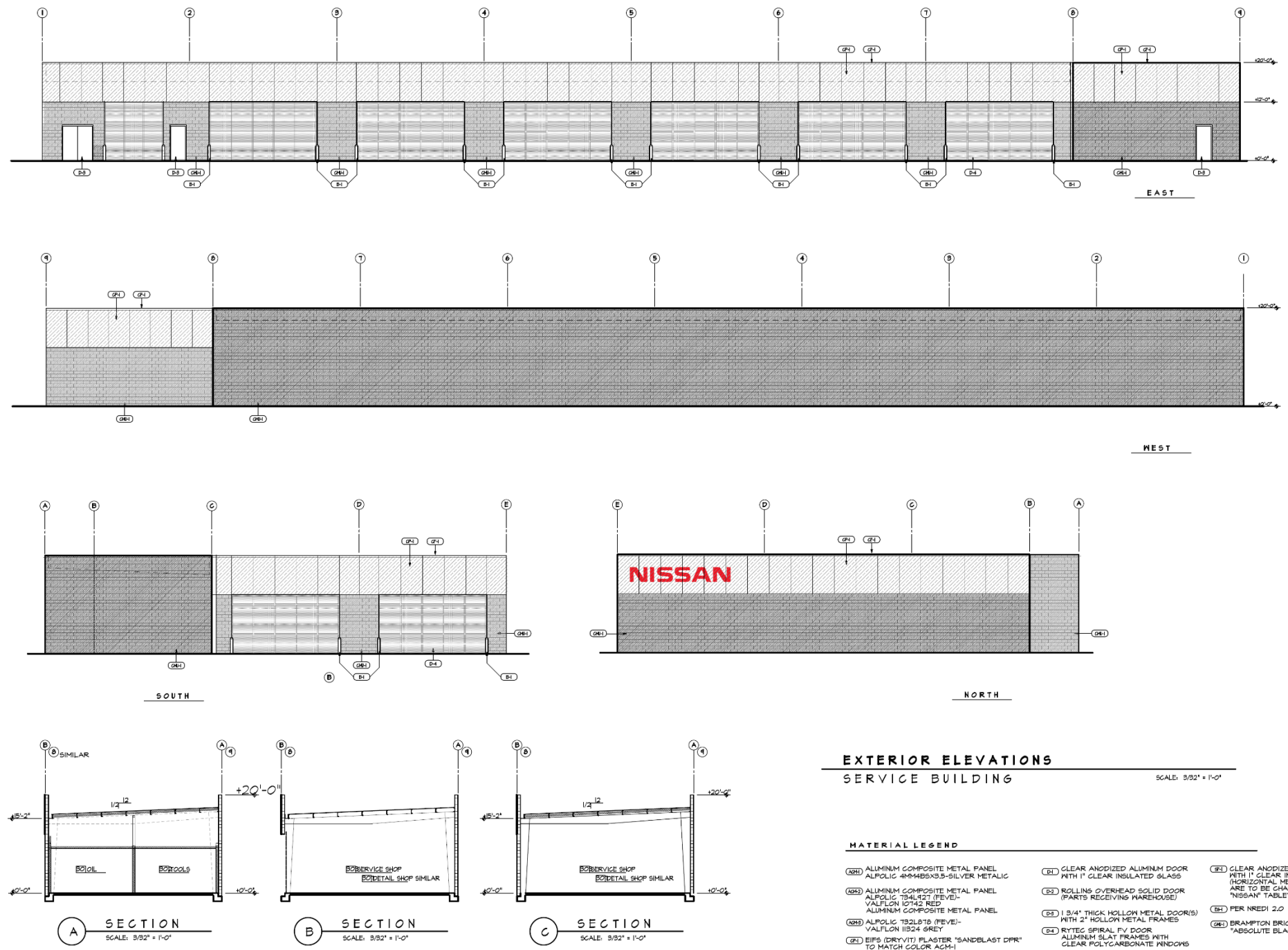


Showroom Building
Exterior Elevations

Figure 1-4



This page intentionally left blank.



EXTERIOR ELEVATIONS
SERVICE BUILDING

SCALE: 3/32" = 1'-0"

MATERIAL LEGEND

- (S1) ALUMINUM COMPOSITE METAL PANEL ALPOLIC 4444B5X3.5-SILVER METALIC
- (S2) ALUMINUM COMPOSITE METAL PANEL ALPOLIC 754L121 (FEVE)-VALFLON 12742 RED ALUMINUM COMPOSITE METAL PANEL
- (S3) ALPOLIC 732L878 (FEVE)-VALFLON 11524 GREY
- (S4) EIFS (DRYVIT) PLASTER "SANDBLAST DPR" TO MATCH COLOR ACM-1
- (S5) EIFS (DRYVIT) PLASTER "SANDBLAST DPR" TO MATCH COLOR ACM-2
- (S6) EIFS (DRYVIT) PLASTER "SANDBLAST DPR" TO MATCH COLOR ACM-3
- (S7) CLEAR ANODIZED ALUMINUM DOOR WITH 1" CLEAR INSULATED GLASS
- (S8) ROLLING OVERHEAD SOLID DOOR (PARTS RECEIVING WAREHOUSE)
- (S9) 1 3/4" THICK HOLLOW METAL DOOR(S) WITH 2" HOLLOW METAL FRAMES
- (S10) RYTEC SPIRAL FV DOOR ALUMINUM SLAT FRAMES WITH CLEAR POLYCARBONATE WINDOWS
- (S11) CLEAR ANODIZED ALUMINUM DOOR FRAME
- (S12) SHEET METAL PARAPET CAP COLOR TO MATCH ADM-1
- (S13) PIPE BOLLARD BY ID METALCO "DIX BOLLARD" STAINLESS STEEL
- (S14) CLEAR ANODIZED FRAMES (INTERIOR AND EXTERIOR) WITH 1" CLEAR INSULATED GLASS (HORIZONTAL MEMBERS ON THE EXTERIOR ARE TO BE CHARCOAL - # SILL, HEAD AND 1/8"-0") "NISSAN" TABLET SIGN
- (S15) PER NREDI 2.0
- (S16) BRAMPTON BRICK-PROFILE SERIES CONC. BLOCK "ABSOLUTE BLACK QUARTZ" (SERVICE BAYS)

Proposed Service Building
Exterior Elevations

Figure 1-5



This page intentionally left blank.



standard ADA six foot separated sidewalk (where feasible, or contiguous sidewalk where necessary) along 41st Avenue from the project frontage south approximately 250 feet to connect with existing sidewalk at the traffic signal to Redwood Shopping Center per the approved plan line.

The proposed project would install light fixtures during site development to provide visibility and security lighting during nighttime hours for the proposed automotive dealership. Sixty-four light fixtures would be mounted on 46 poles at a height of 15 feet to illuminate the parking/display areas and dealership. All lighting would be directed downward onto the site and shielded such that there would not be overspill onto adjacent properties. All light fixtures would have light-emitting diodes (LEDs) and would meet energy code requirements of the California Building Code. These lights would range in power from 80 to 395 Watts and would have a neutral color temperature of 4000K. Outside of approved hours of operation, all lighting (including sign lighting) would be turned off with exception of minimal lighting necessary to provide security of the site. If necessary, dimmers and shields would be installed and/or fixtures would be relocated to eliminate glare and or excessive light from leaving the site. The project also includes a sign exception to increase the allowed square footage of signage. The location, size and color of all signage is outlined in the proposed sign plan (Attachment L).

Proposed grading of the relatively flat project site includes 2,485 cubic yards of cut and 1,625 cubic yards of fill with 860 cubic yards of export. The proposed grading plan is provided in Figure 1-6. Following demolition of the existing structures, the site would be cleared of loose soil, organics, and debris within the project limits. This would include the removal of all demolition debris from existing and prior structures. Non-engineered fill caused by the demolition and removal of structures would be removed and or processed according to the geotechnical investigation. Engineered fill would be mechanically compacted to a minimum of 90 percent relative compaction. Non-engineered fill would be removed and replaced as engineered fill in all paved areas. No permanent cut or fill slopes are proposed for the project site. Standard earthwork equipment would be used during site preparation and grading.

Proposed onsite drainage improvements would collect onsite storm water via valley gutters, catch basins, storm drains, and biofiltration basins that would be infiltrated or would flow offsite into adjacent storm drain systems at the south end of the project site near the full service car wash. The project would result in approximately 71,000 square feet of impervious area. Figure 1-7 provides the drainage plan for the proposed project site.

The project proposes to retire unneeded existing Santa Cruz Water Department (SCWD) water services extending onto the project site from 41st Avenue. Figure 1-8 shows the utility plan. A new ¾-inch water service would be installed from 41st Avenue to serve the facility. In addition, an existing ¾-inch water service would be retrofitted into an irrigation service for the facility. A 6-inch fire service backflow device would also be installed at the northwest corner of the project site near the project frontage that would also provide fire service to the 7,500 square foot service area. An 8-inch fire service water line would also be installed that



would be reduced to serve an onsite 6-inch fire hydrant. An additional 6-inch fire hydrant would be installed along the 41st Avenue frontage. A 4-inch sanitary sewer line would be installed from 41st Avenue, and existing electric, gas, and communication services would be assumed.

The project proposes the combination of eight individual parcels with a total site area of approximately 2.568 acres (see Table 1-1). Construction of the project is anticipated to take from six to twelve months.

The project proposes to demolish existing onsite structures, which include one 4,700 square foot commercial building, a six-bay self-service car wash, and four single family dwellings with outbuildings ranging from approximately 650 to 1,100 square feet in size. During site demolition, removal of the following mature trees would occur: one 48 inch diameter at breast height (dbh) redwood tree, six Podocarpus ranging in diameter of 10 inches to 24 inches in dbh, and one 30 inch dbh walnut tree.

1.3 Organization of Final EIR

The Final EIR is organized as follows:

Section 1.0 - Introduction

This section provides an introduction and overview of the Final EIR, describes the background and organization of the Final EIR.

Section 2.0 – Comments on the Draft EIR and Responses

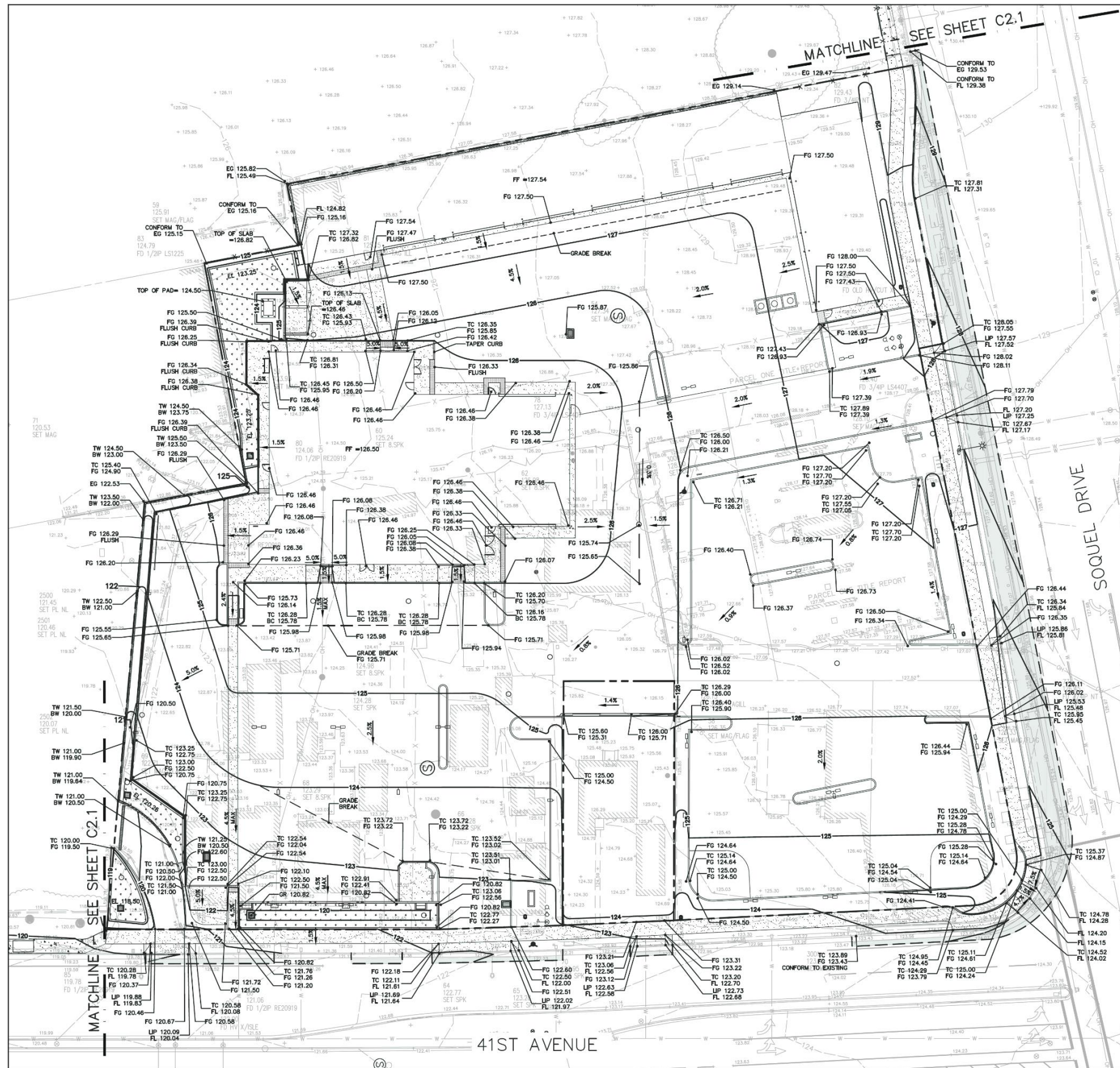
This section lists all parties who submitted comments on the Draft EIR, and contains copies of the comment letters received during the public review period and responses to those comments.

Section 3.0 – Addenda and Errata to the Draft EIR

The section presents revisions to the Draft EIR text made in response to comments, or by the lead agency to amplify, clarify or make minor modifications or corrections. Changes in the text are signified by ~~strikeouts~~ where text is removed and by underline where text is added.

Section 4.0 – List of Preparers

This section identifies the lead agency contacts as well as the preparers of this Final EIR.



EARTHWORK QUANTITIES

AREA	EXCAVATION (CY)	FILL (CY)	NET (CY)
PROJECT SITE	2,556	1,619	937 (EXPORT)

NOTES:

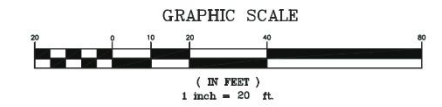
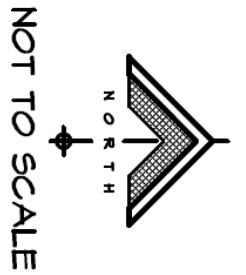
1. EARTHWORK VOLUMES SHOWN ARE FOR PERMITTING PURPOSES. EARTHWORK VOLUMES ARE TAKEN AS THE DIFFERENCE BETWEEN EXISTING GRADE AS SHOWN ON THE TOPOGRAPHIC SURVEY AND THE FINISHED GRADES SHOWN HEREON, AND DO NOT INCLUDE FOUNDATION SPOOLS OR REMOVAL OF EXISTING SITE PAVEMENT.
2. ACTUAL EARTHWORK VOLUMES MAY VARY. CONTRACTOR SHALL VERIFY THE EARTHWORK VOLUMES TO HIS SATISFACTION PRIOR TO CONSTRUCTION.
3. ALL EXCESS EXCAVATION (CUT) SHALL BE OFF-HAULED FROM THE SITE AND DISPOSED AT AN APPROPRIATE LEGAL DISPOSAL SITE.

EARTHWORK AND GRADING NOTES

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 AND AS SPECIFIED IN THE GEOTECHNICAL INVESTIGATION REPORT.
2. ALL GRADING SHALL CONFORM TO SECTION 19 OF THE CALTRANS STANDARD SPECIFICATIONS, LATEST APPLICABLE EDITION. ALL EARTHWORK SHALL BE DONE IN ACCORDANCE TO THE GEOTECHNICAL INVESTIGATION PREPARED BY BUTAND INC. PROJECT NO. 16-128-SC, DATED JUNE 24, 2016.
3. THE CONTRACTOR SHALL NOTIFY THE PROJECT GEOTECHNICAL ENGINEER, GREG BLOOM, AT LEAST 4 WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY GRADING OPERATIONS.
4. A PRE-CONSTRUCTION MEETING SHALL BE SCHEDULED, 1-4 DAYS PRIOR TO COMMENCEMENT OF EARTHWORK. ATTENDEES SHALL INCLUDE ENVIRONMENTAL PLANNING STAFF, THE GRADING CONTRACTOR, THE SOILS ENGINEER AND THE CIVIL ENGINEER.
5. ALL EXISTING TRASH, DEBRIS, ROOTS, TREE REMAINS AND OTHER RUBBISH SHALL BE REMOVED FROM THE SITE SO AS TO LEAVE THE AREAS THAT HAVE BEEN DISTURBED WITH A NEAT AND FINISHED APPEARANCE FREE FROM UNSORTED DEBRIS. NO BURNING SHALL BE PERMITTED.
6. AFTER THE EARTHWORK OPERATIONS HAVE BEEN COMPLETED AND THE GEOTECHNICAL ENGINEER HAS FINISHED HIS OBSERVATIONS OF THE WORK, NO FURTHER EARTHWORK OPERATIONS SHALL BE PERFORMED EXCEPT WITH THE APPROVAL OF AND UNDER THE OBSERVATION OF THE GEOTECHNICAL ENGINEER.
7. EARTHWORK IS PROHIBITED DURING THE RAINY SEASON (OCTOBER 15- APRIL 15) UNLESS A SEPARATE WINTER GRADING PERMIT IS APPROVED BY THE PLANNING DIRECTOR. THE APPLICATION FOR A WINTER GRADING PERMIT SHALL INCLUDE A WINTERIZED STORMWATER POLLUTION CONTROL PLAN WITH ADEQUATELY-SIZED SEDIMENT BASINS, A DETAILED (AND PHASED) GRADING SCHEDULE, AND WRITTEN APPROVAL FROM THE SOILS ENGINEER.

ARBORIST NOTES

1. ALL EARTHWORK SHALL BE DONE IN ACCORDANCE TO THE REPORT "AN ANALYSIS OF SIDEWALK CONSTRUCTION IMPACTS, FIVE COAST REDWOOD TREES CRUZ CAR WASH 2731 41ST AVENUE" PREPARED BY JAMES P. ALLEN & ASSOCIATES, DATED 8/16/17.



DISCLAIMER

THE DATA SET FORTH ON THIS SHEET IS THE PROPERTY OF BOWMAN & WILLIAMS CONSULTING CIVIL ENGINEERS. IT IS AN INSTRUMENT OF SERVICE AND MAY NOT BE REPRODUCED, ALTERED, OR USED WITHOUT THE CONSENT OF THE ENGINEER. THE PROPER ELECTRONIC TRANSFER OF DATA SHALL BE THE USER'S RESPONSIBILITY WITHOUT LIABILITY TO THE ENGINEER. UNAUTHORIZED USE IS PROHIBITED.

APN 030-121-06, -07, -08, -12, -13, -27, -53 & -57

8/15/17	COUNTY OF SANTA CRUZ COMMENTS
---------	-------------------------------

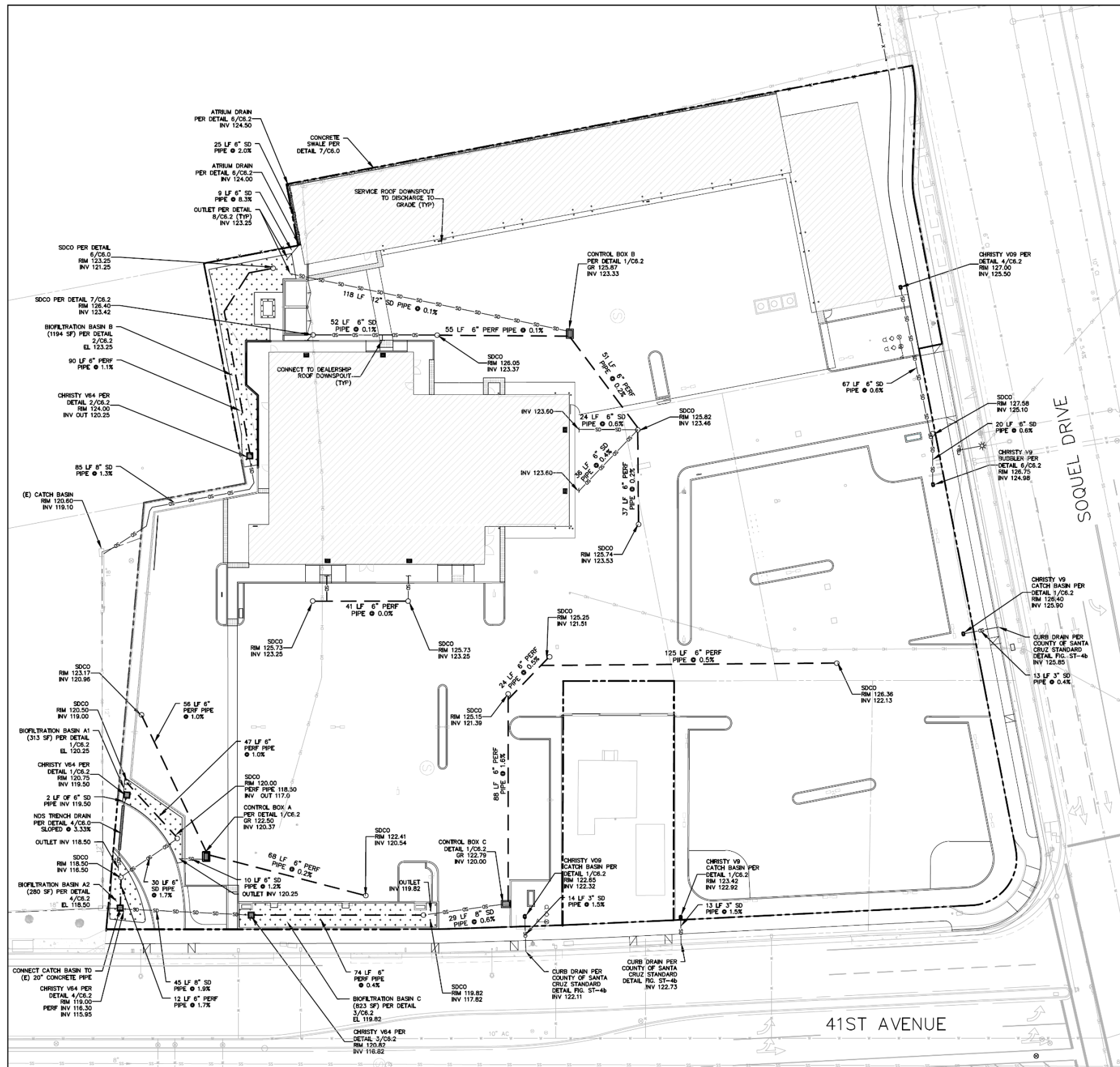
BOWMAN & WILLIAMS CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS		GRADING PLAN	
1011 CEDAR STREET SANTA CRUZ, CA 95060 (831) 426-3560 www.bowmanandwilliams.com		NISSAN OF SOQUEL 3820, 3822, 3906 & 3912 SOQUEL DRIVE AND 2755, 2815, 2821 & 2851 41ST AVE., SOQUEL, CA	

SCALE 1" = 20'	DRAWN KAB	JOB NO. 26488	SHEET
DATE JUNE 20, 2017	CHECKED JFR	INDEX	C2.0
DESIGN BRR/KAB	DWG NAME C2.0	FILE NO.	OF

Proposed
Grading Plan
Figure 1-6



This page intentionally left blank.



DRAINAGE NOTES

1. ALL INLETS ON THE SITE SHALL BE MARKED "NO DUMPING DRAINS TO OCEAN" OR EQUIVALENT. THESE MARKINGS SHALL BE MAINTAINED BY THE PROPERTY OWNER.
2. SEE SHEET C2.2 FOR POROUS ASPHALT SUBGRADE GRADING PLAN

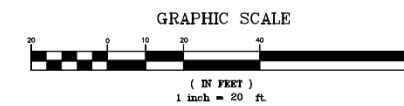
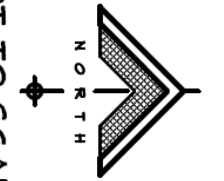
STORM DRAIN INSPECTION & MAINTENANCE NOTES:

1. AT THE PROJECT COMPLETION, THE CONTRACTOR SHALL ENSURE THAT ALL INLET CATCH BASINS AND DEEP PITS ARE CLEAN AND FREE OF DIRT AND DEBRIS.
2. EVERY YEAR, THE OWNERS SHALL INSPECT ALL DRAINAGE STRUCTURES AT THE PROJECT SITE. AT MINIMUM, INSPECTIONS WILL BE CONDUCTED AS FOLLOWS:
 - ONCE BEFORE WINTER SEASON (SEPTEMBER)
 - ONCE AFTER THE WINTER SEASON (MAY)
 - A. USUALLY INSPECT FOR ANY SEDIMENT AND DEBRIS TRAPPED IN THE STRUCTURES.
 - B. INSPECT AND CLEAR THE ORIFICE AND NEAR STRUCTURES BEFORE AND AFTER EVERY WINTER SEASON.
 - C. REMOVE COLLECTED DEBRIS AND SEDIMENT.
3. THE OWNER SHALL ENTER AN AGREEMENT TO JOINTLY INSPECT STREET POROUS PAVEMENT AND ALL SITE DRAINAGE STRUCTURES.
4. THE POROUS PAVEMENT SHALL BE VACUUM SWEEPED ONCE EVERY YEAR.
5. THE OWNER(S) TO RECORD ALL INSPECTIONS, MAINTENANCE AND REPAIRS PERFORMED AND SUBMIT THESE RECORDS TO THE COUNTY IN ACCORDANCE WITH THE MAINTENANCE AGREEMENT.

LEGEND

- STORMRAIN PIPE (SOLID)
- STORMRAIN PIPE (PERFORATED)
- STORMRAIN CLEANOUT
- CATCH BASIN
- CONTROL BOX

NOT TO SCALE



DISCLAIMER

THE DATA SET FORTH ON THIS SHEET IS THE PROPERTY OF BOWMAN & WILLIAMS CONSULTING CIVIL ENGINEERS. IT IS AN INSTRUMENT OF SERVICE AND MAY NOT BE REPRODUCED, ALTERED, OR USED WITHOUT THE CONSENT OF THE ENGINEER. THE PROPER ELECTRONIC TRANSFER OF DATA SHALL BE THE USER'S RESPONSIBILITY WITHOUT LIABILITY TO THE ENGINEER. UNAUTHORIZED USE IS PROHIBITED.

APN: 030-121-06, -07, -08, -12, -13, -27, -53 & -57



REVISIONS		8/15/17 COUNTY OF SANTA CRUZ COMMENTS	
BOWMAN & WILLIAMS CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS 1011 CEDAR STREET SANTA CRUZ, CA 95060 (831) 426-3560 www.bowmanwilliams.com		DRAINAGE PLAN NISSAN OF SOQUEL 3820, 3822, 3906 & 3912 SOQUEL DRIVE AND 2752, 2815, 2921 & 2931 41ST AVE., SOQUEL, CA	
SCALE 1" = 20'	DRAWN KAB	JOB NO. 26488	SHEET
DATE JUNE 20, 2017	CHECKED JFR	INDEX	C3.0
DESIGN BRR/KAB	DWG NAME C3.0	FILE NO.	OF

Drainage Plan
Figure 1-7

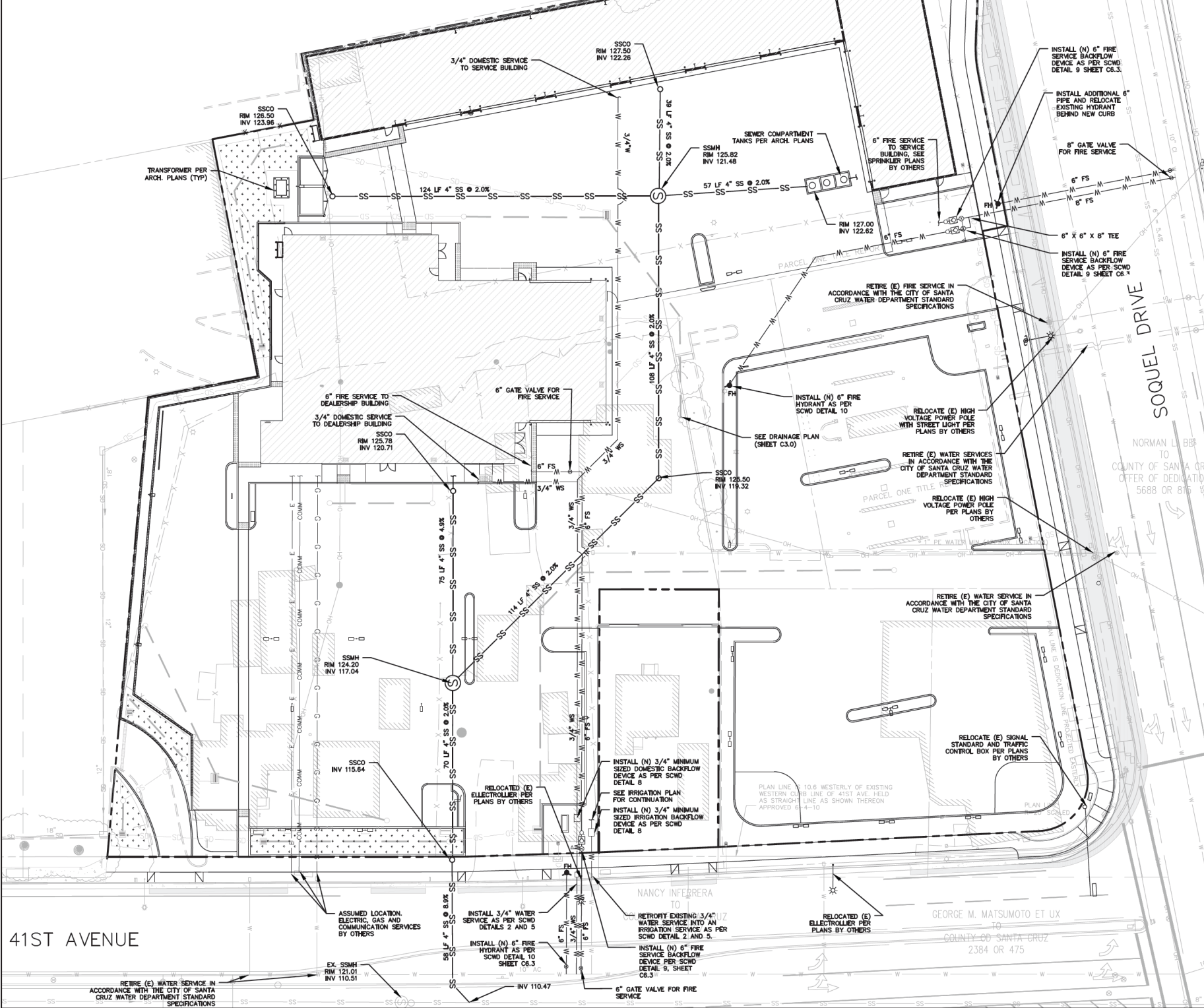


This page intentionally left blank.



WATER SERVICE ABANDONMENT (SCWD)

1. THE CONTRACTOR SHALL SCHEDULE A SERVICE LINE RETIREMENT WITH SCWD A MINIMUM OF TWO WORKING DAYS IN ADVANCE OF THE PROPOSED RETIREMENT. THE CONTRACTOR SHALL EXPOSE THE VALVE OR CORPORATION STOP FOR SCWD PERSONNEL TO OPERATE. ONLY SCWD PERSONNEL MAY OPERATE VALVES OR CORPORATION STOPS.
2. FOR SERVICE LATERALS ATTACHED TO THE MAIN WITH A CORPORATION STOP, THE SERVICE LATERAL SHALL BE DISCONNECTED FROM THE CORPORATION STOP BY REMOVAL OF THE FITTING JOINT ADAPTER. THE MALE IRON PIPE THREADS ON THE CORPORATION STOP SHALL BE CLEANED AND PREPARED WITH TAPE AND/OR DOPE. A BRASS CAP SHALL BE TIGHTENED ONTO THE CORPORATION STOP TO PREVENT POSSIBLE LEAKAGE.
3. OLDER SERVICES THAT DO NOT HAVE WIP CORPORATION STOPS SHALL BE CAPPED IN ANOTHER MANNER ACCEPTABLE TO THE ENGINEER. THE REMAINING SERVICE LINE SHALL BE REMOVED TO A MINIMUM DEPTH OF TWO FEET. FOR SERVICE LATERALS WITHOUT CORPORATION STOPS, THE SERVICE LATERAL SHALL BE DISCONNECTED FROM THE VALVE, AND THE VALVE REMOVED IN ACCORDANCE WITH THE PERTINENT SECTIONS OF THESE SPECIFICATIONS. THE REMAINING SERVICE LINE SHALL BE REMOVED TO A MINIMUM DEPTH OF TWO FEET NEAR THE METER BOX AND PLUGGED WITH CONCRETE IN ACCORDANCE WITH THE PERTINENT SECTIONS OF THESE SPECIFICATIONS.
4. THE METER BOX, RELATED FITTINGS AND PIPING SHALL BE REMOVED. IF THE BOX IS LOCATED IN A SIDEWALK, THE SIDEWALK SHALL BE NEATLY SAW CUT AND REPLACED AT THE NEAREST JOINT. ALL RELATED WORK SUCH AS BACKFILL, PAVING AND SITE RESTORATION SHALL BE EXECUTED IN ACCORDANCE WITH THE PERTINENT SECTIONS OF THESE SPECIFICATIONS, AND THE SPECIFICATIONS OF THE APPLICABLE PUBLIC WORKS AGENCY.



UNDERGROUND NOTES

1. ALL FIGURE (FIG.) REFERENCES, UNLESS OTHERWISE SPECIFIED, REFER TO STANDARD DRAWINGS IN THE CURRENT EDITION OF THE "COUNTY OF SANTA CRUZ DESIGN CRITERIA MANUAL."
2. STORMDRAIN PIPE SHALL BE SDR 26 P.V.C., A.D.S. N-12 SMOOTH INTERIOR CORRUGATED POLYETHYLENE PIPE OR APPROVED SUBSTITUTE. SEE NOTES ON PLANS. ALL DRAINAGE PIPE SHALL BE SHIPPED, STORED AND INSTALLED PER THE PIPE MANUFACTURER'S RECOMMENDATIONS.
3. ALL CONCRETE DRAINAGE INLETS CALLED OUT ON THE PLANS SHALL BE CHRISTY BRAND PRECAST CONCRETE OR EQUIVALENT. ALL STRUCTURES SHALL BE STORED, HANDLED AND INSTALLED PER THE MANUFACTURER'S RECOMMENDATION. ALL GRATES IN PAVEMENT AREAS SHALL BE ADA COMPLIANT.
4. ALL CONCRETE DRAINAGE INLETS CALLED OUT ON THE PLANS SHALL HAVE A HEAVY RATED FRAME WITH A ADA COMPLIANT GRATE. CATCH BASIN THAT HAVE SALT AND GREASE TRAPS SHALL BE INCLUDED IN THE PROJECT MONITORING AND MAINTENANCE PLAN.
5. STORM DRAIN TRENCH BACKFILL SHALL CONFORM TO C.O.S.C. FIG. SWM-13 AND SWM-14.
6. JETTING OF BACKFILL MATERIALS TO ACHIEVE COMPACTION IS NOT ALLOWED.
7. ALL WATER PIPING SHALL BE ANWIA CLASS 150 OR APPROVED EQUAL. ALL VALVES, ANGLES, AND THRUST BLOCKS SHALL BE INSTALLED PER CURRENT CPC SPECIFICATIONS.
8. ALL FIRE SERVICE PIPING AND APPURTENANCES SHALL CONFORM TO NFPA STANDARDS AND SPECIFICATIONS.
9. ANY EXISTING UTILITIES THAT ARE REQUIRED TO BE RELOCATED AS A PART OF THIS CONSTRUCTION SHALL BE RELOCATED AT THE DEVELOPER'S EXPENSE.

SANTA CRUZ COUNTY SANITATION DISTRICT NOTES

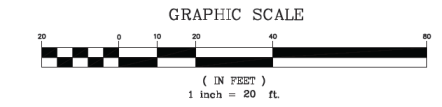
1. ALL CONSTRUCTION SHALL COMPLY WITH APPLICABLE REQUIREMENTS IN THE CURRENT EDITION OF THE "COUNTY OF SANTA CRUZ DESIGN CRITERIA."
2. BETWEEN OCTOBER 15 AND APRIL 15, EXPOSED SOIL SHALL BE PROTECTED FROM EROSION AT ALL TIMES. DURING CONSTRUCTION SUCH PROTECTION MAY CONSIST OF MULCHING AND/OR PLANTING OF NATIVE VEGETATION OF ADEQUATE DENSITY. BEFORE COMPLETION OF THE PROJECT, ANY EXPOSED SOIL ON DISTURBED SLOPES SHALL BE PERMANENTLY PROTECTED FROM EROSION.
3. NO CHANGES IN THE APPROVED IMPROVEMENT PLANS SHALL BE MADE WITHOUT PRIOR APPROVAL OF THE DEPARTMENT OF PUBLIC WORKS.
4. THE DIRECTOR OF PUBLIC WORKS OR HIS AUTHORIZED REPRESENTATIVE SHALL HAVE THE AUTHORITY TO "STOP WORK" IF THE WORK IS NOT BEING DONE IN ACCORDANCE WITH THE APPROVED IMPROVEMENT PLANS.
5. THE CONTRACTOR SHALL NOTIFY THE COUNTY CONSTRUCTION ENGINEER (831-454-2160) 24 HOURS PRIOR TO START OF CONSTRUCTION.
6. THE CONTRACTOR SHALL NOTIFY THE SANITATION DISTRICT INSPECTOR (831-454-2160 OR LEAVE MESSAGE AT 831-454-2895) BEFORE 9:00 A.M. AT LEAST 24 HOURS PRIOR TO THE CONNECTION OF ANY BUILDING SEWER TO THE SEWER LATERAL, OR TO THE ABANDONMENT THEREOF (IN THE CASE OF ABANDONMENTS, NO DEMOLITION PERMITS WILL BE ISSUED UNTIL SAID SEWER LINE HAS BEEN PROPERLY ABANDONED).
7. EACH NEW SANITARY SEWER LATERAL NOT IMMEDIATELY CONNECTED TO A BUILDING SHALL BE MARKED WITH A 2" x 4" x 5" REDWOOD STAKE MARKER, TO 12" ABOVE FINISH GRADE, AT THE END OF EACH NEW LATERAL STUB-OUT. AN "S" SHALL BE PAINTED ON THE MARKER AND THE END OF EACH LATERAL SHALL BE PROPERLY CAPPED. ALL LATERALS INSTALLED IN NEW DEVELOPMENTS SHALL ALSO BE MARKED BY STAMPING AN "S" IN THE CURB JUST ABOVE THE LATERAL.
8. INSULATED COPPER WIRE (NO. 10) SHALL BE PLACED ALONG TOP OF ALL GRAVITY AND FORCE MAINS. THE WIRE SHALL RUN BETWEEN MANHOLES, CLEANOUTS, OR OTHER APPROPRIATE FACILITIES, BROUGHT TO THE SURFACE AND BOLTED OR OTHERWISE SECURELY ATTACHED TO THE MANHOLE OR CLEANOUT COVER OR OTHER APPROPRIATE METAL STRUCTURE.
9. FOLLOWING THE SUCCESSFUL COMPLETION OF CLEANING AND TESTING, ALL SANITARY SEWER MAINS WHICH ARE TO BE COUNTY-MAINTAINED, OR PRIVATE LINES AT THE DISCRETION OF THE PUBLIC WORKS INSPECTOR, SHALL FIRST BE FLUSHED, THEN "TESTED" AT THE DEVELOPER'S EXPENSE WITH HIS COLOR FORMAT VIDEO TAPE. SAID VIDEO TAPE AND ACCOMPANYING REPORT SHALL BE SUBMITTED TO THE SANITATION DISTRICT FOR REVIEW AND APPROVAL PRIOR TO THE ACCEPTANCE OF THE PROJECT AND ANY ASSOCIATED SIGN-OFFS FOR BUILDING OCCUPANCY. THE CONTRACTOR SHALL REFER TO PART 4, "SANITARY SEWER DESIGN" OF THE DESIGN CRITERIA FOR SPECIFICATIONS ON PIPE LAYING, PIPELINE TESTING AND ALLOWABLE DESIGN TOLERANCES.
10. ALL SEWER FACILITIES BUILT ON PRIVATE PROPERTY SHALL BE PRIVATELY MAINTAINED. PROJECT CO&R'S SHALL INCLUDE OPERATION AND MAINTENANCE OF PRIVATE SEWER FACILITIES.
11. UNDERGROUND UTILITY LOCATIONS SHOWN ARE COMPILED FROM INFORMATION SUPPLIED BY THE APPROPRIATE UTILITY AGENCY. CONTRACTOR SHALL VERIFY LOCATION OF AFFECTED UTILITY LINES AND POTHOLES THOSE AREAS WHERE POTENTIAL CONFLICTS ARE LIKELY OR DATA IS OTHERWISE INCOMPLETE.
12. ANY EXISTING UTILITIES THAT ARE REQUIRED TO BE RELOCATED AS A PART OF THIS CONSTRUCTION SHALL BE RELOCATED AT THE DEVELOPER'S EXPENSE.
13. ALL SANITARY SEWERS WITHIN THE ROADWAY OR UNDER CURB, GUTTER OR SIDEWALK SHALL BE IN PLACE, VIDEO-TAPED, AND APPROVED FOR ACCEPTANCE PRIOR TO PLACING THE PERMANENT PAVING ON SAID ROADWAY OR PLACING ANY CURB, GUTTER OR SIDEWALK THEREON.
14. PRIOR TO CONSIDERATION FOR FORMAL COUNTY ACCEPTANCE OF THE IMPROVEMENTS, AS-BUILT PLANS WILL BE PREPARED BY COUNTY STAFF. ANY CHANGES FROM THE I IMPROVEMENT PLANS NOT PREVIOUSLY APPROVED BY THE DEPARTMENT OF PUBLIC WORKS WILL REQUIRE NEGOTIATION AND ADJUSTMENT TO THE SATISFACTION OF THE COUNTY.

SEWER NOTES

1. SEWER LATERAL PIPE MATERIAL SHALL BE PVC SDR-26 OR DUCTILE IRON AS DETERMINED PER COUNTY FIG. SS-11.
2. SLURRY CAP AND CONCRETE ENCASEMENT FOR SEWER MAIN AND LATERALS SHALL BE CONSTRUCTED TO SOIL SUBGRADE LEVEL BELOW DRAIN ROCK SECTION OF PERVIOUS PAVEMENT.
3. ANY SEWER LATERAL NOT MEETING MINIMUM DISTRICT SLOPE OF 1% WILL REQUIRE THE INSTALLATION OF A PRIVATE SEWER EJECTOR AND GRAVITY LINE.

CITY OF SANTA CRUZ WATER DEPARTMENT NOTES

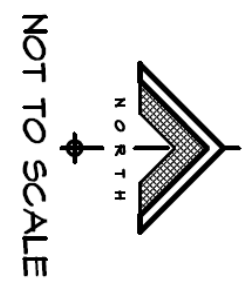
1. ALL WORK ON THE WATER SYSTEM MUST BE CONSTRUCTED IN CONFORMANCE WITH THE LATEST VERSION OF CITY OF SANTA CRUZ WATER DEPT (SCWD) STANDARD SPECIFICATIONS.
2. A MINIMUM OF 2 WORKING DAYS NOTICE SHALL BE GIVEN TO THE SCWD BEFORE CONSTRUCTION ON ANY PORTION OF THE WATER SYSTEM. OBTAIN ALL APPLICABLE WATER SYSTEM PERMITS AT THE SCWD OFFICE. CALL (831) 420-5210 FOR INFORMATION AND TO SCHEDULE WATER SERVICE, FIRE HYDRANT AND BACKFLOW ASSEMBLY INSPECTIONS.
3. MINIMUM SEPARATIONS FROM OTHER PARALLEL AND CROSSING UTILITIES MUST BE MAINTAINED PER CURRENT STANDARD TECHNICAL SPECIFICATIONS.
4. UTILITY LOCATIONS ARE APPROXIMATE. VERIFICATION OF ACTUAL UTILITIES AND LOCATIONS IS THE RESPONSIBILITY OF THE CONTRACTOR. CALL UNDERGROUND SERVICE ALERT AT LEAST TWO WORKING DAYS BEFORE DIGGING AT (800) 227-2600.
5. CONTRACTOR SHALL PROVIDE A MINIMUM OF TWO WORKING DAYS NOTICE TO SCWD FOR INSPECTION OF SERVICES THAT ARE TO BE RETIRED, MODIFIED OR RELOCATED. CONTRACTOR SHALL EXPOSE CORPORATION STOPS FOR SCWD STAFF TO OPERATE. AN ACTIVE WATER METER MAY BE RELOCATED UP TO 6" HORIZONTAL TO BEING RELOCATED OR BY TEMPORARILY CLOSING THE CORPORATION STOP. RETIRED METER BOXES ARE TO BE REMOVED BY CONTRACTOR AND ALL SIDEWALK & PAVING RESTORED. SERVICE LINES SHALL NOT BE CRIMPED AS A METHOD OF RETIREMENT OR SERVICE LINE MODIFICATION OR RELOCATION.
6. APPROVAL BY THE SCWD FOR THE FIRE SERVICE INSTALLATION SHALL BE FOR THE SERVICE LINE LOCATION AND THE CONNECTION TO THE CITY WATER SYSTEM. THE FIRE SERVICE SIZE AND DESIGN APPROVAL ARE THE RESPONSIBILITY OF THE LOCAL FIRE PROTECTION AGENCY.
7. TEMPORARY REDUCED PRESSURE BACKFLOW PREVENTION ASSEMBLY INSTALLATION(S) PER SCWD STANDARDS ARE REQUIRED FOR ALL CONSTRUCTION WATER USE.



DISCLAIMER
THE DATA SET FORTH ON THIS SHEET IS THE PROPERTY OF BOWMAN & WILLIAMS CONSULTING CIVIL ENGINEERS. IT IS AN INSTRUMENT OF SERVICE AND MAY NOT BE REPRODUCED, ALTERED, OR USED WITHOUT THE CONSENT OF THE ENGINEER. THE PROPER ELECTRONIC TRANSFER OF DATA SHALL BE THE USER'S RESPONSIBILITY WITHOUT LIABILITY TO THE ENGINEER.
UNAUTHORIZED USE IS PROHIBITED.
APH 030-121-06, -07, -08, -12, -13, -27, -53 & -57



REVISED 8/15/17 COUNTY OF SANTA CRUZ COMMENTS		UTILITY PLAN	
BOWMAN & WILLIAMS CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS 1011 CEDAR STREET SANTA CRUZ, CA 95060 (831) 426-3560 www.bowmanandwilliams.com		NISSAN OF SOQUEL 3820, 3822, 3906 & 3912 SOQUEL DRIVE AND 2755, 2815, 2821 & 2851 41ST AVE., SOQUEL, CA	
SCALE 1" = 20'	DRAWN KAB	JOB NO. 26488	SHEET
DATE JUNE 20, 2017	CHECKED JFR	INDEX	C4.0
DESIGN BRB/KAB	DWG NAME C4.0	FILE NO.	OF



41ST AVENUE

**Proposed
Utility Plan**
Figure 1-8



This page intentionally left blank.



Comments on the Draft EIR and Responses

2.1 List of Commenters

This Chapter contains written comments received on the Draft EIR and responses to the comments received. The comment letters are presented in the order indicated in Table 2-1 below, and the responses follow each letter. Each comment and response is identified with corresponding numbers. If the letter has no comments relevant to potentially significant environmental issues, then no response is necessary or provided. The letters are organized by agencies, private organizations, and private individuals.

Table 2-1: Comment Letters Received for the Nissan of Santa Cruz Project Draft EIR		
Number	Commenter	Date of Comment
A. Federal Agencies		
1.	No comments submitted.	Not Applicable
B. State Agencies		
1.	No comments submitted.	Not Applicable
C. Local Agencies		
1.	City of Santa Cruz Water Department	February 9, 2018
2.	Monterey Bay Air Resources District	February 12, 2018
D. Private Organizations		
1.	The Campaign for Sensible Transportation	February 12, 2018
2.	Bike Santa Cruz County	February 15, 2018
3.	Mission: Pedestrian	February 18, 2018
4.	Sierra Club – Santa Cruz County Group of the Ventana Chapter	February 18, 2018
E. Private Individuals		
1.	Maria Gitin	December 27, 2017
2.	Joe Clarke	December 27, 2017
3.	Linda Milgate	December 27, 2017
4.	Rachmat Martin	December 28, 2017
5.	Sandy Skees	December 29, 2017
6.	Lisa Sheridan	January 1, 2018
7.	Keith Adams	January 2, 2018
8.	Catherine Crane	January 4, 2018
9.	Lester Ma	January 8, 2018
10.	Stan	January 9, 2018
11.	Will Cassilly	January 21, 2018
12.	Clay Butler	January 22, 2018
13.	Steven McArdle	January 22, 2018
14.	Clay Butler	January 22, 2018
15.	Jason Dane	January 22, 2018
16.	Lleni Carr	January 30, 2018
17.	Mark Jordan	January 29, 2018
18.	Barbara Gabriel Litsky	January 30, 2018



19.	Richard E. Zscheile	January 30, 2018
20.	Will Cassilly	February 3, 2018
21.	Nanda Carrant	February 3, 2018
22.	Dana Bagshaw	February 7, 2018
23.	Nancy Inferrera	February 8, 2018
24.	Karin Lynn	February 8, 2018
25.	Craig Wilson	February 9, 2018
26.	Lisa Sheridan	February 9, 2018
27.	Sue Burry	February 9, 2018
28.	Anabella Antonino	February 10, 2018
29.	Maureen Ryan	February 11, 2018
30.	Barbara Carriker	February 11, 2018
31.	Anonymous	February 12, 2018
32.	Azra Simonetti	February 15, 2018
33.	John B. Hultgren	February 15, 2018
34.	Vivian Fenner-Evans	February 15, 2018
35.	Virginia C. Fette	February 16, 2018
36.	Jan Kampa	February 16, 2018
37.	Ken Smith	February 16, 2018
38.	Jerry and Lynn Neilsen	February 18, 2018
39.	Rossanna Dybdahl	February 19, 2018
40.	Kathie Method	February 19, 2018
41.	Daniel Young	February 19, 2018
42.	John Ellis	February 19, 2018
43.	Kerry Taub	February 19, 2018
44.	David Parks	February 19, 2018
45.	Lyn Hood	February 19, 2018
46.	Johanna Bowen	February 19, 2018
47.	Bill Miller	February 19, 2018
48.	Ann Steinlauf	February 19, 2018
49.	Laura VanDerslice	February 19, 2018
50.	Anthony Silverira	February 19, 2018
51.	Denise Kennedy	February 20, 2018
52.	Judith C. Zscheile	February 20, 2018
53.	Catherine Crane	February 20, 2018
54.	Azra Simonetti	February 20, 2018
55.	Dianne Dryer	February 20, 2018
56.	Vivian Fenner-Evans; Anita Gabriel; Jan Kampa; Liz Levy; Robert Morgan; Lisa Sheridan; Katherine Sweet	February 20, 2018
57.	Jan Kampa	February 20, 2018
58.	Lisa Sheridan	February 20, 2018
59.	Karen Poret	February 20, 2018
60.	Kelly Caborn	February 20, 2018
61.	Forest Cambell	February 20, 2018
62.	Elizabeth Levy	February 20, 2018



2.2 Comments and Responses on the Draft EIR

A. FEDERAL AGENCIES

No comments submitted.

B. STATE AGENCIES

No comments submitted.

C. LOCAL AGENCIES

Comment Letter C-1

City of Santa Cruz Water Department



212 Locust Street, Suite C, Santa Cruz, CA 95060 * Ph: 831-420-5210

February 9, 2018

Todd Sexauer
Environmental Coordinator
County of Santa Cruz Planning Department
701 Ocean Street, 4th Floor
Santa Cruz, California 95060
todd.sexauer@santacruzcounty.us

RE: Draft Environmental Impact Report for the Nissan of Santa Cruz Project

Dear Mr. Sexauer:

The City of Santa Cruz Water Department has reviewed your Draft Environmental Impact Report (EIR) for the Nissan of Santa Cruz Project. We understand that the project is located at the southwest corner of Soquel Drive and 41st Avenue in the unincorporated community of Soquel in Santa Cruz County and within the City of Santa Cruz Water Department service area. The proposed project would consist of a 12,551 square foot automotive dealership with a 9,996 square foot service area, including car wash bay, constructed on a combination of eight parcels. The project would require rezoning of all parcels, a general plan amendment, and County issued permits. We note that physical connection to the City of Santa Cruz water distribution system and associated on-site water service upgrades are included in the project description.

1-1

As described in the project Notice of Preparation (NOP), potential impacts to Public Services and Utilities for the proposed project were reviewed and declared to be less than significant. As such, the issue of Public Services and Utilities was “scoped out” of the Draft EIR. The NOP noted that the EIR would include an explanation of why such environmental issues would not result in significant environmental effects. The Draft EIR includes a discussion of Environmental Effects Found Not to be Significant and specifically addresses impacts to Public Services and Utilities; however, the section only addresses the need for new or physically altered government facilities such as schools, parks, and roads. It does not address or acknowledge potential impacts to utilities including water facilities or supplies.

1-2

Please provide an estimate of the proposed project’s annual water consumption, and support the conclusion that potential impacts to Public Services and Utilities, including water facilities and supplies, would be less than significant, or revise as necessary.

Also, we noted that the image in Figure 2.8 “Proposed Utility Plan” appears to be a duplicate of the image used in Figure 2.7 “Drainage Plan.” Please provide the proposed utility plan if available.

1-3



Please note that commercial car washes within the City of Santa Cruz Water Department service area must utilize water recycling equipment or operate on a limited timer with automatic shut-off (Santa Cruz Municipal Code Section 16.02.040 (h).) Additionally, the project will need to comply with the City's Water Efficient Landscaping Ordinance (Santa Cruz Municipal Code Chapter 16.16) as a condition of receiving water service, and full landscape and irrigation plans should be submitted to the Water Department at the time of building permit application.

1-4

If you require any additional information, please do not hesitate to contact Ms. Sarah Easley Perez of my staff at 831-420-5327 or seasleyperez@cityofsantacruz.com. We appreciate the opportunity to comment on this Draft EIR.

Sincerely,

A handwritten signature in blue ink that reads "Rosemary Menard".

Rosemary Menard
Water Director
City of Santa Cruz Water Department

cc: Sarah Easley Perez

Response to Comment Letter C-1

City of Santa Cruz Water Department

- 1-1 Comment noted.
- 1-2 The project site currently contains three single family residences, a commercial building, and a car wash. The combined annual water use is 1,492 gallons of water per day or 544,580 gallons per year, based upon an estimate of water consumption found in Appendix M to the Final EIR. The proposed project would contain a showroom building, service building, car washing bay and landscaping. The total daily water consumption is estimated at 1,005 gallons per day or 367,000 gallons per year. The proposed project would result in a net reduction of 487 gallons per day or 177,580 gallons per year.
- 1-3 Comment noted. Figure 2-8 of the Draft EIR has been corrected to include the correct plan sheet showing proposed utilities. See Section 3.0 Addenda and Errata to the Draft EIR for the corrected Figure 2-8.
- 1-4 Comment noted. The proposed project will be designed to comply with Santa Cruz Municipal Code Section 16.02.040(h) and Chapter 16.16. Section 1.4.7 Public Services and Utilities has been revised to include consistency with the Santa Cruz Municipal Code. See Section 3.0 Addenda and Errata to the Draft EIR.



Comment Letter C-2

Monterey Bay Air Resources District



24580 Silver Cloud Court
Monterey, CA 93940
PHONE: (831) 647-9411 • FAX: (831) 647-8501

February 12, 2018

Todd Sexauer, Environmental Coordinator
County of Santa Cruz, Planning Department
701 Ocean Street, 4th Floor
Santa Cruz, CA 95060

Email: todd.sexauer@santacruzcounty.us

Subject: Comments on the Draft Environmental Impact Report for the Nissan of Santa Cruz project

Dear Mr. Sexauer,

Thank you for providing the Monterey Bay Air Resources District (Air District) the opportunity to comment on the above-referenced document. The Air District has reviewed the document and has the following comments:

Air Quality

a) Section 2.4: Project Features/Table ES-1 Impact HAZ-1

The project description states that one commercial building, a six bay self-service car wash and 4 single family homes with outbuildings will be demolished as part of the project. Air District Rule 424 and the Federal National Emission Standards for Hazardous Air Pollutants (NESHAP), 40 CFR Part 61 M, require asbestos surveys and advance notification on structures being renovated or demolished. Notification to the Air District is required at least ten days prior to renovation or demolition activities. If old underground piping or other asbestos containing construction materials are encountered during trenching activities, Rule 424 could also apply. Please note that the requirements of Air District Rule 439, Building Removals, must be met when demolishing buildings in order to limit particulate emissions. District Rule 439 prohibits the release of visible emissions from building removals. Rules 424 and 439 can be found online at <https://www.arb.ca.gov/drdb/mbu/cur.htm>. Please contact Mike Sheehan, Compliance Program Coordinator, at (831) 718-8036 for more information regarding these rules.

2-1

b) Table ES-1 Impact NOI-4

To reduce emissions from diesel exhaust, the Air District appreciates that electric compressors will be utilized when possible, and construction equipment will not idle for longer than 5 minutes when not in use. In addition, the Air District suggests using cleaner construction equipment for the project. This includes equipment that conforms to ARB's Tier 3 or Tier 4 emission standards. We further recommend that, whenever feasible, construction equipment use alternative fuels such as compressed natural gas, propane, electricity or biodiesel.

2-2

Richard A. Stedman, Air Pollution Control Officer



Transportation/Traffic

Impact TRA-1 page 3.8-17:

To aid in improving the level of service for Soquel/Robertson and Soquel/Porter intersections and to help further reduce future congestion the Air District recommends using Adaptive Signal Control Technology (ASCT) at these intersections. According to the US Dept. of Transportation, ASCT has many benefits over conventional signal systems, such as improving traffic flow, faster responses to traffic conditions, and cutting costs. If you are interested in inquiring about funding opportunities available for ASCT through grant AB 2766, please contact Alan Romero at (831) 647-9411.

2-3

Please let me know if you have any questions. I can be reached at (831) 718-8027 or cduymich@mbard.org.

Best Regards,

Christine Duymich
Air Quality Planner

cc: David Frisbey
Mike Sheehan
Alan Romero

Response to Comment Letter C-2

Monterey Bay Air Resources District

- 2-1 Comment noted. Section 3.5 Hazards and Hazardous Materials on page 3.5-19 of the Draft EIR contains Mitigation Measure HAZ-1 that addresses impacts of potential impacts from both lead based paints (LBPs) and asbestos containing materials (ACMs). The measure requires that the applicant conduct a survey for the presence of both LBPs and ACMs prior to demolition of structures contained on APNs 030-121-08, 030-121-12 and 030-121-13. The structures should be inspected by a qualified environmental specialist for the presence of ACMs. This measure has been amended in the Final EIR to reference 40 CFR Part 61 M and to include compliance with Rule 424, which includes notification of the Air District 10 days prior to the demolition. The proposed project would be consistent with Rule 439 requiring that no visible emissions whatsoever are allowed during building removals. Rule 439 limiting particulate emissions has been addressed in Section 3.2 Air Quality of the Draft EIR on page 3.2-13.
- 2-2 Comment noted. The use of equipment that conforms to the Air Resources Board's Tier 3 or Tier 4 emissions standards and the use of alternative fuels has been added to the list of the MBARD BMPs on page 3.2-18 of the Draft EIR.



- 2-3 Comment noted. If deemed feasible, Mitigation Measure TRA-1 would incorporate a coordinated system of signals using an actuated system from Main Street to 41st Avenue. The Adaptive Signal Control Technology is not likely to be implemented as a part of this measure at this time, however, the County Department of Public Works indicates that it may be implemented at some future time.



D. PRIVATE ORGANIZATIONS

Comment Letter D-1

The Campaign for Sensible Transportation



The Campaign for Sensible Transportation

Rick Longinotti, Co-chair Rick@SensibleTransportation.org

February 12, 2018

Comments on the Draft EIR for the Nissan Dealership

Comment 1: The project is in not in alignment with principles or the recommendations of the Sustainable Santa Cruz County Plan (SSCCP).

The SSCCP is meant to provide recommendations for an update of the County General Plan. The Draft EIR explains why it is relevant to take the SSCCP into account: "While the SSCCP Plan is a planning and feasibility study, and not an adopted policy or regulatory document, it is relevant to discuss in this EIR due to the extensive public involvement and interest in that Plan."

The primary goal of the SSCCP is "reducing GHG emissions while simultaneously improving other aspects of community life including increasing walkability in the area, limiting urban sprawl, supporting alternative modes of transportations, and strengthening local economies." In order to achieve that goal, the SSCCP follows several guiding principles listed below along with our discussion of how well the project fits with those principles:

***Focused development:** When market demand stimulates new commercial, residential, office, or retail activity, encourage those new uses to use land efficiently. New development should be compact, located primarily within existing urban areas, and should feature a mixture of uses and development intensities that support transportation choices including transit, cycling, walking, and carpools, and to the extent possible, promote the fiscal sustainability of the area.*

The SSCCP illustrated how these principles would be put into practice in several geographical focus areas. The site of the proposed project is within the Upper 41st Ave focus area. In this focus area, the current General Plan designation of Community Commercial is maintained for the site in question. According to the description, "Retail uses that support a pedestrian friendly environment front 41st Avenue. The interior of the focus area accommodates a diversity of uses, with well-designed buildings supporting a walkable and inviting urban environment." The SSCCP includes a photo depicting the kind of development that is recommended for the Soquel Dr. and 41st Ave. corner. The Draft EIR uses this photo to illustrate one of the alternatives to the project.



The project does not contain a mix of uses, nor the kind of retail that supports a pedestrian environment. The Draft EIR notes that, "The automobile dealership proposal reflects a strong enough market value to have supported successful aggregation of parcels and the proposal for a viable new use to replace the existing low-value uses."

1-1



The Campaign for Sensible Transportation

Rick Longinotti, Co-chair Rick@SensibleTransportation.org

The EIR should examine if there is any reason why the market for housing and commercial space would not support the kind of mixed use envisioned for that location by the Sustainable Santa Cruz County Plan. By 2035, the market demand for commercial square feet in the SSSCCP study area is estimated to be up to 147,500 for offices and 120,700 for production, distribution and repair.¹ If the actual demand is anywhere close to this estimate, isn't it likely that this site would be developed for those commercial purposes?

***Transportation Choices:** Develop safe, reliable, and efficient transportation choices to improve air quality, reduce greenhouse gas emissions, promote public health, and enhance quality of life. Recognize that specific strategies to promote transportation alternatives will vary depending on the unique characteristics of different places.*

The project does not incorporate bicycle, pedestrian and transit facilities called for by the SSSCCP. Both Soquel Dr. and 41st Ave. are designated by the SSSCCP as multimodal corridors. The features of these corridors include "buffered dedicated bicycle facilities (cycle tracks), bus shelters and amenities, wide sidewalks to and from bus stops, and frequent and reliable bus service."² The Plan specifies that Soquel Dr. "would be improved with facilities such as a continuous cycle track and medians and bus bulb out islands that buffer bicyclists from buses."

The Project makes no mention of providing a cycle track. Instead, the Draft EIR reports, "The proposed frontage improvements on both Soquel Drive and 41st Avenue would provide striped Class II bike lanes." There is no discussion of how bike lane safety would be designed given the proposed new right turn lane from Soquel Dr. to 41st Ave. Instead of "wide sidewalks to and from bus stops", the Draft EIR reports that the ADA minimum six foot sidewalk will be constructed on 41st Ave.

The County Regional Transportation Commission is conducting a Unified Corridors Study to be completed in 2018 that includes enhanced transit on Soquel Dr. corridor, and enhanced transit on north-south connectors to the Soquel Corridor, such as 41st Ave. The corner of 41st and Soquel Dr. is already served by METRO's 69W, 71, 91X and the Monterey Express. The corner is likely to become a major point of transfer between bus lines. Given this transfer hub, it may be desirable to relocate the existing Soquel Dr bus stop that is east of the intersection to the corner of Soquel and 41st, right in front of the site of the proposed project. While the plan includes a new right turn lane from Soquel Dr. to 41st, there is no discussion of a possible bus queue-jump lane and/or signal prioritization at that location. The EIR should discuss these transit enhancements that may be recommended by the UCS.

***Unique Community Character:** Enhance the unique characteristics of communities by investing in healthy, safe, attractive, and walkable neighborhoods and efficient transportation choices between communities. Focus County investment within existing communities to increase community vitality, provide infrastructure efficiently, increase*

¹ SSSCCP Existing Conditions Report, p 80

² SSSCCP, Table 5-1

1-1
cont.



The Campaign for Sensible Transportation

Rick Longinotti, Co-chair Rick@SensibleTransportation.org

mobility, and promote social connections while protecting open space and existing community assets.

According to the SSCCP the corner of Soquel Dr. and 41st Ave is within the walk-shed of Soquel Village, one of the five major activity centers described by the Plan. The SSCCP proposes to enhance the walkability within the Soquel Village walk-shed with a bike-pedestrian path that connects Soquel High School and Anna Jean Cummings Park with Soquel Dr. at 41st Ave. The mixed commercial use recommended by SSCCP would be a good fit with the vision for enhanced walkability, providing nearby residents and workforce with neighborhood-serving amenities. A Service Commercial zoning for a car dealership would not be consistent with this vision of walkability, since it would not offer a destination for local residents and workforce. And the project's multiple driveways would cross pedestrian and bicycle path, diminishing the comfort and safety of people walking and bicycling.

Economic Vitality: *Support locally owned businesses that bind the community together and new businesses that generate environmentally friendly, well-paying jobs and local economic prosperity. Encourage businesses that generate tax revenue such as hotels that generate transient occupancy tax, enterprises that generate sales tax, and manufacturing and other basic productive economic developments that create demand for indirect supportive economic activity, so that important services such as police, fire, community services and a social safety net can continue to be provided to residents. Support efforts to train and prepare County residents to occupy locally available jobs. Ensure that County regulations encourage private investment and allow for economically feasible development projects consistent with sustainability goals.*

Housing Options: *Expand housing choices for people of all ages and incomes to lower the combined cost of housing and transportation and to promote diversity in terms of age, income, and family size throughout the County*

The Draft EIR makes the case that the project would introduce a strong economic use that would generate substantial sales tax revenue. However, there is no analysis of what level of economic contribution a mixed commercial use might have, or what local tax revenues might be generated. The proposed project is not locally owned. We don't consider a car dealership environmentally friendly, given what we now know about the serious consequences of auto dependency.

The project does not include housing, which is an allowed use under current zoning.

Inclusive Decision-Making. *Encourage community and stakeholder involvement in planning and decision-making. Ensure that planning decisions are predictable, fair, forward thinking, and cost-effective. Reform the project review process to encourage high-quality infill development and reduce unnecessary uncertainty and expense.*

We are concerned that the principles in the Sustainable Santa Cruz County Plan, formulated through a deep and extensive community engagement process, would be set aside in the case of this project.

1-1
cont.



The Campaign for Sensible Transportation

Rick Longinotti, Co-chair Rick@SensibleTransportation.org

Comment 2: The project is inconsistent with the County General Plan

The Draft EIR acknowledges that the proposed project is not consistent with the General Plan designation of Community Commercial and that an amendment to the General Plan would be required in order for the project to be approved. However, the Draft EIR does not explain why such an amendment to the General Plan would be in the community interest. Without such an explanation, we object to making an exception to the General Plan. The community relies on the General Plan to channel development in ways that benefit the community.

The Draft EIR suggests that amending the General Plan and zoning ordinance “would be substantially consistent with the County of Santa Cruz 1994 General Plan with respect to land use designations, policies or regulations that have been adopted to avoid or minimize environmental effects.” We suggest that this statement minimizes the difference between Community Commercial and Service Commercial designations. Only the former allows for the concentration of commercial activity at the crossroads of two major multimodal corridors, enhancing the economic diversity and vitality of that crossroads while increasing the walkability for local residents and workforce. Only the former allows for mixed residential and commercial use, as depicted in the Draft EIR’s Alternative #4.

The project is inconsistent with the following provision of the General Plan:

Housing Element, Policy 1.1

Ensure that currently available sites that are able to accommodate a range of housing types continue to be zoned appropriately for housing and mixed use developments, so that opportunity to develop projects and provide affordable housing choices for all income levels is maintained throughout the planning period.

The current zoning of the site allows mixed housing and commercial development. The project proposes to change the zoning to preclude housing.

Housing Element Program 2.7

In order to encourage a wider range of housing types and meet the need for various price points of housing and rents, create opportunities for mixed use through the creation of a mixed-use zone district or overlay zone, as well as the option of PUDs for mixed-use projects in commercial zoning Districts.

Housing Element Program 2.8

Identify opportunities to assemble parcels for multi-family housing projects

The Housing Element seeks to encourage the development of mixed residential and commercial development in commercial zoning districts. The current project would preclude this possibility. The assembly of parcels at this site has taken place, affording an opportunity for a mixed commercial and multi-family residential project.

CIR-3.1.1 Land Use Patterns (Jobs/Housing Balance)

1-2



The Campaign for Sensible Transportation

Rick Longinotti, Co-chair Rick@SensibleTransportation.org

Encourage concentrated commercial centers, mixed residential and commercial uses, and overall land use patterns which reduce urban sprawl and encourage the reduction of vehicle miles traveled per person.

As we point out in the above discussion on the SSCCP:

- the project does not contribute to a concentrated commercial center
- the project would lose the current opportunity for mixed use
- the project detracts from walkability and the reduction of sprawl and VMT

CIR-3.4.1 Transit Facilities and Roadway Design

Include transit facilities in the design of road improvements along designated existing and proposed bus routes.

CIR-3.4.5 Bus Pullouts

Require developers of new large projects located on transit routes to dedicate the right of way and construct a bus pullout bay.

CIR-3.6.1 Transit-Friendly Design

Locate and design public facilities and new developments to facilitate transit access, both within the development and outside it.

As we point out in the above discussion on the SSCCP:

- the project does not anticipate the transit needs that are recommended by the SSCCP, and will be further developed by the Unified Corridor Study, including transit signal prioritization, bus queue-jump lane, or a bus pullout bay at the intersection of Soquel Dr. and 41st Ave. (at the project site) that could serve as a more convenient transfer stop than the existing stop located at a distance from the intersection.
- the project does not provide for the bicycle cycle track on Soquel Dr. that is recommended by the SSCCP. Instead it calls for a Class II bike lane.
- provides the minimum width sidewalk, rather than wider sidewalks for enhanced walkability

The Draft EIR concludes that “the addition of project generated traffic trips to the intersection at Soquel Drive/Robertson Street in the PM peak hour under the Existing Plus Project and Near-term Plus Project conditions would be considered significant and unavoidable.” Also, the impact of additional trips on Highway 1 are considered significant and unavoidable.

The Draft EIR concludes that with the adoption of a Statement of Overriding Consideration that addresses the significant and unavoidable impact of the proposed project related to cumulative traffic impacts the project would be consistent with General Plan policy CIR-3.12.1 Level of Service (LOS) Policy. We believe it is not accurate to say that an adoption of a Statement of Overriding Consideration somehow transforms a project that is inconsistent with a General Plan into one that is consistent. The Statement of Overriding Consideration is an admission that the project is *not* consistent with the General Plan.

1-2
cont.



The Campaign for Sensible Transportation

Rick Longinotti, Co-chair Rick@SensibleTransportation.org

Comment 3: The project objectives inaccurately describe the purpose of the project. The effect of this is to unfairly restrict consideration of the alternatives to the project.

The CEQA Guidelines explain the reason that the statement of project objectives must be accurate.

A clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid decision makers in preparing findings or statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project. Section 15124(b)

The Draft EIR describes the project objectives as follows:

1. To provide a conveniently located, attractively designed automotive dealership and service center that will offer a full range of automotive models and services that satisfy the demand for new car buying opportunities within unincorporated Santa Cruz County.
2. To provide Service Commercial development within an area currently designated as Community Commercial.
3. To combine multiple small parcels into one large parcel that can be developed to provide a greater community benefit.
4. To provide for the efficient redevelopment of an existing community commercial area that is currently underutilized with blighted properties, outdated commercial uses, and non-conforming uses.
5. To provide commercial tax revenues to the unincorporated County of Santa Cruz.

1-3

Objective #1 is an accurate description of the project objective, with the exception that the location is restricted to *unincorporated* Santa Cruz County. The restriction on location unnecessarily restricts the evaluation of alternative locations in nearby incorporated cities of Capitola and Santa Cruz.

Objective #2 cannot be reasonably listed as a project objective, since the change in zoning as a means to project approval is not intrinsic to the purpose of the project (described in Objective 1). If a change in zoning is listed as a project objective, this unfairly restricts the consideration of alternative locations where such a zoning change is not needed.

Objective #3 cannot be reasonably listed as a project objective, since it is not intrinsic to the project and unfairly restricts consideration of alternative locations where combining parcels is not needed.

Objective #4 cannot reasonably be listed as a project objective, since it is not intrinsic to the purpose of the project.

Objective #5 cannot reasonably be listed as a project objective, since it stretches belief that the project developer prefers to contribute commercial tax revenues to the unincorporated County of Santa Cruz rather than to the City of Santa Cruz at the current location of the Nissan Dealership.



The Campaign for Sensible Transportation

Rick Longinotti, Co-chair Rick@SensibleTransportation.org

Comment 4: The No Build Alternative should include consideration of a different project should this project be disapproved.

CEQA Guidelines state:

If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this "no project" consequence should be discussed. 15126.6

1-4

Since there is now single ownership of the various parcels of the proposed project, it is predictable that a different project would be proposed in the event that the car dealership is not approved. The Draft EIR should include discussion of another project in the No Build Alternative.

Comment 5: The alternatives analysis should consider the community-wide benefits of concentrated and mixed-use development when comparing the net trip generation of the car dealership versus other alternatives.

The Draft EIR estimates that the car dealership project would generate fewer net trips than other alternatives to the project. For example, the mixed use residential and commercial project (Alternative 4) would generate an estimated 212 trips per day more than the trips generated by the car dealership. This differential in trip generation counts against Alternative 4 in the alternatives analysis.

Trip generation analysis would benefit from a community-wide perspective. The County's priority for concentrated and mixed use development is consistent with state policy (SB 375). From a community-wide perspective, higher density development contributes to lower vehicle miles traveled and lower greenhouse gas emissions than less concentrated development. It would be a mistake to conclude that because a car dealership generates fewer trips than a mixed use development it has a lower environmental impact. By that logic, our community's most vital urban centers should be replaced with lower-density development in order to reduce trips.

1-5

Since demand for housing and commercial space is high in our County,³ the housing and commercial space envisioned by Alternative 4 can reasonably be assumed to take place somewhere else, if not on this site. So the trip generation of that new development would occur somewhere else in the County. Better that new development be concentrated in nodes such as Soquel Dr. and 41st Ave. where trips by bus, bike and on foot can more practically replace auto trips.

³ Sustainable Santa Cruz County Plan, Existing Conditions Report



The Campaign for Sensible Transportation

Rick Longinotti, Co-chair Rick@SensibleTransportation.org

Comment 6 Alternative mitigations should be proposed for the traffic impacts.

The traditional response to the traffic impacts of development is to spend traffic impact fees on expanding auto capacity on streets and intersections. This focus on expediting traffic flow has negatively affected the safety of bicyclists and pedestrians. Widening intersections almost always worsens the pedestrian experience. And bike lanes frequently disappear near intersections in favor of right turn lanes.

It appears that the proposed mitigations at Soquel/Robertson and Soquel/Porter could negatively impact bicyclists and pedestrians. Putting a signal at Robertson and Soquel Dr. in place of the current stop sign may result in cars speeding down Soquel Dr. from 41st Ave. through the green light at Robertson and continuing at dangerous speeds towards the Porter Ave intersection. At a recent public meeting convened by Supervisor Leopold, local residents were vocal in their concerns about signalizing that intersection. We suggest that the County study the option of a signalization that would be sensitive to the safety of pedestrians, perhaps a flashing red signal that could switch to green at times of the day when speeding is not an issue. We also are concerned that the additional turn lanes and turn pockets at the two intersections as well as Soquel Dr. and 41st Ave. could negatively impact bicyclists and pedestrians. The draft does not explain how the integrity of a protected or buffered bike lane could be protected with these changes.

Our understanding of induced travel leads us to believe that the proposed mitigations will not achieve a reduction in congestion. It seems likely that the methodology for estimating improvements to Level of Service at intersections due to the proposed mitigations did not include an estimate for induced travel. Induced travel acknowledges that there is a pent-up demand for travel on congested routes. The moment that afternoon traffic flows better on Soquel Drive, drivers checking their mobile devices will depart a congested Highway 1 and fill Soquel Dr. with more congestion. The overwhelmingly large amount of traffic on Highway 1⁴ makes it unlikely that the level of service on Soquel Dr. can be improved during peak commute hours, in spite of new mitigations. We request that the study of traffic impacts of the project include estimates of induced travel.

We propose an alternative mitigation: traffic impact fees to fund transit, bike, and pedestrian improvements. The Sustainable Santa Cruz County Plan proposes enhanced express bus service along Soquel Dr. between Aptos Village and Dominican Hospital. These enhancements may include a transit-only lane, bus signal preference, queue jumping, off-bus ticketing, raised platforms for boarding and real time bus information at bus stops and via web-enabled devices.

⁴ There is little hope for congestion improvement on Highway 1. The draft EIR for the Highway 1 project estimated that there would be "very slight" congestion relief on Highway 1 as a result of the "TSM Alternative", a much larger project than what the available funding (Measure D) can build. We conclude that the auxiliary lanes to be funded by Measure D will result in less congestion relief than the TSM Alternative.

1-6

Response to Comment Letter D-1

The Campaign for Sensible Transportation



1-1 The SSCC Plan is a planning and feasibility study, and not an adopted policy or regulatory document as is the 1994 County of Santa Cruz General Plan. See discussion in Section on page ES-4 under Areas of Known Controversy, and Table 3.6-4 Assessment of Relationship of Proposed Project to the Sustainable Santa Cruz County Plan Guiding Principles on page 3.6-31 of the Draft EIR.

Current zoning of the project site would allow mixed use development with an approved development permit, with up to 50% of the project square footage allowed to be used for residential purposes. The EIR evaluated potential mixed use of the project site under current zoning as an alternative to the proposed auto dealership, and also evaluated an alternative consisting of development of the site with community/retail commercial uses consistent with existing zoning rather than the proposed service commercial use.

Economic feasibility analysis of these two alternatives was carried out by a consultant to the County, and a letter assessment by Paul Peninger of AECOM, issued in March 2018, is provided as Appendix Q to this Final EIR. The Assessment indicates that "the bottom line measure of feasibility is the land residual that is left over after taking into account all revenues and costs for the two hypothetical development alternatives. A negative land residual indicates an infeasible project, whereas a positive land residual indicates a potentially feasible development if the resulting land price is sufficient to incentivize sale of the site by a willing property owner."

The consultant's financial feasibility analysis of the two alternatives to the proposed project determined for the C-2 community commercial alternative that "...based on prevailing commercial market conditions, current County zoning requirements, and development costs, the community commercial alternative does not yield a positive land residual. This finding is not surprising given that the site has been underutilized for quite some time, and surrounding commercial properties in the market area have also struggled with vacancies and slow lease-up rates. In general, the market for traditional "brick and mortar" retail in urban and suburban areas of the United States has been in a state of dramatic flux over the past decade or so, making the feasibility of most new 100 percent infill commercial retail sites very challenging for most sites, and in particular in areas that are already saturated with chain retail uses." For the C-2 mixed use alternative, the analysis indicated that "The mixed-use alternative performs somewhat better than the community commercial alternative, based on the strong assumed demand for residential rental uses in Santa Cruz County. As shown, this prototype yields a positive land residual, but it is only marginally positive and would likely not return a final land price that would be highly or sufficiently attractive to the property owner to induce a land sale."

It should be noted that Strategy T-3.3 of the County of Santa Cruz Climate Action Strategy states, "*Support the goals of the Monterey Bay Electric Vehicle Alliance*



(MBEVA) through pursuit of funding for installation of publicly-available EV charging stations; supportive policies, including streamlined EV charging station permit processing, and increased number of EVs in the county fleet; attracting electric vehicle businesses to the County. The Nissan Leaf was the first modern all-electric, zero tailpipe emission five door family hatchback to be produced for the mass market from a major manufacturer. The proposed Nissan dealership would continue to support zero emission electric vehicles in the County that are manufactured and distributed by Nissan helping to further reduce tailpipe emissions statewide.

Transportation Choices: At the time of the preparation of the EIR, the Santa Cruz County Regional Transportation Commission had not completed the Unified Corridors Study. There is no basis to assume a recommendation to relocate the existing Metro bus stop located east of the project site to in front of the project site would improve transfer between buses. The proposed pedestrian improvements (ADA compliant separated sidewalks) along the project frontage would result in safer pedestrian movements. The proposed roadway improvements are consistent with the County Plan Line for Soquel Drive and 41st Avenue.

Unique Community Character: The SSCC Plan envisions the approximately 43 acre Upper 41st Ave Focus area as a modern employment district with a variety of commercial, office, light industrial, and live/work uses. Retail uses that support a pedestrian –friendly environment would front 41st Avenue. However, the Plan proposed no change to the existing zoning of the project site; the key focus of potential land use changes in this area was on how lumberyard properties could transition in the future. The project site consists of approximately 2.7 acres with approximately 365 feet of frontage along 41st Avenue, and was not envisioned to be part of a "modern employment district" under a potential future "workflex" land use designation/zoning.

Economic Viability: The purpose of analysis under CEQA is to analyze and mitigate for potential physical environmental impacts, not economic impacts unless they could result in a significant physical impact to the environment. Blight can be an environmental impact related to economic and/or feasibility conditions; the subject site can be considered blighted and the proposed project would remove blight conditions and improve the site with modern and viable uses. Tax revenue is a byproduct of the project as any commercial retail project, and one of the project objectives for the proposed project.

- 1-2 Housing Element, Policy 1.1, Housing Element Program 2.7, and Housing Element Program 2.8: Table 3.6-2 of the Draft EIR Provided Policy Consistency with the County of Santa Cruz 1994 General Plan. “Goal 1 of the 2015 Housing Element states: *Ensure land is available to accommodate an increased range of housing choices, particularly for multi-family units and smaller-sized units.*”



According to the 2015 Santa Cruz County Housing Element, there are adequate sites available to meet the County's Regional Housing Needs Assessment (RHNA). The following policies and programs protect those designated sites and also identify other measures that will increase the feasibility of developing those sites to accommodate the needed housing." Therefore, Housing Element Policy 1.1, Housing Element Program 2.7, and Housing Element Program 2.8 do not apply to the proposed project.

Circulation Element 3.1.1 Land Use Patterns: As indicated in Table 3.6-2 of the Draft EIR, the project would be consistent with General Plan Policy CIR-3.1.1. Further, development of the project site is not required to include a mixed use component and the project includes offsite improvements that would enhance walkability in the surrounding area by providing continuous sidewalks where currently they do not exist.

Circulation Element Policy 3.4.1 Transit Facilities and Roadway Design: Although the project includes installation of the right turn pocket as part of the required frontage improvements for consistency with the Soquel Drive Plan Line, it is not a road improvement project. As indicated in Table 3.6-2 of the Draft EIR, the project would be consistent with General Plan Policy 3.4.1. Existing transit stops are located within 500 feet of the project site and the project does not warrant additional transit facilities in that the project does not represent a significant impact upon the area transit system.

Circulation Element 3.4.5 Bus Pullouts: See Table 3.6-2 of the Draft EIR. The proposed project would be consistent with this General Plan policy. Existing transit stops are located within 500 feet of the project site and the project does not warrant additional transit facilities in that the project does not represent a significant impact upon the area transit system.

Circulation Element 3.6.1 Transit-Friendly Design: See Table 3.6-2 of the Draft EIR. The proposed project would be consistent with this General Plan policy.

Public Resources Code 21081 and 21081.5, and CEQA Guidelines Section 15093, require that the County of Santa Cruz balance the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental effects when determining to approve a project. And if specific economic, legal, social, technological, or other benefits outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable."

1-3 Objective #1: The applicant has clearly chosen the project area for his business venture within the unincorporated County of Santa Cruz. He has consciously decided he would like to relocate his business from its current location in the City of Santa Cruz to the unincorporated area of Santa Cruz County.

Objective #2: It should be noted that the change in project zoning is a part of the proposed project. Page 2-2 of the project description in the Draft EIR contains Table



2-1 – Nissan of Santa Cruz Proposed Parcels, which clearly describes the existing and proposed general plan and zoning changes proposed by the project.

Objective #3: Again, Table 2-1 on page 2-2 clearly outlines the eight parcels that are included in the project description to be combined for use as the site of a single automotive dealership.

Objective #4: The centrally located commercial site is clearly currently underutilized with an antiquated commercial building constructed in 1946 with minimal front and side setbacks from Soquel Drive and 41st Avenue (no space for sidewalks), dilapidated single-family homes, a self-serve car wash and undeveloped land.

Objective #5: Please see response under Objective #1 above. The applicant has clearly chosen to relocate his business from the City of Santa Cruz to the unincorporated County of Santa Cruz. Therefore, it is clear that tax revenue from his proposed relocated business would be contributed to the unincorporated County of Santa Cruz.

- 1-4 Alternative No. 1 – No Project/No Development Alternative is correct as written in the Draft EIR on page 5-3. The existing uses would remain under this alternative. Although the existing residences are non-conforming, they could still be occupied as residences under this alternative. The commercial building and car wash could also continue to operate as such. Redevelopment of the site under a No Project alternative would require a new separate discretionary approval; and therefore, would not be considered a No Project/No Development alternative.
- 1-5 As described in Chapter 5 of the Draft EIR, it is accurate that the mixed use development alternative (380) would result in fewer automobile trips generated than the commercial development alternative (625). Automobile dealerships do not generate as many vehicle trips as other types of commercial and mixed use developments. The near term (2018) considers future traffic forecasts estimated for developments anticipated to occur at the time the project would be constructed in approximately the year 2018. Also, the cumulative scenario is based on future traffic forecasted for developments anticipated to occur through 2035.
- 1-6 Comment noted regarding traffic impact fees. Table 3.8-2 – Existing Conditions Intersection Level of Service on page 3.8-6 of the Draft EIR clearly shows that the intersections of Soquel Drive and Porter Street and Soquel Drive and Robertson Street operate at LOS E and F in the PM peak hour and LOS E for both in the AM peak hour. Table 3.8-1 – Intersection Level of Service Definitions on page 3.8-5 of the Draft EIR states that LOS F is “Forced breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.” The proposed project would add less than one second of delay during peak hour to these poorly performing intersections. With the signalization of Soquel Drive and Robertson Street, and the improvements at Soquel Drive and Porter Street, the PM peak hour would improve to LOS D at both intersections. LOS D is the minimum acceptable standard as stated in



General Plan Policy 3.12.1. According to Table 3.8-1 – Intersection Level of Service Definitions, LOS D is “Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.” Significant congestion would still remain with implementation of the proposed improvements. Therefore, speeding through intersections during peak hours is highly unlikely. The use of a flashing red light during peak hours as suggested for Soquel Drive and Robertson Street is effectively the same as the existing stop sign controlled intersection. No improvement in level of service would occur.

Induced travel in this case is speculative under CEQA and is not reasonably foreseeable. An indirect physical change is to be considered only if that change is a reasonably foreseeable impact which may be caused by the project. A change which is speculative or unlikely to occur is not reasonably foreseeable (15064 (d)(3)). Induced travel from the proposed mitigation seems to imply that the improvement would result in free flowing travel through those intersections. This is not the case. As stated above, the LOS would improve to the minimum standard of LOS D during the PM peak hours and LOS B and C during AM peak hours. Comments noted regarding proposed alternative mitigation to fund transit, bike and pedestrian improvements. A transit-only lane on Soquel Drive is not proposed under the Santa Cruz County Regional Transportation Plan as part of project CO-P19 which is mostly unconstrained in the 2014 RTP.



Comment Letter D-2

Bike Santa Cruz County



February 15, 2018

County of Santa Cruz
Planning Department
Attn: Todd Sexauer
Todd.Sexauer@santacruzcounty.us
(831) 454-2580

Subject: Draft EIR for Nissan Proposal on 41st Avenue and Soquel Drive

Dear Mr. Sexauer,

I am writing on behalf of Bike Santa Cruz County and the many cyclists of our county. While reviewing the Draft EIR for the Nissan Dealership proposal for the corner of 41st Avenue and Soquel Drive we found several areas to be concerning.

Soquel Drive is a common and highly-used route for cyclists traveling across the county. In a recent survey of our members, 21% said they felt “Unsafe” bicycling on Soquel, while 39% said they felt “Somewhat Unsafe”. Additionally, Roger Geller, the Bicycle Coordinator of the Portland Office of Transportation says there are four types of bicyclists: 33% are “No Way No How”, 60% are “Interested but Concerned”, 7% are “Enthused and Confident”, and <1% are “Strong and Fearless”. Our members are arguably the “Enthused and Confident” and “Strong and Fearless” riders. As Planners looking to the future of transportation in our county, we must plan for the 60% who are “Interested but Concerned”. Bike Santa Cruz County feels the DEIR does not go far enough to protect current cyclists and encourage new cyclists to adopt bicycling as transportation.

2-1

Soquel Drive/Porter Street

The DEIR indicates the project applicant would be required to make improvements at Soquel Dr./Porter St. to mitigate peak AM and PM traffic impacts. Bike Santa Cruz County opposes converting the on-street loading zone on the south side of the eastbound approach on Soquel Drive into an eastbound right-turn pocket UNLESS its possible to maintain the bike lane to the front of the intersection. Additionally, the green lane should be extended the entire length of the right turn lane with dashed green lanes at the entrance of the right turn pocket where conflict occurs between motorists and cyclists.

2-2

Soquel Drive/Robertson Street

The DEIR indicates that to mitigate traffic impacts, a signal must be installed at Robertson Street. Bike Santa Cruz County opposes a traffic signal at Robertson Street because it would

2-3



likely increase motorist's speed. Should the intersection be signalized, the left turn from Soquel, southbound onto Robertson Street should be improved for cyclist safety with a two lane bike box. This intersection is especially difficult for cyclists turning left due to the incline while crossing two lanes of traffic.

2-3
cont.

Soquel Drive/41st Avenue

We were disappointed to see that no improvements were recommended for Soquel Drive and 41st Avenue. This major intersection is the most challenging intersection of all three discussed. The Soquel Drive/41st Avenue intersection is not only very busy, motorists also tend to speed through the intersection, again, making it extremely difficult for cyclists turning left. Bike boxes should be installed at this intersection first and foremost.

2-4

Lastly, we would ask to mitigate traffic impacts on the neighborhood, bike parking should be installed at the project site for employees and visitors and loaner bikes offered to customers dropping off their vehicles for service.

2-5

Thank you for your consideration of bicyclist safety!

A handwritten signature in black ink, appearing to read "J. Strause".

Janneke Strause
Executive Director
Bike Santa Cruz County
director@bikesantacruzcounty.org
(831) 425-0665

Response to Comment Letter D-2

Bike Santa Cruz County

- 2-1 Comment noted. Class II facilities, which are striped bike lanes along the street, exist along both sides of Soquel Drive and along both sides of 41st Avenue in the project vicinity. The project proposes a through bike lane on Soquel Drive along the project frontage between the proposed right-turn pocket and the adjacent southbound through lane. Bicyclists turning right onto 41st Avenue would be required to share the lane with cars as they turn right onto 41st Avenue. The project would also provide a sidewalk along the project frontage that does not currently exist where a cyclist could choose to walk their bike around the corner rather than sharing the lane.
- 2-2 The conversion of the on-street loading zone at the intersection of Soquel Drive and Porter Street would not impact the through bike traffic on the south side of the eastbound approach to the intersection. The project would extend the green lane the entire length of the right turn pocket with dashed green lines at the entrance to the turn pocket where any conflicts could occur between motorists and cyclists. As a result,



cyclists and motorists would share the lane along the length of the turn pocket only during peak hours. See Mitigation Measure TRA-2 on page 3.8-22 of the Draft EIR.

- 2-3 Comment noted. Please see response to comment D-1-6 above addressing increase in motorist speed. The signal at Soquel Drive and Robertson Street intersection is not in the design phase yet. As a result, the County is not able to determine at this time the type of improvements that would be provided as such location. Nevertheless, bicycle improvements such as a bike box would be examined at that time.
- 2-4 Comment noted. See response D-2-3 above.
- 2-5 The project proposes to install a bike rack to accommodate 23 bicycles. No loaner bicycles would be provided customers dropping off their vehicles for service. However, a vanpool would be provided to drop customers off and pick them up as needed.



Comment Letter D-3

Mission: Pedestrian

Mission: Pedestrian

An organization of neighbors and business people seeking to improve the pedestrian environment in Santa Cruz
1603 King Street, Santa Cruz, CA 95060 www.missionped.org

February 18, 2018

Santa Cruz County Planning Commission/Santa Cruz County Planning Department Staff/County Supervisors
Re: DEIR Nissan of Santa Cruz Project

Please Choose Alternative 4: Mixed Use Development

The Sustainable Santa Cruz County Planning Study was the product of more than 16 community workshops and resulted in a vision of a mixed use development with a pedestrian-friendly frontage in the proposed project area. Now, it appears that the County might toss out all that citizen input, hard work, and vision to gain tax revenue.

3-1

The considerable funding for the development of the Plan was through a grant from the Strategic Growth Council which helps local government to plan for more sustainable communities. This very car-centric development proposal does not fit either the goals or the zoning of the Sustainable Santa Cruz County Plan.

3-2

Additionally the so-called mitigations suggested by the proposed development of a car dealership would result in a less walkable and less sustainable area in direct contradiction of the Plan. A mitigation true to the Sustainable Santa Cruz County Plan would be to convert one lane of Soquel Avenue to bus rapid transit.

3-3

- Widening Soquel Drive by 15 feet to provide a new turn lane would make Soquel Drive more dangerous and difficult for pedestrians to cross.

3-4

- The new sidewalks along both Soquel Drive and 41st Avenue, while an improvement over the present absence of pedestrian facilities, takes a pedestrian along a vast empty space of parked cars rather than an interesting progression of shop windows. Additionally, the proposed project does NOT provide a Visually Active Frontage which promotes safety for pedestrians (eyes on the street).

3-5

- The site plan (Figure 2-3) shows diagonal curb ramps, which although ADA compliant, direct pedestrians out into traffic rather than to the opposite side of the street they are crossing. Such ramps are not best practice and pose significant problems for visually-impaired and blind pedestrians.

3-6

- The Photo Simulation (Figure 3.1-2) shows the daunting distance a pedestrian would face to cross with proposed street widening. The Figure also shows a bicyclist illegally riding across the street in a crosswalk.

3-7

- **The proposed traffic signal at Robertson and Soquel replacing the existing stop signs would enable drivers to maintain their speed as they come down the hill into Soquel Village creating a very dangerous situation for pedestrians. Village residents have often expressed their opposition to such a traffic signal which could turn the west entrance to the Village into a speedway when the Robertson light is green or when drivers try to beat the red light and hit the gas when the signal turned yellow.**

3-8

A modern roundabout is a much better mitigation since it would slow down all drivers as they entered Soquel Village, afford safe crossings for pedestrians, and also keep vehicle traffic moving.

3-9

Sincerely yours,

Debbie Bulger for Mission: Pedestrian



Response to Comment Letter D-3

Mission Pedestrian

- 3-1 The Sustainable Santa Cruz County (SSCC) Plan is a Planning and Feasibility Study, and not an adopted policy or regulatory document. The SSCC Plan did not propose any changes to the existing Community Commercial (C-2) Zoning of the project site. While Mixed-use is an allowed use within the C-2 zone district, the project site was not identified specifically for mixed use development. The project proposes several offsite pedestrian improvements that would result in enhanced walkability of the corner of 41st Avenue and Soquel Drive.
- 3-2 See response to comment D-1-1.
- 3-3 Conversion of one lane of Soquel Drive to bus rapid transit is not a feasible or a proportional mitigation for the proposed development. As indicated in the TIA report prepared by Kimley Horn dated October 2017, queuing of vehicles is a result of signalization and timing of intersections. The proposed mitigation would improve the Level of Service (LOS) to the impacted intersections by reducing delay for all vehicles including buses. Reducing the number of lanes would further decrease the LOS causing even greater delays.
- 3-4 Comment noted. The traffic signal would be timed to allow the needed time for pedestrians to safely cross the intersection at the designated crosswalk. Vehicles are currently allowed to turn right onto Porter Street from Soquel Drive on a red light if clear, or on a green light. In addition, the proposed right-turn pocket at this Soquel/Porter intersection would only be operational during peak traffic hours. Outside of those hours, the right-turn pocket would continue to be used as a loading zone.
- 3-5 Comment noted. Your comment assumes that pedestrians would not be interested in viewing the proposed landscaping and vehicles for sale as they walk along the project frontage sidewalk, nor does it acknowledge the current frontages consist of a self-serve car wash, a paint store with minimal storefront visual appeal, vacant land, parking areas, and dilapidated old single family residential structures. The proposed sidewalk and landscape strip would provide for a much safer passage through the project area than currently exists with no sidewalk.
- 3-6 Comment noted. The ramp on the plans appears to be somewhat out of alignment with the existing crosswalk on 41st Avenue. It should be noted however, that the proposed curb ramp design is consistent with the County of Santa Cruz Department of Public Works Design Criteria (February 2017 edition) Figure ST-8b: Curb Ramp Type B. The alignment of this ramp will be looked at further during final design.
- 3-7 The installation of the right-turn pocket from Soquel Drive onto 41st Avenue would not increase the crossing distance on 41st Avenue. Comment noted. In Figure 3.1-2 the



cyclist should have been shown riding outside of the crosswalk in the travel lane. It appears they are on the very edge of the crosswalk.

- 3-8 The posted speed limit entering Soquel Village on Soquel Drive at both ends of the village is 25 miles per hour. Speed of vehicles in excess of the posted speed limit or vehicles running red lights are the responsibility of the Sheriff and CHP to enforce in the unincorporated area. As reviewed earlier, even if the signal is implemented, the intersection would still experience levels of congestion which would not accommodate speeding through the village.
- 3-9 Roundabouts can be a good approach to control an intersection without the use of stop signs or signals under certain conditions. A roundabout that would accommodate Soquel Drive traffic levels and movements would take much more right-of-way than is available to construct. For this reason, it is not feasible.



Comment Letter D-4

Sierra Club – Santa Cruz County Group of the Ventana Chapter



SANTA CRUZ COUNTY
GROUP
Of The Ventana Chapter
P.O. Box 604, Santa Cruz 95061

<https://ventana2.sierraclub.org/santacruz/>

email: sierraclubsantacruz@gmail.com

February 18th, 2018

Santa Cruz County
Planning Department
Environmental Coordinator Todd Sexauer

RE: Nissan Dealership Proposal

Santa Cruz County Planning Department
701 Ocean Street
Santa Cruz, Ca. 95060
Todd.sexauer@santacruzcounty.us

To Whom It May Concern Regarding Nissan Dealership Draft Environmental Impact Report (DEIR):

Please be advised that the Sierra Club opposes the applicant’s proposal to change the zoning from C-2 (Neighborhood Commercial) to C-4 (Service Commercial) and General Plan Amendment from C-C (Community Commercial) to C-S (Service Commercial), a Commercial Development Permit. | 4-1

The Sierra Club supports the concepts in the 2014 Sustainable Santa Cruz County Plan (SSCCP), adopted by the Board of Supervisors. This plan was created through an extensive public process which took over 15 months, \$650K dollars and had extensive public involvement to develop a vision for the future. | 4-2

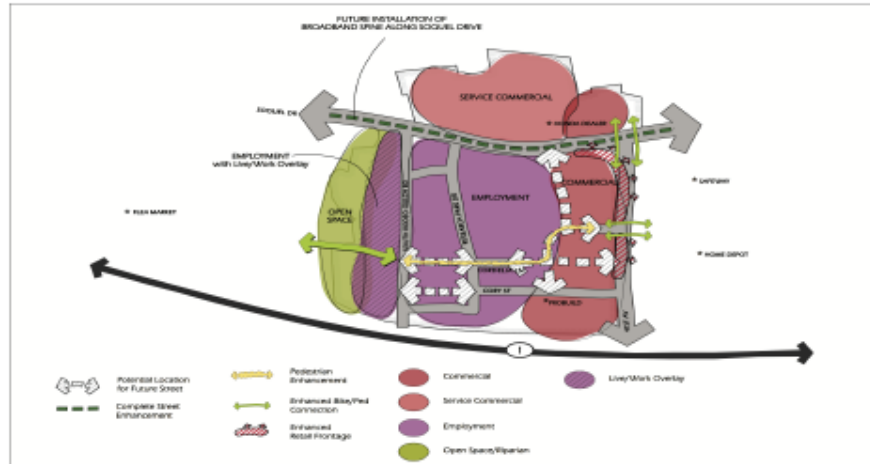
The Nissan proposal is not consistent with the guiding principles and recommendations of the SSCCP (See figure 7-8). The primary goal of the Sustainable Santa Cruz County Plan is “reducing GHG emissions while simultaneously improving other aspects of community life including increasing walkability in the area, limiting urban sprawl, supporting alternative modes of transportations, and strengthening local economies.” Further, given the size of this project, the zoning change request to | 4-3



convert eight individual properties (2.6 acres) from C-2 to C-4 would indefinitely remove the possibility of implementing the mixed use concepts specifically outlined for the 41st Avenue and Soquel Corridor.

4-3
 cont.

FIGURE 7-8 UPPER 41ST AVENUE CONCEPT DIAGRAM



SUSTAINABLE SANTA CRUZ COUNTY

SUSTAINABLE LAND USE & TRANSPORTATION PATTERN 7-15

The Sierra Club’s assessment of the DEIR is that it fails to adequately address issues of **traffic**.

4-4

The current intersection of Soquel Drive and 41st Avenue is operating at a “D” level as noted in the traffic report (Kimley Horn 2017). Adding additional lanes to this intersection will result in widening Soquel Drive to six lanes. The intersection does not appear to have adequate capacity to manage additional traffic and left hand turns from this project would then be expected to cross three lanes, creating potential hazards to other drivers as well as bicyclists.

4-5

The DEIR has no references to expected impacts from turning lane hazards, turning radius issues from transport trucks which may be unloading vehicles in the middle lane on Soquel Drive or how the divided 41st Avenue two lane street could accommodate this type of delivery truck and needed turning radius into the project site.

4-6

In sum, the Sierra Club asks for a more complete traffic analysis. It is the Sierra Club’s position that this proposal does not support the community’s development goals nor the stated position taken by the Board of Supervisors in adopting the Sustainable Santa Cruz County Plan.

4-7

We look forward to your response.

Sincerely,

Gillian

Gillian Greensite, Chair
 Sierra Club, Santa Cruz County Group



Response to Comment Letter D-4

Sierra Club – Santa Cruz County Group of the Ventana Chapter

- 4-1 Comment noted.
- 4-2 Comment noted.
- 4-3 The Sustainable Santa Cruz County (SSCC) Plan is a Planning and Feasibility Study, and not an adopted policy or regulatory document. Table 3.6-4 on page 3.6-31 of the Draft EIR provides an assessment of the proposed project against the Sustainable Santa Cruz County (SSCC) Plan guiding principles. The SSCC Plan does not specifically designate the project site for mixed use development.
- 4-4 Comment noted.
- 4-5 As stated in the project description on page 2-5 of the Draft EIR, “The project would also dedicate or provide approximately 15 feet for road right-of-way along the project frontage on Soquel Drive that would be used for an approximately 340 foot long right-turn pocket onto 41st Avenue from eastbound Soquel Drive.” This improvement is specified in the Soquel Drive plan line prepared by the County of Santa Cruz Department of Public Works. Soquel Drive would continue to have four through lanes (two in each direction) and a right-turn pocket as proposed, and a left turn pocket into the Soquel Tower Plaza shopping center. Left-hand turns out of the project site onto Soquel Drive would only be possible from the western driveway out into the existing center turn lane designated by broken double yellow lines. A left turn from the eastern most driveway across Soquel Drive would cross solid double yellow lines and would not be permitted.
- 4-6 The project site has been designed to accommodate transport trucks delivering vehicles by entering the site via the driveway on 41st Avenue, unloading vehicles, and exiting out the western most driveway on Soquel Drive. No turning lane hazards are anticipated. Large delivery trucks routinely negotiate 41st Avenue and Soquel Drive for deliveries to Home Depot, Safeway, and Best Buy.
- 4-7 Comment noted. A complete transportation impact analysis was prepared and has been included as Appendix G of the Draft EIR.



E. PRIVATE INDIVIDUALS

Comment Letter E-1

Maria Gitin

From: Maria Gitin <msgitin@mariaqitin.com>
Sent: Wednesday, December 27, 2017 1:16 PM
To: Todd Sexauer
Cc: John Leopold
Subject: nissan dealership comment

41st and Soquel is a fine place to cluster auto-dealerships. Despite having many cars on site, they do not increase traffic since only a few dozen people visit a dealership even on a good sales day. It's too bad SCC doesn't have a designated Auto Mall like the one in Seaside in Monterey.

1-1

Maria Gitin Torres
Capitola, CA

Response to Comment Letter E-1

Maria Gitin

1-1 Comment noted.

Comment Letter E-2

Joe Clarke

From: Joe Clarke
Sent: Wednesday, December 27, 2017 2:45 PM
To: Todd Sexauer
Subject: Nissan dealership

Todd

I usually never comment or go out in a limb and get involved in these type of issues however I would like to express my thoughts on the new Nissan dealership.

The site with the proposed building is a complete blight. The only ones using the buildings are drug addicts, criminals and vagrants.

2-1

Most the folks complaining about this project complain about all the projects in the County. I recently retired after 30 years of law-enforcement in our county I have seen things improving greatly in our community and think it would be a shame to not see this project through. Let's not let this great opportunity to help the mid county area slip away.

2-2

As far as the traffic issues, bringing another tax base would help fund some of the road improvement projects.

2-3

Regards Joe

Sent from my iPhone



Response to Comment Letter E-2

Joe Clarke

- 2-1 Comment noted.
- 2-2 Comment noted.
- 2-3 Comment noted.

Comment Letter E-3

Linda Milgate

From: Linda Milgate <lmilgate@comcast.net>
Sent: Wednesday, December 27, 2017 4:00 PM
To: Todd Sexauer
Subject: Nissan on 42st

Dear Sir:

We live close to Winkle and Silver Spur and I have been so happy to have some forest and wildlife nearby even with the homes near us. I hope with all my heart that not another large business takes over some of the ground and trees and even bushes for our birds, squirrels and even our raccoons. If there was a small business that allowed some landscaping or park area and ground as well as trees and bushes that allowed for homes to our birds and wildlife. The number of cars is already overwhelming during certain times and during the holidays. If we were going to have any buildings we need low cost housing and with that housing at least some landscaping or park area for those that live there. That area already has problems that do not fit well with the woods and homes that fit there. A small business and a park area like that in Soquel seems to be a better fit for all of us and for the earth.

3-1

3-2

3-3

This is why so many of us came here and in this area we have been blessed with trees, creeks and access to good medical care close by as well as the shopping on 41st street. More thinking needs to be done taking these issues into consideration. Giving us more park areas. Thank you.

3-4

Linda Milgate
 3212 Laura Lane
 Santa Cruz, CA

Response to Comment Letter E-3

Linda Milgate

- 3-1 Please see Section 1.4.2 Biological Resources of the Draft EIR. The project site provides some potential habitat for migratory birds that are protected under the federal Migratory Bird Treaty Act. Please see the project features that are provided in Section 1.4.2 of the Draft EIR to ensure no nesting migratory birds are adversely impacted. The



project site provides little habitat for other species that are protected by federal, state or local laws.

3-2 Comment noted.

3-3 Comment noted.

3-4 Comment noted.

Comment Letter E-4

Rachmat Martin

From: Rachmat Martin <rachmat@comcast.net>
Sent: Thursday, December 28, 2017 11:51 AM
To: Todd Sexauer; John Leopold
Subject: Your Email yesterday

End of year and New Year greetings and Best Wishes to you John,

I have several comments regarding your Dec. 27th email to your Constituents. 1st you may have wrong dates regarding up coming Constituent Meetings as they refer to September, but much more concerning to me (and I also send this to Todd as you suggest in your email), is the proposed NISSAN Dealership consideration at the corner of 41st Ave and Soquel Drive.

4-1

My wife and I have lived in this area now for 47 years and we are well aware of the increase in population and business, including how 41st Ave. once looked even before Sears became the first business along the two lane road through nice cow fields from Hwy 1 down to Pleasure Point. In recent years, the traffic in the County has become intolerable and along Soquel Drive and 41st Ave. especially between Soquel Drive and Highway 1 where it has become insane. Nissan likely has a great deal of money behind this relocation effort, but it is off the charts unacceptable to those of us who call this area our home. Other than Big Business, no one will accept this ludicrous plan and you had better be prepared for a big district blow back and discontent.

4-2

Sincerely yours,

Rachmat Martin

Olive Springs Rd.

Response to Comment Letter E-4

Rachmat Martin

4-1 Comment noted.

4-2 Comment noted.



Comment Letter E-5

Sandy Skees

From: Sandy Skees <sandy@communications4good.com>
Sent: Friday, December 29, 2017 12:43 PM
To: Todd Sexauer
Subject: Nissan Dealership

Given the shortage of available housing in the county, I would like to understand why this development does not include a requirement for mixed use and the addition of housing and apartments. Can you address this question please? | 5-1

I DO NOT support the development of a Nissan dealership at this location. The county does not need another car dealership, especially as the future is moving to autonomous vehicles, more public transportation, and the goal of a more walkable county. | 5-2

This is a very desirable spot in mid county, close to retail and residential village of Soquel. I would like to see this developed as a 3-5 story, mixed use commercial and residential development that incorporates housing with restaurants and retail in a high density design. | 5-3

Many thanks for considering my question and recording my comments.

Sandy Skees
sandy@communications4good.com
Mobile: 831-332-4387
Twitter: sandskees

Response to Comment Letter E-5

Sandy Skees

- 5-1 Section 5.5 of the Draft EIR, Alternative No 4: Mixed Use Development, provides a mixed use project alternative that analyzes impacts from a 42,000 square foot mixed use project containing 28 dwelling units with commercial retail. Please see Section 5.0 for a complete discussion of project alternatives.
- 5-2 Comment noted. Please see Section 5.6 of the Draft EIR for a complete discussion of Alternative No. 5, Offsite Nissan Dealership alternative.
- 5-3 Comment noted. Please see response to Comment E-5-1 above.



Comment Letter E-6

Lisa Sheridan

From: Lisa Sheridan <trottrider@aol.com>
To: Nathan.MacBeth <Nathan.MacBeth@santacruzcounty.us>
Sent: Mon, Jan 1, 2018 1:04 pm
Subject: DEIR Nissan

Hi Todd, Happy New Year.

A few questions regarding the DEIR for the Nissan dealership.

1). I'm unable to read the online or printed version of the conceptual plan figure 2-3.

Can this be uploaded again?

2). I'd like to get a larger copy. Or full size blueprint of this section as well. can help arrange this?

3). Are there some copies of the DEIR available for those that can't afford to make copies?

4). What happened to all the public questions sent in regarding the first proposal?

Are they not being incorporated into this second proposal? Even if not required it would seem appropriate to include them. Are the letters still accessible on line?

5). At the public hearing Nissan had they said they were going to send out a list of the names of who was there. I would like to get that list of names. Can you please inquire about that and pass it on? Several people have asked me about it.

Since they said this to us, I hope they will stay to their word.

Thanks for your help, I look forward to hearing from you soon.

Lisa Sheridan
831-332-3785

6-1

6-2

6-3

6-4

6-5

Response to Comment Letter E-6

Lisa Sheridan

6-1 The Planning Department has posted a higher resolution version of Figure 2-3 – Conceptual Site Plan at the following link:

<http://www.sccoplanning.com/PlanningHome/Environmental/CEQAInitialStudiesEIRs/CEQADocumentsOpenforPublicReview.aspx#Nissan>

6-2 A full sized copy of the conceptual site plan has been made available for review at the front counter of the Planning Department with the copy of the Draft EIR during normal business hours.

6-3 The Draft EIR has been made available at the front counter of the Planning Department, and at the Porter Memorial Library in Soquel, the Capitola Branch Library in Capitola, and the Live Oak Branch Library in Live Oak.

6-4 The public comments on the prior Nissan proposal were included in the staff report for the 5/10/17 Planning Commission hearing (starting on page 603). Go to the following link: <http://sccounty01.co.santa-cruz.ca.us/planning/plnmeetings/PLNSupMaterial/PC/agendas/2017/20170510/010.pdf>

6-5 Go to the following links: <https://santacruz Nissan.com/Community-Meeting-Feedback> and <https://santacruz Nissan.com/meeting-response-summary> for information on the Nissan public meeting.



Comment Letter E-7

Keith Adams

From: Keith Adams <keitheadams@hotmail.com>
Sent: Tuesday, January 02, 2018 7:22 PM
To: Todd Sexauer
Subject: Nissan Dealership

- I oppose the location of this dealership at the end of 41st Avenue. | 7-1
- The traffic at that location is terrible and this business will make it much worse. | 7-2
- Projects like this need to be considered after Highway is widened and the rail transportation is put on in place. | 7-3
- Please respect the residents of our community. | 7-4

Sincerely,

Keith Adams
500 41st Avenue
Santa Cruz, CA 95062

Response to Comment Letter E-7

Keith Adams

- 7-1 Comment noted. Please see Section 5.6 of the Draft EIR for a complete discussion of Alternative No. 5, Offsite Nissan Dealership alternative.
- 7-2 Comment noted. Please see Section 3.8 Transportation/Traffic of the Draft EIR for a complete discussion of existing traffic conditions, traffic impacts, and mitigation measures associated with the proposed project.
- 7-3 Comment noted.
- 7-4 Comment noted.

Catherine Crane

From: Catherine Crane <cranecat@gmail.com>
Sent: Thursday, January 04, 2018 1:59 PM
To: Todd Sexauer
Subject: Nissan dealership

- The proposed Nissan dealership is a nightmare for the community of Soquel. Amending the general plan is outrageous! It's very sad to see the Board of Supervisors putting tax money before the community. Obviously the environmental impacts cannot be mitigated. Gas emissions, bright lights, asphalt & a glossy Silicone Valley-style showroom are entirely at odds with the Sustainable Santa Cruz County Plan, current zoning & the wishes of the majority of Soquel residents. | 8-1
- One particular proposal for a traffic light @ Robertson Street veiled as mitigation of increased traffic is extremely absurd & really scares me; 4 uncoordinated stop lights within a 1/2 mile! Traffic is already intolerable from 2:30 to 6:30 pm. Closing the dealership during that time should be considered at the very least if traffic mitigation is truly a goal based on the EIR. | 8-2
- In summary, this dealership is totally inappropriate & harmful in this location.

Catherine Crane
Resident, Glen Haven Rd
Soquel



Response to Comment Letter E-8

Catherine Crane

- 8-1 Comment noted. Most environmental impacts of the project are less than significant or can be mitigated to a less than significant level with the exception of Transportation/Traffic in Section 3.8 of the Draft EIR.
- 8-2 Comment noted. Table 3.8-2 of the Draft EIR provides Existing Conditions Intersection Level of Service. The Soquel Drive at Robertson Street intersection has an existing level of service of LOS E in the AM peak hour and LOS F in PM peak hour (LOS A being free flow with no delays and LOS F being excessive long delays and vehicle queuing; see Table 3.8-1). Table 3.8-3 of the Draft EIR provides Project Trip Generation. The project would generate 168 net new daily trips with 43 in the AM peak hour and 59 in the PM peak hour. Approximately 20 total new trips per day would pass through the intersection of Soquel Drive and Robertson Street with 5 new trips in the AM peak hour and 7 new trips in the PM peak hour. This equates to approximately one new project generated trip every 10 minutes through that intersection during peak hour for perspective. With the signalization and signal timing at the intersection of Soquel Drive at Robertson Street, the LOS would improve from LOS E to LOS B in the AM peak hour and LOS F to LOS D in the PM peak hour (see Table 3.8-7 of the Draft EIR).

Comment Letter E-9

Lester Ma

From: Lester Ma <mafam@aol.com>
Sent: Monday, January 08, 2018 10:41 PM
To: Todd Sexauer
Subject: Nissan comments

While the County pursues a climactic law suit against big oil, can the County actually promote a car dealership that is directly involved in the business of promoting CO2 vehicles? Sounds contradictory or confused at best! I read the EIR and there were 0 problems with the project, which is hard to believe.

9-1

Sent from my iPhone

Response to Comment Letter E-9

Lester Ma

- 9-1 Comment noted.



Comment Letter E-10

Stan

From: Stan <alpine@pacbell.net>
Sent: Tuesday, January 09, 2018 1:22 PM
To: Todd Sexauer
Subject: Nissan Dealership

Adding a new dealership on 40 Worst Avenue will exacerbate an already bad planning decision. Does anyone remember not so long ago when both lanes going down through Soquel Village from 41st were unobstructed with their respective green light? Left lane allowed left turn onto Old San Jose, or straight through the village. Right lane allowed right turn onto Porter, or straight through the village. Then someone had a bright idea to create a left turn lane that holds maybe 5 cars. The 6th blocks the lane gridlocking all the way back up to 41st. On the other side, if you were on Soquel Drive heading down into the village from the Capitola Avenue side, the right lane allowed turning onto Old San Jose road, or straight up the hill toward 41st. The left lane allowed turning left onto Porter, or straight up the hill toward 41st. With that new left turn lane (5 cars) (mentioned earlier), it now forces everyone to turn left onto Porter only. All cars wanting to go straight through the village toward 41st have to use the one lane and traffic backs up all the way past Capitola Avenue. Parents are forced to use Center street to get to Main Street school because of the stopped traffic at the Main Street intersection. What was wrong with the old way where both lanes flowed so smoothly?

10-1

Stan.....

Response to Comment Letter E-10

Stan

10-1 Regarding why the left signal phases were added for motorists to turn from Soquel Drive onto Soquel San Jose Road and from Soquel Drive onto Porter Street, the response is as follows. It is standard at major intersections with not only heavy through traffic volumes but also heavy left turn volumes to provide left turn lanes as well as exclusive left turn signal phases. An important reason for such accommodations of left turn movements is to minimize the time allocated to each signal phase since the signal phases for opposite left turns can operate with green signals at the same time. The same benefit applies to through opposite traffic movements (which normally requires more green signal time than left turns); they can also operate simultaneously since left turns are served by the signal at different phases as previously described and, as a result, the strategy reduces the overall time delay at the intersection.

The Department of Public Works is aware that congestion occurs at the intersection of Soquel Drive and Porter Street and are working on modernizing the traffic signal system in the Soquel Village area in order to improve traffic mobility.



Comment Letter E-11

Will Cassilly

From: will cassilly <willcassilly1@comcast.net>
Sent: Sunday, January 21, 2018 10:22 AM
To: Todd Sexauer
Subject: proposed Nissan dealership

I am against the proposed Nissan dealership at 41st and Soquel Dr.
This area already has too much traffic and this dealership will make traffic awful

| 11-1

Will Cassilly
1000 Pau Hana dr
Soquel CA 95073

Response to Comment Letter E-11

Stan

11-1 Comment noted. See Section 3.8 Transportation/Traffic of the Draft EIR for a complete discussion of traffic impacts. Also see response E-8-2 above.



Comment Letter E-12

Clay Butler

From: Clay Butler <clay@claybutler.com>
Sent: Monday, January 22, 2018 2:59 PM
To: Todd Sexauer
Subject: Public Comment on Nissan EIR - Build Sidewalk on South Side Soquel

I'm the president of the Alimur Park Homeowners Association. We are a resident owned park on the corner of Soquel Dr and Robertson.

Among the board and the park residents there is no consensus on a yes or no on the project itself. However, if the project does go through, we consider a **sidewalk along our side of Soquel Dr. from Beverly's Fabric to Robertson a must.** | 12-1

Currently, our park is used as a public pass though for pedestrians to avoid getting run over in the very narrow bike lane that is pinned against the cliff. It's a huge burden in our park. They go through Soquel Garden Mobile Home Park next to Beverly's, into ours, and then leave down our one and only driveway. Going West it's reversed. With that extra, non resident traffic comes, trash, vandalism and petty crime. Non residents get very comfortable passing through our park and sometimes forget this is a private community filled with real homes and not some alleyway shortcut. | 12-2

Our park entrance drops directly onto the Robertson and Soquel Dr. intersection at a 45 degree angle. It's a risky intersection to enter. It's a steep hill and especially difficult to go leave going south on Robertson. Right and left turners off Soquel Dr. heading down Robertson, create a near constant weaving pattern of cars that simply don't notice us trying to leave or enter the park. And Robertson has a blind curve so we just jump in and hope nobody hits us. Everyone knows its a complex problem but I think only experienced traffic engineers know what the proper solution is. | 12-3

We've lived with the intersection issue a long time, but a sidewalk is, at a minimum, a must. | 12-4

Thanks,

—
Clay Butler

Email: clay@claybutler.com

www.claytowne.com

Cell: 831-566-3046

Skype: clay.butler

Office and Shipping Address:

4300 Soquel Dr. #229
Soquel, CA 95073

Response to Comment Letter E-12

Clay Butler

12-1 Comment noted. The south side of Soquel Drive between Beverly's Fabric Store and Robertson Street is bound topographically by a steep hillside. A sidewalk project at this location between these two points would be a very expensive project because of the massive retaining walls that would be necessary to create the clear width for a curb/gutter/sidewalk and bike lane. The Nissan Dealership will not create the resources



(TIA fees) necessary to construct a project of this magnitude, and it is an existing condition that would not be caused or exacerbated by the proposed development and thus cannot be required of the project by the County. It should be noted that there already exists a continuous pedestrian sidewalk on the north side of Soquel Drive between Robertson Street and 41st Avenue.

12-2 Comment noted.

12-3 The proposed mitigation outlined in the EIR that is potentially not feasible due to cost does not include the realignment of the Alimur Park entrance, a private roadway.

12-4 Comment noted. See response to E-12-1 above.

Comment Letter E-13

Steven McArdle

From: McArdle, Steven (EXTERNAL) <Steven.Mcardle@nissan-usa.com>
Sent: Monday, January 22, 2018 3:21 PM
To: Todd Sexauer
Subject: Nissan of Santa Cruz planning commission hearings

Mr. Sexauer,
I am inquiring about the pending application Application #: 171179. Could you elaborate on targeted committee hearing dates following the closing of DEIR public review period which closes on 2/12?

13-1

Thank you for your time.

Regards,

Steven McArdle
Regional Construction Consultant – WES region
Turner & Townsend
20 Pacifica – Suite 1200
Irvine, CA 92618
Cell: +1 415 999 6855
Email: steven.mcardle@nissan-usa.com
<http://www.turnerandtowntsend.com>

Response to Comment Letter E-13

Steven McArdle

13-1 The public review comment period was extended an additional week to end on February 20, 2018. The date for the Planning Commission hearing has not be set. It will likely occur in April 2018.



Comment Letter E-14

Clay Butler

From: Clay Butler <clay@claybutler.com>
Sent: Monday, January 22, 2018 6:54 PM
To: Todd Sexauer
Subject: Nissan EIR: Please Use This Letter as Official Submission from Alimur Park

Hello Todd,

Dana, our board secretary who works for the Monterey Planning department said my first draft could be more user friendly for a planning departments needs. Her rewrite is more clear and precise.-----

My name is Clay Butler and I am the president of the Alimur Park Homeowners Association. This is a resident owned park on the corner of Soquel Drive and Robertson Road.

The HOA has not taken any stance on the project itself. However, the project will have an impact on our community if approved. With the increase in traffic that will result from this project, there will be an increase of danger to pedestrians traveling from the shopping center at Soquel Dr. and 41st Ave to Robertson Rd. as there is no sidewalk presently on the south side and pedestrians have to cross Soquel Drive twice to use the sidewalk that is on the north side.

14-1

Currently, our park is constantly trespassed by pedestrians that are traveling along the south side of Soquel Drive because there is only a bike lane that exists alongside the traffic lane and is very dangerous for pedestrians. This is not only illegal trespassing but a very serious park security issue as well. There have been many instances of vandalism, petty crime, and trash left behind.

14-2

In terms of traffic impacts, our park entrance is at a 45-degree angle at the Soquel Dr. and Robertson Rd. intersection. Because of the steepness of the driveway along with the angle, it creates difficulty for the traffic at the 3-way stop. The traffic can not see when residents are trying to either enter or exit the driveway which creates a dangerous situation also for residents trying to enter traffic.

14-3

Given the additional traffic from the project, a sidewalk addition to this stretch of Soquel Drive would be a vital improvement and will clearly improve the safety for the Alimur Park community and the community as a whole.

14-4

Thank you,

--
Clay Butler

Email: clay@claybutler.com

www.claytowne.com

Response to Comment Letter E-14

Clay Butler

14-1 Comment noted. See response to E-12-1 above.



- 14-2 Comment noted.
- 14-3 The proposed mitigation outlined in the EIR that is potentially not feasible due to cost does not include the realignment of the Alimur Park entrance, a private roadway.
- 14-4 Comment noted. See response to E-12-1 above.

Comment Letter E-15

Jason Dane

From: Jason Dane <jasondane20@gmail.com>
Sent: Monday, January 22, 2018 7:42 PM
To: Todd Sexauer
Subject: Nissan Dealership.

Mr. Sexauer,
I'm a resident of Soquel, I commute on Soquel drive everyday. I strongly oppose the idea of a Nissan Dealership | 15-1
on the corner of Soquel and 41st avenue.
Traffic in this corridor is already horrendous, have you yourself ever had the pleasure of traveling south on | 15-2
Soquel ave after 1pm?
If there's any justice anymore for community over corporations let it show here. Thank you. | 15-3
Jason Dane
195 Ginger Lane Soquel california 95073

Response to Comment Letter E-15

Jason Dane

- 15-1 Comment noted.
- 15-2 Comment noted. Please see Section 3.8 Transportation/Traffic of the Draft EIR for a complete discussion of traffic impacts.
- 15-3 Comment noted.



Comment Letter E-16

Lleni Carr

From: Lleni Carr <llicarr@gmail.com>
Sent: Monday, January 29, 2018 6:31 PM
To: Todd Sexauer; Zach Friend; John Leopold
Subject: Re: Nissan Dealership DEIR

Hello, I live in Aptos and my business is on Cory St. in Soquel, near this proposed project. I am concerned that the analysis of traffic is incomplete and the efficacy of mitigations are not well addressed. Currently there is a traffic back up on Soquel that lasts a large portion of the day in both directions from 41st Ave. That feeds into a worse stoppage at 4st and Hiway 1. It is seldom that I have been able to pass through either intersection during the first green light. It can take as long as 5 light cycles to make it onto 4st and then another 5 to get to the highway. What simulations have been run to determine how this situation can be improved? How was it determined that the Developer's fee could be limited to \$14,00? How many cars and trucks will be added to this overwhelmed road system? Have estimates been developed based on other similar facilities? What accommodations will be made for the large car carrier trucks?

16-1
16-2
16-3
16-4
16-5

What community would this facility serve? What benefit, other than tax dollars, would result from changing the zoning to allow this development? The area had been designated community commercial. What benefits are there in changing that designation? What is proposed for mitigating light pollution? sound pollution? air pollution?

16-6
16-7
16-8

I am not in favor of this development.

--
Lleni Carr
403 Quail Run
Aptos, CA 95003

Response to Comment Letter E-16

Lleni Carr

- 16-1 Comment noted.
- 16-2 Comment noted. Table 3.8-2, Existing Conditions Intersection Level of Service included in the Draft EIR provides the amount of traffic delay at the intersections you describe. Intersection 8 (41st Avenue at Redwood Shopping Center) currently operates at Level of Service (LOS) B in both the AM and PM peak hours. See Table 3.8-1 of the Draft EIR for an explanation of Intersection Level of Service. This is an acceptable level of service for an intersection within the unincorporated County of Santa Cruz (General Plan Policy 3.12.1). In addition, the northbound ramps onto Highway 1 (Intersection 9) are also shown as operating at LOS B for both the AM and PM peak hours.
- 16-3 The fair share contribution to signalize the intersection at Soquel Drive and Robertson Street intersection is \$14,200. Based on the project generated trips that total 168 net project trips, and an estimated signalization cost of \$500,000, the fair share contribution would be \$14,200 or 2.84 percent of the cost.



- 16-4 The total net project trips generated is 168 daily trips as shown on Table 3.8-3 of the Draft EIR. Five fewer trips would be generated with the project in the AM peak hour and 26 additional trips would be generated in the PM peak hour. It is estimated that 11 percent of the trips would travel through that intersection according to the estimated trip distribution shown on Figure 3.8-2. That would total approximately 18 additional trips per day traveling through the intersection of Soquel Drive at Robertson Street.
- 16-5 Car carriers can be accommodated onsite. Ingress for car carriers is proposed from the driveway located on 41st Avenue, while egress would be onto Soquel Drive.
- 16-6 A Nissan dealership as proposed would serve customers from all around Santa Cruz County who own already own Nissan vehicles that require service or parts, or would serve those who desire to purchase a new vehicle. Changing the zoning from C-2 to C-4 would allow the development of the automotive dealership that is not allowed under the existing C-2 zone district. Development of the automotive dealership would serve to revitalize the entire southwest corner of the intersection of 41st Avenue and Soquel Drive. The project would also provide the addition of sidewalks along the project frontage and somewhat beyond for safer pedestrian access through the project area, in addition to a new right-turn pocket along the project frontage from Soquel Drive to 41st Avenue. The right-turn pocket would help to reduce the queue of vehicles waiting at the signal to turn right on a red light or when vehicles are queued up through the intersection.
- 16-7 Section 3.1 of the Draft EIR addresses light and glare introduced by the proposed project. The proposed project would contribute an incremental amount of night lighting to the visual environment. The project proposes that outside of approved hours of operation, the majority of site lighting would be turned off, allowing only a limited number of light to remain on to provide security of the site. All sign lighting would be turned off after close of business (8:00 pm on weekdays, 7:00 pm on Saturday and 6:00 pm on Sunday). Although some impacts would occur from additional introduced lighting, impacts would be considered less than significant.
- 16-8 Comment noted.



Comment Letter E-17

Mark Jordan

From: Mark Jordan <moon.j@live.com>
Sent: Monday, January 29, 2018 7:22 PM
To: Todd Sexauer
Subject: 41st and Soquel Drive

Hi Todd,

The location is one of the most congested traffic area in the County. It interferes with Soquel Village and High School. It also adds traffic to folks using Soquel San Jose Road. | 17-1

Housing is needed that causes the least impact to the environment. The proposal for frontage road and Chanticleer is also a place best suited for low impact housing. Car dealerships need to be grouped together on | 17-2

marginal land. I go over the hill for cars because I do not want San Jose here. Tourists pay the bills. Building | 17-3

ugly oversized buildings kill what makes Santa Cruz unique. | 17-4

I support a building moratorium on all property on the ocean side of Highway 1. | 17-5

Mark Jordan
41 year resident

Response to Comment Letter E-17

Mark Jordan

17-1 Comment noted. Section 3.8 of the Draft EIR discusses the existing traffic conditions within the project area.

17-2 Comment noted regarding Alternative No. 5 – Offsite Nissan Dealership. The site is currently designated Service Commercial (C-S) and zoned light Industrial (M-1). The site would have to be rezoned along with a General Plan Amendment in order to be accommodate a residential use.

17-3 Comment noted. Ocean Honda is currently located on the north side of Soquel Drive near the project site.

17-4 Comment noted.

17-5 Comment noted.



Comment Letter E-18

Barbara Gabriel Litsky

From: glitsky@aol.com
Sent: Tuesday, January 30, 2018 9:02 AM
To: Todd Sexauer
Subject: The Draft EIR (DEIR) for the Nissan dealership

Dear Sir: I am giving some feedback on the Nissan dealership proposed for 41st Ave and Soquel. I live in Alimur Mobile Home Park on the corner of Soquel Robertson and think I and my park residents would be impacted by this dealership. According to the EID, the only major impact would be traffic on Soquel. Although I don't agree with that because I think there will be noise and air quality impact as well. I also believe that the study group for conscious development along that corridor was right in thinking that housing and small businesses would be better for growth and the community. We are part of the Soquel Community and I would like to see small business that would benefit the community come into that space.

18-1

18-2

18-3

One point that I feel deeply about is putting a traffic light at Robinson. That would greatly impact Park residents ability to get out of our driveway. There is major traffic early to mid morning, mid afternoon to early evening every day. It is hard enough getting out of our driveway turning onto Soquel. We often depend on the generosity of drivers coming up Robertson to let us in. Because the wait with a stop sign is significantly less, people often do let a car in here and there. With a light and longer waits, that would not happen. It couldn't because there is no where to go to make a space to allow a new car coming from the driveway in. One would need to go right out of the driveway, they would have to go around to small roads leading to Porter and then make the left so they could get to Soquel (impacting school traffic morning and mid afternoon hours).

18-4

I also see a dedicated right turn lane coming from Santa Cruz via Soquel Drive backing up major traffic that is going straight through the 41st Ave. Intersection. That would increase the already difficult traffic. It can take 20 minutes to get through that intersection to Robertson and my driveway as it is.

18-5

Thank you for the opportunity to share my comments.
Sincerely,
Barbara Gabriel Litsky
4300 Soquel Drive, Space # 72
Soquel, CA 95073

Response to Comment Letter E-17

Barbara Gabriel Litsky

18-1 Comment noted.

18-2 Comment noted. Section 3.2 of the Draft EIR includes a complete analysis of air quality impacts. In summary, the proposed project would be consistent with the 2012-2015 Air Quality Management Plan that accounts for emissions associated with light duty vehicle use. In addition, temporary emissions during construction would not exceed Monterey Bay Air Resources District threshold for short-term emissions of PM₁₀ (see Table 3.2-5), and operational emissions would not exceed the applicable MBARD thresholds (see Table 3.2-6). It should also be noted that the addition of vehicle trips to both the intersections of Soquel Drive at Robertson Street and Soquel Drive at Porter Street would not increase the volume to capacity ratio of either intersection by 5 percent or more during either the AM or PM peak hours, increase the vehicle delay at either intersection by 10 seconds or more, or decrease the reserve capacity by 50 percent or more. As a result, no significant impact would occur from CO "hotspots." In addition, no impacts from toxic air contaminants or objectionable odors would occur.



Section 3.7 of the Draft EIR includes a complete analysis of noise impacts. In summary, the proposed project would not expose sensitive receptors in the project area to noise in excess of what is acceptable as outlined in Figure 6-2 of the County of Santa Cruz 1994 General Plan.

- 18-3 Section 5.0 of the Draft EIR looks at several alternatives to the proposed project. Alternative No. 4, Mixed Use Development, is discussed in Section 5.5 of the Draft EIR. This alternative includes 21,000 square feet of commercial retail space and 21,000 square feet of residential space. It should be noted that this alternative would result in an additional 212 daily vehicle trips over the proposed project's 168 daily vehicle trips for a total of 380 trips (see Table 5-2 of the Draft EIR).
- 18-4 Comment noted. If determined feasible by County decision-makers (ability to commit to funding for implementation), the project proposes Mitigation Measure TRA-1 that calls for the signalization of the intersection of Soquel Drive at Robertson Street, which is currently stop controlled. The existing signals at Soquel Drive and Daubenbiss Avenue and Soquel Drive and Porter Street would be synchronized with the new signal at Robinson Street to avoid queueing of vehicles through the intersection, enabling ingress and egress of Robertson Street during peak hours.
- 18-5 The project proposes a dedicated southbound 340-foot long right-turn pocket from Soquel Drive onto 41st Avenue as a part of the project's frontage improvements. This improvement is consistent with the approved plan line for Soquel Drive. A dedicated right-turn pocket would not cause an increase in delay. On the contrary, it would allow two through lanes as currently exists with the addition of a right-turn pocket constructed by the applicant as part of the frontage improvements. This improvement would provide an opportunity for drivers to turn right onto 41st Avenue rather than waiting in the queue behind other vehicles intending to travel through into Soquel Village and beyond.



Comment Letter E-19

Richard E. Zscheile

225 Horizon Way
Aptos, CA 95003-2739
January 30, 2018

Mr. Todd Sexauer, Environmental Coordinator
County of Santa Cruz Planning Department
701 Ocean Street, 4th Floor
Santa Cruz, Ca. 95060

Re: **Proposed Nissan Dealership on 41st Avenue**, Application #171179

Sir:

Your office requested citizen response to the proposed Nissan Dealership DEIR.

These observations are very evident:

1. The proposed gaudy sign is larger than code allows. For what reason can you approve a variance for this? Don't you know that our County forbids billboards? So why approve an extra-large, gaudy sign?

19-1

2. The traffic at Highway 1 and 41st Avenue is already terrible. It backs up for miles in both directions for many hours. Yet, you want even more traffic to be created there? Consider these facts:

- A. Vehicle owners will drive to/from it to buy parts.
- B. Vehicle owners will drive to leave a car for repair, accompanied by another car to get a ride home.
- C. Later, the owner's friend takes the owner to get his repaired car. Both must drive away.
- D. Shuttle van drives in/out all day, especially during rush hours.
- E. Prospective owners drive there to test drive several vehicles before driving to leave the dealer. These tests always require several trips in and out.
- F. Daily, the dealer must bring in parts and new vehicles in different large trucks, flatbeds, etc.

19-2

3. Traffic improvements at one corner won't happen for 5 years and cost \$500,000. Yet this dealer will contribute only a measly \$14,000 (2.8%)! Another corner is worse, costing \$1,000,000 and the dealer pays only \$20,000 (2%). Traffic improvements are already needed now – not in 5 years. We shouldn't compound an already existing problem.

19-3

4. What will Nissan do to improve traffic flow on Highway 1 and also on 41st Avenue, since he is worsening it? Traffic on Highway 1 backs up for miles for many hours each day. Consider this: The DEIR states "The Project is not anticipated to have a material or noticeable effect on Highway 1 operations." Whom are they kidding?

19-4

5. The total size of the property is too small for a large dealership. Compare it with those across Highway 1. There is inadequate parking space for its 40 employees, auto inventory, customers waiting, plus customers' cars waiting to be serviced. Before long, this owner will expect to expand. Please look ahead.

19-5

6. This violates the accepted 2014 Sustainable Santa Cruz County Plan, which took 1½ years and

19-6



\$600,000 to make. What happened to our County's General Plan for this area? Why make plans only to ignore them? | 19-6

7. This dealership should not be located in an area already far too busy. Put it on the outskirts of town. Don't you know how bad the traffic is at most hours? Some of the DEIR traffic numbers seem unreasonable, false, inaccurate, and not reliable. Yes, of course, the Nissan Dealer paid the company which made the DEIR. Hardly a neutral third party. | 19-7

The applicant most likely doesn't care about our traffic/noise/fumes/lights concerns, because he lives in Pebble Beach and owns 10 auto dealerships:

- Visalia Hyundai
 - Visalia Scion
 - Visalia Toyota
 - G.A. Motorsports
 - Nissan of Visalia
 - Visalia Buick GMC
 - Visalia Ford
 - Visalia Honda
 - South County Nissan (Gilroy)
 - Santa Cruz Nissan
- | 19-8

Please do NOT approve this application. | 19-9

Sincerely,

Richard E. Zscheile
County Taxpayer since 1972

Attachment: Website for Groppetti Automotive Family

- Cc: Mr. John Leopold, County Supervisor
 Mr. Zach Friend, Chairman, Board of Supervisors
 Mr. Ryan Coonerty, County Supervisor
 Mr. Greg Caput, County Supervisor
 Mr. Bruce McPherson, County Supervisor
 Ms. Kathleen M. Previsich, Director of Planning

Response to Comment Letter E-17

Richard E. Zscheile

19-1 The proposed sign exception is being requested pursuant to SCCC 13.10.587. The proposed sign exception is consistent with SCCC 13.10.587 in that the location of the proposed buildings and configuration of the project site support the need for increasing the allowed 50 square feet of signage to approximately 275 square feet for building mounted signage.



The project proposes signs that are in addition to a 6 foot high monument sign located at the entrance along 41st Avenue. Several internal directional signs are proposed. These directional signs are not included in the overall square footage of the proposed signage in that they are intended for safe circulation rather than advertisement.

The signage will be architecturally and aesthetically compatible with the surrounding neighborhood, environmental setting and associated buildings and will not create or contribute to visual clutter. As a condition, all sign lighting will be turned off when the business is closed. The project is located outside of the scenic corridor and will not be visible from nearby scenic Highway

- 19-2 Comment noted. The Draft EIR has taken all of these trips mentioned into consideration. Section 3.8 of the Draft EIR discusses project trip generation. A trip is defined as a single or one-directional vehicle movement with either the origin or destination at the project site. In addition, a single customer visit to the project site is counted as two trips (i.e., one to and one from the site). The trip generation for the proposed project was developed using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition. Table 3.8-3 of the Draft EIR shows that the proposed project is anticipated to generate 728 average daily trips, 43 AM peak hour trips (33 in/10 out), and 59 PM peak hour trips (23 in/26 out). The baseline numbers associated with the existing single-family homes proposed for removal generate 38 daily trips, 3 AM peak hour trips (1 in/2 out), and 4 PM peak hour trips (3 in/1 out). The existing commercial building generates 265 daily trips, 35 AM peak hour trips (17 in/18 out), and 4 PM peak hour trips 1 in/3 out). The existing car wash generates 257 daily trips, 10 AM peak hour trips (4 in/6 out), and 25 PM peak hour trips (14 in/11 out). Total for the existing uses generate 560 daily trips, 48 AM peak hour trips (22 in/26 out), and 33 PM peak hour trips (18 in/15 out), which is taken as trip credits. Therefore, the net new trip generation for the proposed project is 168 daily trips, -5 AM peak hour trips (11 in/-16 out), and 26 PM peak hour trips (5 in/21 out).
- 19-3 Comment noted. The Draft EIR identifies Mitigation Measure TRA-1 as mitigation for project-related impacts to Soquel Drive and Robertson Street. The applicant will be responsible for their fair share contribution of the impacts on that intersection. If determined to be feasible by decision-makers, it would be up to the County of Santa Cruz to fund the remaining portion of the improvement in order to mitigate the impact to less than significant; and even under this scenario there will be significant and unavoidable short-term temporal impacts for the time between when the dealership begins to operate and when the signal is complete and operational.
- 19-4 Section 3.8 of the Draft EIR discusses potential project impacts to Highway 1. The proposed project would add some additional trips to Highway 1, which is already operating at unacceptable levels of service during both the AM and PM peak hours. Based on trip distribution, approximately negative 5 net new trips would travel



northbound and four net new trips would travel southbound on Highway 1 in the AM peak hour. Likewise, approximately five net new trips would travel northbound and two net new trips would travel southbound on Highway 1 in the PM peak hour. The transition between LOS C and LOS D is considered acceptable under Caltrans significance criteria. LOS E and F are considered unacceptable. The two highway segments located to the north and south of 41st avenue are currently operating at LOS F in both the AM and PM peak hours. Currently, neither Caltrans nor the County or region has an impact fee program in place to help mitigate traffic impacts on Highway 1 in Santa Cruz County; and there is no identified and funded strategy for improving Highway 1 to LOS C/D conditions. As a result, these additional trips impacting segments of Highway 1 cannot be mitigated by the proposed project and are considered significant and unavoidable. The County of Santa Cruz Board of Supervisors would be required to adopt a statement of overriding considerations for any significant and unavoidable impact identified for the proposed project if the Final EIR is certified and the project is approved.

- 19-5 Comment noted. The project site totals approximately 2.57 acres in size. It is accurate that this is a smaller site than the Ocean Honda site across Soquel Drive at approximately 4 acres.
- 19-6 Sections 5.4 and 5.5 of the Draft EIR discuss the Commercial Use Development Alternative and the Mixed Use Development Alternative, respectively. These two alternatives are similar to uses discussed in the Sustainable Santa Cruz County Plan. It should be noted that both alternatives would result in substantially greater vehicle trip generation than that of the proposed project. Please see Table 3.6-4 on page 3.6-31 of the Draft EIR for a complete assessment of the relationship of the proposed project to the Sustainable Santa Cruz County Plan Guiding Principles.
- 19-7 Please see Section 5.6, Alternative No. 5: Offsite Nissan Dealership on page 5-29. This alternative site location is south of Highway 1 at the southwest corner of Soquel Avenue and Chanticleer Avenue in Live Oak. Please see Table 3.8-2: Existing Conditions Intersection Level of Service on page 3.8-6 of the Draft EIR. It clearly shows both the intersection of Soquel Drive and Robertson Street and Soquel Drive and Porter Streets at LOS E in the AM peak hour and LOS F and E in the PM peak hour, respectively. The Draft EIR was not prepared by a company paid for by the Nissan Dealer. The Draft EIR was prepared by the County of Santa Cruz Planning Department as the Lead Agency for CEQA, and the Traffic Impact Analysis was peer reviewed by Mott MacDonald at the request of the County of Santa Cruz Planning Department (see Section 6.2 of the Draft EIR on page 6-9).
- 19-8 Comment noted.
- 19-9 Comment noted.



Comment Letter E-20

Will Cassilly

From: will cassilly <willcassilly1@comcast.net>
Sent: Saturday, February 03, 2018 10:17 AM
To: Todd Sexauer
Subject: proposed Nissan dealership

I am writing to oppose the proposed Nissan Dealership. It will create more traffic in an area that already has too many cars. It will also create more noise and it's not pedestrian friendly. | 20-1
There are better uses for these parcels that is more in line with what the community desires. | 20-2

thank you, Will Cassilly Soquel, CA

Response to Comment Letter E-20

Will Cassilly

- 20-1 Comment noted. Please see response E-8-2 for a discussion of traffic impacts associated with the proposed project. The project proposes to construct new sidewalks along and beyond the project frontages to connect to existing sidewalks, as well as bike lanes and dedicated right turn lane along Soquel Drive for vehicles traveling southbound onto 41st Avenue, which would reduce delays and congestion.
- 20-2 Sections 5.4 and 5.5 of the Draft EIR discuss the Commercial Use Development Alternative and the Mixed Use Development Alternative, respectively. These two alternatives are similar to uses discussed in the Sustainable Santa Cruz County Plan. It should be noted that both alternatives would result in substantially greater vehicle trip generation than that of the proposed project.

Comment Letter E-21

Nada Carrant

From: Nanda Carrant <hearth@cruzio.com>
Sent: Saturday, February 03, 2018 2:46 PM
To: Todd Sexauer
Subject: EIR

I do not feel the Nissan Dealership will detract from sustainability plans for the county. I feel it would change zoning in the favor of large interest groups that would create more congestion and misuse of valuable property that would be in alignment with more sustainable goals for the area and contradict those intentions. | 21-1
----- | 21-2

Nanda Carrant
hearth@cruzio.com
<http://members.cruzio.com/~hearth/index.html>



Response to Comment Letter E-21

Nada Currant

21-1 Comment noted.

21-2 Comment noted. Please see response to Comment No. E-8-2 for a discussion of congestion and traffic impacts. Please see Table 3.6-4 on page 3.6-31 of the Draft EIR for a complete assessment of the relationship of the proposed project to the Sustainable Santa Cruz County Plan Guiding Principles.

Comment Letter E-22

Dana Bagshaw

From: dana bagshaw <cdbagshaw@att.net>
Sent: Wednesday, February 07, 2018 11:47 AM
To: Todd Sexauer
Subject: Nissan DEIR

Dear Todd,

In reading the executive summary of the Nissan draft EIR, these are the questions that arise in my mind:

- | | |
|--|------|
| 1. What is the purpose of an Environmental Impact Report? Instead of looking at regulations and mitigation, shouldn't we stop and think about the impact of a proposed project on our local environment? For example, have you considered the impact of removing trees and top soil and replacing them with impervious concrete? | 22-1 |
| 2. Why has the approved Sustainability Plan not been adopted? What needs to be done to have it taken seriously? When can it be incorporated into the General Plan and honored? Shouldn't this project be delayed until then? | 22-2 |
| 3. What influenced the Nissan dealer to purchase property for the project before its use was approved? | 22-3 |
| 4. How does this project support the state's mandate to reduce carbon emissions? Have you considered the impact of increased traffic to and from the dealership to deliver cars and parts, and for customers to test drive, purchase, and get service for their cars? | 22-4 |
| 5. Since the dealership at this location would replace the current one on Soquel Avenue, what would be "cumulative impact" of the abandoned property even if it does come under the jurisdiction of the City of Santa Cruz? | 22-5 |
| 6. Why are you enabling the selling of more cars when we need to be looking at ways to decrease their use? | 22-6 |
| 7. Have you considered how not allowing local community businesses in that space forces people to get into cars and drive to do their shopping -- like the 800-1000 people that live the mobile homes next door who they may not even be able to afford cars? | 22-7 |

Thank you for considering these questions. I look forward to your reply.

Dana Bagshaw



Response to Comment Letter E-22

Dana Bagshaw

- 22-1 Please see 1-1 of the Draft EIR for a discussion of the purpose and legal authority of the EIR. The EIR is to serve as an informational document for the public, County of Santa Cruz decision-makers, and any other responsible or trustee agencies that may have discretionary review over certain aspects of the project. The scope of the EIR concentrates on eight environmental issue areas; aesthetics and visual resources, air quality, cultural resources, greenhouse gas emissions, hazards and hazardous materials, land use and planning, noise, and transportation and traffic. All other issue areas are briefly discussed in Section 1.4 Environmental Effects Found Not to be Significant.
- 22-2 The Sustainable Santa Cruz County Plan is a planning study that describes a vision, guiding principles, and strategies that can lead to a more sustainable development pattern in Santa Cruz County. Because it is a planning study, it is intended to be used as a planning tool in the updating of the County of Santa Cruz General Plan. At such a time when the 1994 General Plan is proposed to be updated, the Board of Supervisors will consider an EIR, hold public hearings, and make decisions about the content of the General Plan to be adopted. The project applicant has a valid application pending to amend the current County of Santa Cruz 1994 General Plan. All General Plan amendments and rezoning projects are not put on hold until the General Plan is updated; the proposed General Plan amendment to change the land use designation of the subject site will be considered on its merits as a land use policy matter, with action to be taken by the Board of Supervisors after consideration of the Final EIR, a Planning Commission recommendation, and public testimony and written comments provided through the public hearing process.
- 22-3 The County of Santa Cruz Planning Department does not have information on when and why an applicant decides to purchase property. That information would have to come directly from the applicant and is not related to the CEQA process.
- 22-4 Strategy T-3 of the County of Santa Cruz Climate Action Strategy states, “*Provide infrastructure to support zero and low emission vehicles (plug in electric, hybrid plug in vehicles).*” Action T-3.3 states, “*Support the goals of the Monterey Bay Electric Vehicle Alliance (MBEVA) through pursuit of funding for installation of publicly-available EV charging stations; supportive policies, including streamlined EV charging station permit processing, and increased number of EVs in the county fleet; attracting electric vehicle businesses to the County.*” The Nissan Leaf was the first modern all-electric, zero tailpipe emission five door family hatchback to be produced for the mass market from a major manufacturer. The proposed Nissan dealership would continue to support zero emission electric vehicles in the County that are manufactured and distributed by Nissan helping to further reduce tailpipe emissions statewide.



- 22-5 Ongoing operations located at the existing Nissan dealership located approximately two miles away from the subject site, within the City of Santa Cruz, would be transferred to the proposed project location in Soquel. Another authorized use would likely replace the existing Nissan Dealer in the City of Santa Cruz if the dealership is relocated. The EIR addresses impacts of development of the relocation site in this EIR. Cumulative impacts have been addressed in the Draft EIR and are contained in Section 3.0, Environmental Setting, Impacts, & Mitigation Measures. The existing dealership site within the City is an ongoing use within an auto-oriented area of Soquel Avenue, and it is reasonably foreseeable that it would likely continue to be used for an ongoing automobile-related purpose of similar intensity as the existing use of the site; and therefore, cumulative impacts are not anticipated.
- 22-6 It should be noted that the Nissan Dealership already exists in the City of Santa Cruz. The dealer simply would like to relocate the business from the City jurisdiction to the unincorporated County in an effort to meet Project Objective No. 1, which is to *“Provide a conveniently located, attractively designed automotive dealership and service center that will offer a full range of automotive models and services that satisfy the demand for new car buying opportunities within unincorporated Santa Cruz County.”* New vehicles are constantly being improved to reduce emissions. The replacement of older vehicles with newer more efficient (even zero emissions) vehicles ultimately help the state meet reduced greenhouse gas emissions targets.
- 22-7 Comment noted. It should be noted however, that many community businesses are currently located within walking distance of the Soquel community.



Comment Letter E-23

Nancy Inferrera

From: NANCY INFERRERA <sfjoenan@comcast.net>
Sent: Thursday, February 08, 2018 1:00 PM
To: bill.wiseman@kimley-horn.com; Todd Sexauer
Subject: RE: DEIR plan and property owners' Input.....Fwd: Auto Dealership Meeting Info.

To: Bill Wiseman, Planning Practice Leader

cc: Todd Sexauer

Re: DEIR

We are unable to attend the meeting tonight at Fairfield Inn, but as in the past, we are against a Nissan Dealership going into these parcels at 41st Ave. and Soquel Drive. This property should be put to better use: housing, businesses, beautification to the area; rather than a large corner parcel consisting mainly of an asphalt/concrete parking area for displaying cars.

23-1

We have noted in the DEIR a reference to Nissan maintaining the 15-foot easement as the plan presently exists, and that was a concern for us, keeping that easement free and clear. Our property is the property on 41st Ave, Assessor Parcel No. 030-121-34. The correct address is: 2831 41st Ave.

23-2

Sincerely,

Joseph and Nancy Inferrera

email: sfjoenan@comcast.net

Response to Comment Letter E-23

Nancy Inferrera

23-1 Comment noted.

23-2 The project would maintain the existing 15-foot-wide access easement for APN No. 030-121-34.



Comment Letter E-24

Karin Lynn

From: Karin Lynn [mailto:imsweetjane@yahoo.com]
Sent: Thursday, February 8, 2018 4:13 PM
To: Lonnie Johnson <Lonnie.Johnson@santacruzcounty.us>
Cc: John Leopold <John.Leopold@santacruzcounty.us>
Subject: Nissan dealership proposal

Dear planning commission,

I am a relatively new resident at Rodeo Mobile Estates. I moved here A year ago January. I am very concerned about the proposal of the Nissan dealership near the corner of SoCal and 41st Ave.

| 24-1

I had no idea before I moved here of the daily traffic congestion on this side of town. I am horrified at the thought of attracting many more vehicles to this already difficult Corridor. I like to bike or walk to the stores nearby but I avoid doing that during traffic time due to the safety issues. I literally plan my day around traffic times as I'm sure many people try to if they can. I would like to see our town be more mindful in the planning of adding A huge business that would attract drivers from all over and outside the county. This would not attract foot traffic as maybe a park or little local restaurants or coffee shops, might.

| 24-2

I would like you to revisit the Santa Cruz County Sustainable plan.

| 24-3

Many of my neighbors feel like it's hopeless to voice their opinion's because they think that money is the only driving factor and that it will win every time. But our quality of life here in Santa Cruz is deteriorating due to lack of mindfulness in these types of matters.

| 24-4

We are already dealing with the noise and light pollution of the Honda dealership that is directly in front of the mobile home park.

| 24-5

Please reconsider this proposal!

| 24-6

Thank you for taking the time to read this, and giving it some thought.

Sincerely,

Karin Lynn
100 N. Rodeo Gulch Rd. #162
Soquel, CA 95073

Response to Comment Letter E-24

Karin Lynn

24-1 Comment noted.

24-2 Comment noted.

24-3 Comment noted. Please see response to E-22-2.

24-4 Comment noted.

24-5 Comment noted.

24-6 Comment noted. The proposal will ultimately go before the Planning Commission for a recommendation and to the Board of Supervisors for consideration and a decision.



Comment Letter E-25

Craig Wilson

From: Craig Wilson <crwilson1225@gmail.com>
Sent: Friday, February 09, 2018 6:02 AM
To: Todd Sexauer
Cc: John Leopold
Subject: Comment EIR Soquel Nissan Development Proposal

Mr. Sexauer:

I am a resident of Soquel and live within about a mile of the proposed Nissan dealership development. I am very familiar with the area being considered for rezoning and development. | 25-1

I support the development of the car sales dealership for several reasons: | 25-2

1. The development will improve the area, which is blighted and is an attractive nuisance for anti-social behavior. The current condition of the area is unacceptable. | 25-3

2. Compared to other possible projects, the development has the least negative impacts to area vehicle traffic and congestion. It may even decrease traffic. | 25-4

3. The car sales dealership will likely generate more sales tax and property tax revenues for the county compared to other possible projects. The county needs additional funding streams to maintain public services and pay its financial obligations. | 25-5

Please include my comments in support of this project in all documents concerning public comments. | 25-6

Thank you,

Craig Wilson
3447 North Main Street
Soquel CA 95073

Response to Comment Letter E-25

Craig Wilson

25-1 Comment noted.

25-2 Comment noted.

25-3 Comment noted. As discussed on page 3.1-10 of the Draft EIR, the project proposes the removal of the non-conforming onsite single-family structures that are in disrepair, the commercial building, and car wash that would improve the overall visual character of the site and its surroundings by increasing the building setbacks allowing for the planting of street trees along the project frontages of 41st Avenue and Soquel Drive, which is consistent with the Urban Forestry Master Plan.

25-4 Comment noted. Also see response to E-8-2 regarding traffic impacts.

25-5 Comment noted.

25-6 Comment noted. Your comments have been incorporated into the Final EIR.



Comment Letter E-26

Lisa Sheridan

From: Lisa Sheridan <trotrider@aol.com>
Sent: Friday, February 09, 2018 8:06 AM
To: Todd Sexauer
Subject: view plans for traffic flow

Hi Todd,

I've been reviewing plans and trying to understand how the traffic flow would work on the Nissan Site. Are there a more detailed set of plans(with on site flow pattern) submitted that are not posted or part of the the DEIR?

26-1

Perhaps if I could see the plan with you I can share my questions?

Would you have any time to meet with me to look at it? I could pop down there this AM before 12:00. Probably wouldn't take long.

26-2

Thanks,
Lisa Sheridan
332-3785

Response to Comment Letter E-26

Lisa Sheridan

26-1 The project proposes three driveways (two on Soquel Drive and one on 41st Ave). The primary driveways are the driveway on 41st Avenue and the western most driveway on Soquel Drive. The third driveway (eastern most driveway on Soquel Drive) is necessary to preserve an existing easement serving the parcel that is not included in the proposed development. Vehicles entering and exiting the site have the flexibility to use either of the three driveways. Deliveries would enter the site using the 41st Avenue driveway and exist the western most driveway on Soquel Drive.

The project includes a proposed sign plan that indicates directional signage at the two main entrances located on 41st Ave and Soquel Dr. The two directional signs are intended to facilitate interior circulation with respect to Sales, Service, and Customer parking.

26-2 A full set of the project plans are available for review in the Planning Department Records Room M-Th 8-12 and 1-4.



Comment Letter E-27

Jim and Sue Burry

From: burry sue <callingmotherearth@yahoo.com>
Sent: Friday, February 09, 2018 4:02 PM
To: Todd Sexauer
Subject: Nissan Dealership EIR

What a waste of a wonderful location. That end of 41st and Soquel Village has seen many successful local businesses open the past couple years and the business climate is vibrant. . Let's continue this trend and encourage growth that benefits local residents and local businesses. No zoning change.

27-1

Jim & Sue Burry
2751 S Main St.
Soquel, CA 95073

Response to Comment Letter E-27

Jim and Sue Burry

27-1 Comment noted.

Comment Letter E-28

Anabella Antonino

From: Anabella <anabella_2000@yahoo.com>
Sent: Saturday, February 10, 2018 1:14 PM
To: Todd Sexauer
Subject: Is this development decrease traffic in this area?

Mr. Todd,

I am a Soquel resident. I have heard about Nissan dealership.

28-1

Do you have another alternative or plan B to locate this dealership outside the already busy intersection? Do you use this street daily to realize how impacted already this street is?

28-2

Have try to get trough Soquel Village from 2-6PM? It is pretty bad traffic.

28-3

I do not thing will good for Nissan dealership business either.

28-4

Please consider another locations other than this one. Thank you for your attention.

28-5

Respectfully
Soquel resident

Anabella Antonino

Response to Comment Letter E-28

Anabella Antonino

28-1 Comment noted.

28-2 Comment noted. Please see Section 5.6 of the Draft EIR for a complete discussion of Alternative No. 5, Offsite Nissan Dealership alternative. See Section 3.8



Transportation/Traffic for a complete discussion of existing traffic conditions with Soquel Village.

28-3 Comment noted. Please see response to Comment E-28-2 above.

28-4 Comment noted.

28-5 Comment noted. Please see response to Comment E-28-2 above.

Comment Letter E-29

Maureen Ryan

From: Maureen Ryan <mkrtoo@msn.com>
Sent: Sunday, February 11, 2018 8:40 AM
To: John Leopold
Cc: Todd Sexauer
Subject: Nissan Proposal

Hello John,

I have delayed my concerns about this project until I thought through the reasons for opposing this project. Much has been said about the DEIR and the projections of the impact on the area. Quite honestly the thought of having to wade through all of that was daunting as was the idea that all concerns needed to be in relationship to impact as ascertained in the DEIR, etc.

29-1

My opposition to another big box-type project is based on my personal experience living right next door to the Safeway shopping center. The impact of the that project as it was being constructed can not be overstated. We lived through months and months of unabated noise, dust, equipment exhaust, an uncaring construction company and a planning department that often seemed to be strongly allied to the construction company. There was very little concern from the get go about the residents living 20 feet from this. As an example, the construction company was green lighted to dig up 41st Ave at 5 a.m. in order to accommodate Taco Bell's morning breakfast offering at 7 a.m. The construction company was OK'd to grind asphalt and lay A/C on Soquel Dr. on a Sunday at midnight because we were informed later it was more convenient for them. We endured that noise until 6 a.m. It was apparent to everyone in the MHPs bordering this project that the actual residents weren't factored into any of this. This was understood in both dealing with the Planning Dep't and Supervisor Beautz's Office. I don't remember how long that construction lasted (it's probably been 10 years ago at least); but it took forever to have anyone intercede to finally have the wall separating this project from the neighbors constructed. I could go on but I hope the examples will do.

29-2

Since the shopping center has been up and running, residents adjacent to it have faced continuous violations of the terms of operation. But thanks to you and your staff we had some concerns addressed along the way. Unfortunately compliance has never been permanent except for the Exit of the Turkey Trailers...kudos to you and Steve Kennedy.. but have fingers crossed every October/November! it has been a continuing battle not only with Safeway but other businesses scheduling deliveries, sweeping, maintenance, etc. after or before work curfew.

29-3

The other aspect that is relevant to the projected impact of Nissan is the underestimation of the activity at the shopping center. Part of the EIR for the Safeway indicated 4 Safeway trucks a day. There are routinely double that amount; sometimes more. There were estimates of 8/10 outside vendors mostly in the a.m. That number could easily be tripled with many routinely showing up at 5 a.m. and parking just outside the loading dock area with the thinking I suppose they are not violating the signed restrictions. But McNellis and Partners, the owners of a large part of the development, has stipulated no business activities between 9 p.m. and 7 a.m. (Additionally we are now facing 10 trucks/trailers p/d going to/from Home Depot because there is now limited access at their driveway due to excessive storage on their lot, but expect a request for help with that growing concern)!

29-4

What is at issue is accountability and how is it enforced. Unfortunately it has been the experience of all the residents that it falls on their shoulders and quite honestly it is exhausting and a hell of way to force people to live.

29-5

So these past 12 years of dealing with projected impacts have left a very sour taste in the mouths of all who have forced to endure large developments. I would wager that there is no resident living near the shopping center who necessarily puts stock in the projections of the Nissan DEIR. This is based on experience not on quantified data. I know the people who have to live near Ocean Honda would take issue with what would have been considered "acceptable" levels of impact on their neighborhood.

29-6



So the idea seems to be that everything debated about this project has to be point, counter-point and rebuttal in relationship to the DEIR. For all who have made this area our home for however long, we are fighting to maintain some semblance of community and home and not the increasing feeling of being an acceptable level of "collateral damage." I recently heard that the U.S. is becoming a "Corporatocracy." The area around 41st and Soquel Dr. certainly has that vibe now and I and many of my friends and neighbors along the whole Soquel Drive corridor want this to remain free of another "hostile" corporate take-over.

29-7

Kind regards,

Maureen Ryan

Response to Comment Letter E-29

Maureen Ryan

29-1 Comment noted.

29-2 Comment noted. It should be noted that the proposal is not a big box store. Big box stores are generally 50,000 to 200,000 square feet in size. The proposed project proposes to construct a 12,551 square foot dealership with a 9,996 square foot service building. A noise analysis is contained in Section 3.7 of the Draft EIR. The project site is located more than 600 feet from Alimur Park. Noise generated from the project site would be below the ambient noise level at a distance of greater than 600 feet, and would not be considered significant. In addition, Safeway and Beverly's would also act as a barrier to noise generated from the west at your location.

29-3 Comment noted.

29-4 Comment noted.

29-5 Comment noted.

29-6 Comment noted.

29-7 Comment noted.



Comment Letter E-30

Barbara Carriker

From: Barbara Carriker <blcarriker24@gmail.com>
Sent: Sunday, February 11, 2018 9:45 PM
To: Todd Sexauer
Subject: Nissan dealer on Soquel Dr.

I have some concern about a Nissan car dealer adding to major traffic problems that already exist on Soquel Dr. It's difficult and sometimes impossible to make a left turn from Carriker Lane onto Soquel Dr. because of heavy traffic during commute hours. And much of the time, when heading east on Soquel Dr., it's truly dangerous trying to make a left turn onto Carriker Lane. There's no turn lane except for cars going west and turning left onto Research Park Dr. It's a scary intersection.

30-1

I believe a car dealer a few hundred yards from that problem area will only make a bad problem worse.

30-2

Please rethink the proposed Nissan plan and consider a more appropriate use for this area.

30-3

Sincerely, Barbara Carriker

Response to Comment Letter E-30

Barbara Carriker

30-1 Comment noted. Please see response to comment E-8-2. Also, see Table 3.8-3 Project Trip Generation, of the Draft EIR. The total net increase in daily trips for the project is 168. A total of five fewer AM peak hour trips would occur with the project, and 26 additional PM peak hour trips with the project. That works out to approximately one additional trip in the afternoon peak hour every two minutes. Also, the project proposes to construct a dedicated right-turn pocket from southbound Soquel Drive onto 41st Avenue. The addition of this turn pocket would help to alleviate some congestion through improved intersection operations. The project does not propose to construct a turn lane or other improvements at Carriker Lane and Soquel Drive.

30-2 Comment noted. Please see response E-30-1 above.

30-3 Comment noted.



Comment Letter E-31

Anonymous

Open House Community Meeting Comment Sheet

Please use this form to write your thoughts or questions about the project and then submit it to our team at the end of the event. These comments will be included in a report to Santa Cruz County.

It's insulting and appalling that County elected officials and administrators would ignore the many individuals who carefully crafted a Sustainable Plan after many meetings and considerable money spent. This project will only continue the degradation of the quality of life in our county. Santa Cruz should not be turned into a mini San Jose. It is not worth the trade-off for the county taxes gained. Do not approve the zoning change! Move forward with the plan created by the community!

31-1

31-2

31-3

31-4

Written comments on the DEIR can also be sent by 5 p.m. February 20, 2018 to:

Todd Sexauer, Environmental Coordinator
County of Santa Cruz Planning Department
701 Ocean Street, 4th Floor
Santa Cruz, CA 95060
todd.sexauer@santacruzcounty.us

Response to Comment Letter E-31

Anonymous

- 31-1 Comment noted. Please see discussion provided in Table 3.6-4 of the Draft EIR – Assessment of Relationship of Proposed Project to the Sustainable Santa Cruz County Plan Guiding Principles.
- 31-2 Comment noted.
- 31-3 Comment noted.
- 31-4 Comment noted. Also see response to comment E-31-1.



Comment Letter E-32

Azra Simonetti

From: Azra Simonetti <azra5@icloud.com>
Sent: Thursday, February 15, 2018 8:48 AM
To: Todd Sexauer
Subject: Nissan Dealership

Dear Mr Sexauer,

I am writing in regards to the proposed Nissan Dealership. I have some questions I would like answered.

- | | |
|---|-------|
| 1. How many gallons of water per day will Nissan use in cleaning their cars? | 32-1 |
| 2. Will any of the water be recycled water? | 32-2 |
| 3. How will water run off be handled? | 32-3 |
| 4. How will Nissan pay for the increased wear and tear on our roads due to the extra traffic their presence will create, especially by heavy construction vehicles during installation? | 32-4 |
| 5. How long will we be inconvenienced while the construction is underway? | 32-5 |
| 6. What impact on air quality will all those extra vehicles have to our environment? | 32-6 |
| 7. Will they be selling any electric vehicles? And if so, what percentage of their stock will be electric? | 32-7 |
| 8. What will heavy duty construction trucks, car haulers, cement trucks, window haulers, and worker vehicles do to our trees environment, and already heavy traffic areas and in our area? | 32-8 |
| 9. What will all the dirt and dust on a huge construction project do to our air quality while under erection? | 32-9 |
| 10. Other than money, what possible sustainable, earth friendly, positive environmental benefits will adding this dealership give to our community? | 32-10 |
| 11. What possible logical, environmental, sustainable and humane reason do you have for turning our lovely home and village into an auto mall? | 32-11 |
| 12. Why would you change a zoning rule that was negotiated with community members for the greed of one man? Why desert us and your promises to keep our community sustainable? | 32-12 |
| 13. I have been to all the meetings, written to Mr Leopold, and have surmised that Mr Gropetti who already owns several financially successful auto dealerships and who obviously is a very wealthy man, only wants to make more money at our expense. I live in the Senior Park on North Roden Drive and when the Honda dealership was proposed, they gave us all kinds of promises at meetings. They have broken most of them! The photo they showed us of their proposed sight was very different than what occurred. We were told a wall would go up that was aesthetically pleasing. Then we watched as an ugly cement block monstrosity was erected. We were told that any dusting or cleaning that needed to be done to our homes would be taken care of by them. Our houses were covered with dirt from their construction and they NEVER came through with their promise to do the clean up. We had to breath in their dirty dust for months and clean our own homes! What makes you believe that Mr Gropetti will be any different? | 32-13 |
| 14. What fines will be imposed on Nissan and Mr Gropetti if he fails to comply with all the promises he has given us? | 32-14 |



15. What environmental inspections do you have set up during and after construction to ensure our air, water and environment is protected? | **32-15**

Please do not approve this project. We will feel very betrayed by Mr. Leopold, who I voted for, and the Planning Commission. At a time in our country when citizens our being ignored it was hoped that locally we would have some impact on our lives. This is why citizens stepped up to help create the Sustainable Plan Book. They wanted to insure their voices would be heard and acted upon, not dismissed as just a symbolic and hopeless effort. | **32-16**

Please support our trust in you and your past words. Do not change the zoning laws. We all have to abide by them. Why would Nissan and Mr Gropetti be different? | **32-17**

Azra Simonetti
100 North Rodeo Gulch Rd #36
Soquel, CA 95073

Response to Comment Letter E-32

Azra Simonetti

32-1 See response C-1-2 above.

32-2 Yes. Some recycled water may be used by the project. The project is located within the City of Santa Cruz Water Department service area, which requires the project utilize water recycling equipment for the proposed car wash bay, or to operate on a limited timer with automatic shut-off (Santa Cruz Municipal Code Section 16.02.040(h)). The project would also be required to comply with the City of Santa Cruz Water Efficient Landscaping Ordinance (Santa Cruz Municipal Code Chapter 16.16) as a condition of receiving water service.

32-3 Please see Section 1.4.4 of the Draft EIR. The project would not discharge runoff either directly or indirectly into a public or private water supply. Drainage calculations prepared by Bowman & Williams, dated August 18, 2017, have been reviewed for potential drainage impacts and accepted by the Department of Public Works Drainage Section staff. The calculations show that the project has been designed to reduce the estimated peak flow to below predevelopment flow levels. The runoff rate from the property would be controlled by constructing hardscapes with permeable asphalt and maintaining landscaping areas around the perimeter of the site where feasible. Landscape areas would serve as biofiltration prior to discharging into neighboring drainage inlets. Detention reservoirs within the permeable pavement would reduce increase runoff by providing sufficient storage to allow minimal infiltration back into the native soil. DPW staff have determined that existing storm water facilities are adequate to handle the increase in drainage associated with the project.

32-4 The proposed project will be required to pay a Transportation Improvement Area (TIA) fee to Santa Cruz County based on daily net new trips generated. The Santa Cruz County Fee Schedule uses a daily trip rate of 24 trips per 1,000 square feet for the Automobile Sales land use category. Based on 168 average daily net new trips, the Project would be responsible to pay a total of \$100,800 in County impact fees. These fees include a \$300 per trip Soquel Transportation Improvement Fee (\$50,400) and a



- \$300 per trip Soquel Roadside Improvement Fee (\$50,400). These TIA fees are subject to change and are payable at the time the building permit is issued. These fees are separate from the individual fair share mitigation payment for the Soquel Drive/Robertson Street intersection, and mitigation improvements for the Soquel Drive/Porter Street intersection that would also be required.
- 32-5 Construction is expected to occur over an eight month period.
- 32-6 No significant impact to air quality would occur during project operations from mobile source emissions. Page 3.2-19 of the Draft EIR states, “Mobile source emissions constitute the vast majority of operational emissions from these types of land use development projects. Mobile emissions are based on the estimated number of project-generated vehicle trips (168 net new vehicle trips), as estimated in the project traffic study (see Section 3.83, Transportation/Traffic).” Table 3.2-6 of the Draft EIR shows that estimated operational emissions, including mobile source emissions, would not exceed the thresholds set by the Monterey Bay Air Resources District.
- 32-7 Yes. The dealership would be selling the Nissan Leaf, which is a 100 percent plug-in electric vehicle. The dealership would also be selling hybrid electric vehicles. The percent of stock of electric vehicles would depend on the demand for those vehicles in Santa Cruz. As pure electric range of travel distance increases, so will demand for plug in electric cars.
- 32-8 Impact AQ-2 of the Draft EIR on page 3.2-16 states, “Construction of the proposed project would result in temporary generation of air pollutants, which would affect local air quality. Short-term emissions during the construction period would not exceed MBARD thresholds. Impacts would be Class III, less than significant. Table 3.2-5 shows that project construction emissions would not exceed thresholds set by the Monterey Bay Air Resources District.
- 32-9 Please see response to comment E-32-8 above. Dust, which includes both PM₁₀ and PM_{2.5}, is included in the total project construction emissions that are shown to be below the threshold set by the Monterey Bay Air Resources District (see Table 3.2-5 of the Draft EIR).
- 32-10 The dealership would be selling and servicing the zero emission Leaf.
- 32-11 The Planning Department is responsible for processing applications submitted for development permits, and acts as the lead agency for CEQA. The applicant, not the Planning Department, is proposing this development. The decision to approve or deny the proposed project is ultimately up to the County of Santa Cruz Board of Supervisors who will make the decision at a public hearing, after consideration of the Final EIR, Planning Commission recommendation, and public input.
- 32-12 Please see response to 32-11 above. The proposed General Plan amendment and zone change will be considered at a public hearing of the Planning Commission, who will



make a recommendation to the Board of Supervisors, who will make final decisions about the proposed project.

- 32-13 Comment noted. The proposed project site is located much farther from Rodeo Mobile Estates than the Ocean Honda Dealership. Due to the increased distance from the proposed project site as compared to the Ocean Honda site, construction impacts you experienced during the construction of Ocean Honda are not expected to occur under the proposed project.
- 32-14 Please see Chapter 19.1 Enforcement of Land Use Regulations in the County Code for an explanation on how land use violations are handled by the Planning Department. <https://www.codepublishing.com/CA/SantaCruzCounty/>
- 32-15 County of Santa Cruz Building Inspectors and Environmental Planning staff would inspect the project site during construction for compliance. A final inspection following construction would also be conducted to ensure full compliance prior to final occupation of the site.
- 32-16 Comment noted.
- 32-17 Comment noted.



Comment Letter E-33

John B. Hultgren

John B. Hultgren



481 Hester Creek Rd.
Los Gatos, CA 95033
(650) 223-4112

to: Todd Sexauer
Environmental Coordinator
County of Santa Cruz Planning Dept.
701 Ocean St. 4th Floor
Santa Cruz, CA

date: February 12th, 2018

re: proposed Nissan Dealership on 415th + Soquet Dr.

Dear Todd,

Someone at the January 11th, 2018 Capitola City Council meeting stated that 59% of the traffic on Highway 1 goes right over Highway 17. Which means that people who work in Santa Clara County are flooding the housing market over here, and driving up the prices.

33-1

Many who make up the 5,000 homeless in Santa Cruz Co. just can't pay the rent, and to tear down the existing homes on the lot proposed for the Nissan Dealership from Visalia, I think would just add insult to injury.

33-2

I would hope that the Planning Department would view this site as a potential housing project, renovating the existing houses, adding landscaping and ^{putting} people first, ahead of economic development, and take the first step to provide real housing for those who need it in the community.

33-3

I am a graduate of Cabrillo College's Culinary Arts & Hospitality Management program 1994 Respectfully,
John B. Hultgren

33-4



Response to Comment Letter E-33

John B. Hultgren

33-1 Comment noted.

33-2 Comment noted. Please see Alternative No. 4: Mixed Use Development on page 5-241 of the Draft EIR. An alternative to the proposed project, the site would maintain its existing General Plan Land Use Designation of Community Commercial (C-C) and zone of Community Commercial (C-2). The mixed use alternative includes 21,000 square feet of commercial space with 21,000 square feet of residential to include 28 housing units with an average of 750 square feet per unit.

33-3 Please see response to comment 33-2 above.

33-4 Comment noted.



Comment Letter E-34

Vivian Fenner-Evans

Vivian Fenner-Evans, MSW
4482 Rancho Drive
Soquel, CA 95070

831 331-8460

February 15, 2018

Todd Sexauer@santacruzcounty.us

Attention: Todd Sexauer
Environmental Coordinator
Santa Cruz Planning Department
701 Ocean Street
Santa Cruz, CA 95060

RE: Draft EIR re: Proposed Nissan Auto Dealership- Nissan of Santa Cruz Project

Dear Mr. Sexauer:

After reviewing the DEIR I have questions that I would like answered. I am a Sustainable Soquel community member and a resident of Soquel since 1993. To my dismay, there is no mention of the four mobile home parks that reside within approximately 1,000 feet of the dealership. Please explain why this was omitted from the DEIR? About 1,000 residents living in these mobile home parks will be impacted by the Nissan Project.

34-1

I talked with residents throughout the mobile home parks, and the majority of them had no idea about the impending Nissan plans. The majority of residents did not own computers, or have wi-fi to have access to notifications about the meetings that Mr. Groppetti arranged. Is Mr. Groppetti aware of the mobile home parks and the needs of those residents? Is Mr. Groppetti or the Planning Department aware that mobile homes remain the largest segment of non-subsidized affordable housing in the United States, with around 8.5 million units (Mimi Kirk – 10/25/17, city lab). According to Katherine MacRavish, mobile homes provide low-cost housing for 20 million Americans, giving shelter and stability to people who might otherwise be on the streets or moving from place to place (Singlewide, Chasing the American Dream in a Trailer Park – 2017). Traffic will intensify at the proposed site and the manager of one mobile home park said that she already has seen two bicyclists hit in front of Beverly’s Home Goods. Can you address how the increased traffic will benefit the residents of the mobile home parks? If the eight lots remain zoned as they are (C-2), the 1,000 residents will benefit much more than they will from a car dealership.

34-2

34-3

34-4

34-5

The draft EIR states the objective, “To combine multiple small parcels into one large parcel that can be developed to provide a greater community benefit.” How can low

34-6



income residents who receive subsidized housing, Section 8 Housing Authority Vouchers (rent being at 30% of their income), benefit from a car dealership taking over eight parcels? Please explain how someone who qualifies for Mercy Housing and is Spanish speaking (60 percent of residents at Osocales Mobile Home) can benefit from a car dealership? Instead, a C2-community commercial zone is what the community needs.

34-6
cont.

Soquel Elementary School is the closest elementary school to the proposed dealership. It is a Title 1 school. Part A of Title 1 of the Elementary and Secondary Education Act, as amended (ESEA) provides financial assistance to local educational agencies (LEAs) and **schools** with high numbers or high percentages of children from **low-income families** to help ensure that all children meet challenging state academic standards. For an entire school to qualify for Title 1 funds, at least 40 percent of students must enroll in the free and reduced lunch program. Please explain how low-income children will benefit from the proposed dealership? I am aware that Mr. Groppetti has indicated in the press and at his community meetings that he donates \$25,000 to the Boys and Girls Club. Soquel low-income residents do not benefit from the Santa Cruz or Live Oak Boys and Girls Club, so please do not refer to Mr. Groppetti's statements. Given that Mr. Groppetti owns five or six car dealerships, his sales pitch of a \$25,000 donation is condescending to low-income folks in our community.

34-7

The eight parcels would serve the 1,000 residents better if residents could walk to do laundry, walk to a community youth center, a dog walk park, or even a donut shop where seniors can gather. Did the Planning Department or Mr. Groppetti ever consider asking residents of the mobile home parks how they felt about the proposed development and what their vision, or needs of the community are?

34-8

34-9

I would appreciate answers to my questions.

Respectfully,

Vivian Fenner-Evans

Response to Comment Letter E-34

Vivian Fenner-Evans

34-1 Comment noted. The Draft EIR focuses primarily on onsite land uses and those that are adjacent to the project site. Figures 3.6-2 (General Plan Land Use Designations and 3.6-3 (Zoning District) provide a list and graphical representation of land uses in the project vicinity. Figure 3.6-3 depict the surrounding zone districts that include RM-3-MH and RM-4-MH as well as many other zone districts that are not discussed in detail in the Draft EIR. Figure 3.6-2 includes R-UM and R-UH, both of which are land use designations for the area mobile home parks. These land uses were also considered



when determining area sensitive receptors for noise analysis as contained in Section 3.7 of the Draft EIR.

- 34-2 Comment noted. It is unfortunate that there are still residents that are unaware of the proposed project. The project site has been posted for several months now on both Soquel Drive and 41st Avenue with a large signs with a notice of proposed development and an image of the proposed development. Two applicant sponsored public information meetings have been held for the proposed project, which were noticed within an expanded notice area of 1,500 feet from the site of the proposed project rather than the usual 300 feet. The first meeting was held on May 31, 2017, and the second meeting was held on February 8, 2018. Also, Mr. Groppetti placed a full page ad in the Santa Cruz Sentinel to notice area residents of his last public meeting held on February 8, 2018. It should also be noted that several notices have been placed in the Santa Cruz Sentinel by the County of Santa Cruz regarding the availability of the CEQA document for public review and comment.
- 34-3 Comment noted. The County is well aware of the value mobile homes serve in providing affordable housing within the County.
- 34-4 Comment noted. Bicycle safety is important to the County of Santa Cruz. A Class II bicycle facility currently exists along that stretch of Soquel Drive. Unfortunately, many bicycle accidents occur at busy intersections and where vehicles ingress and egress even when a bicycle facility exists. Please see response to comment E-19-2 for a complete discussion of vehicle trip generation from the proposed project. It should also be noted that the project proposes to dedicate the right-of-way and construct a new right-hand turn pocket on Soquel Drive along the project frontage to help reduce cars queueing back on Soquel Drive during a red light or when traffic is simply backed up through the intersection from the stop sign at Robertson Street.
- 34-5 Comment noted.
- 34-6 This statement is referring to General Plan Policy LU-2.17.5, Service Commercial Uses on Small Parcels. This policy states, “Encourage assembly of existing small parcels and restrict intensity of use on small parcels to minimize impacts on traffic and adjacent properties.” Page 3.6-15 of the Draft EIR states, “The project proposes to combine eight small parcels to achieve an approximately 2.6 acre site for the proposed automobile dealership, which would simplify access to these parcels from the existing condition by consolidating access to one driveway from Soquel Drive and one driveway from 41st Avenue, which would improve public safety over the existing condition.”
- 34-7 The project would be responsible for paying \$0.51 per square foot school impact fee for a total of \$11,500.
- 34-8 Comment noted.



34-9 The applicant has held two community meetings on May 31, 2017 and February 8, 2018, to present and solicit comments from members of the public. Noticing radius for the community meeting including residents and property owners within 1,500 feet of the proposed development that would have included residents of the nearby mobile home parks. Additionally, the applicant placed a full page ad in the Santa Cruz Sentinel informing the public of the community meeting on February 8, 2018.



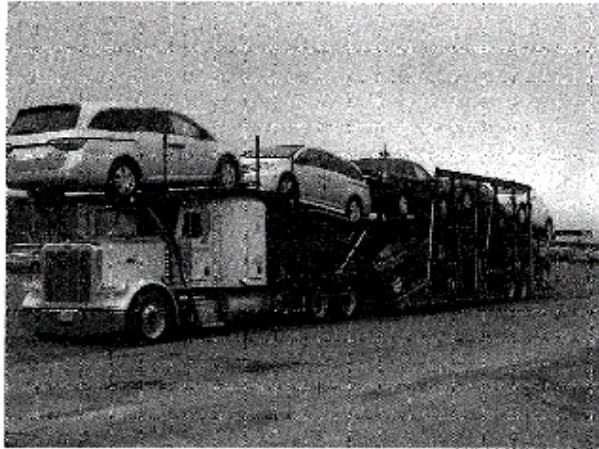
Comment Letter E-35

Virginia C. Fette

Planning Dept.
Todd Setauer, proj. planner
701 Ocean St.
Santa Cruz 95960

Dear Project Planner,
Have plans for a traffic study been made
for the corner of 41st and Soquel Dr.?

35-1



The DEIR doesn't show estimates of
how many cars will arrive in the
Nissan Service department per day?
How many big-rig trucks will arrive
per week?

35-2

A concerned neighbor,
Virginia C. Fette
100 No. Rodes Gulch Rd. # 57
Soquel, Ca. 95073



Response to Comment Letter E-35

Virginia C. Fette

- 35-1 A traffic study has been prepared for the proposed project that includes an analysis of the intersection of 41st Avenue and Soquel Drive (see Appendix G of the Draft EIR). Also see Section 3.8 Transportation/Traffic of the Draft EIR.
- 35-2 Please see response to comment E-48-6. The total trip generation for the proposed dealership is calculated to be 728 daily trips minus the existing 560 daily trips from the paint store, car wash, and residences, for a total of 168 net new trips.



Comment Letter E-36

Jan Kampa

From: Jan Kampa <happykampas@cruzio.com>
Sent: Friday, February 16, 2018 10:30 AM
To: Todd Sexauer; John Leopold; Zach Friend; Ryan Coonerty; Greg Caput; Bruce McPherson
Subject: Comments on Proposed Nissan Dealership Project
Attachments: Comments on DEIR for Nissan of Santa Cruz Project.docx

February 16, 2018

Honorable Supervisors, Santa Cruz County
Todd Sexauer, Environmental Coordinator

Dear Supervisors and Mr. Sexauer:

Attached are my questions regarding the Santa Cruz Nissan Dealership Proposed Project. As you may derive from my commentary, my opinion is that not only is the proposed auto dealership inappropriate for the favored location (Soquel Drive/41st Avenue), but that the Draft Environmental Impact Report (DEIR) is generated with a clear bias:

36-1

- *Alternative No. 2: Proposed Project with APN 030-121-34* essentially advocates for a *larger* auto dealership vs. the originally proposed *smaller* auto dealership. That is, the “alternative” project is the dealership project.

36-2

- The Proposed Project, *Alternative No. 2*, is promoted based on mitigations that are not feasible—yet is deemed “environmentally superior” to other Alternatives.

36-3

- CEQA provides guidance in considering alternatives within a “reasonable range of potentially feasible alternatives.” Yet, *Alternatives No. 3 and No. 4* (Commercial Use, and Mixed Use Development, respectively) are grossly enlarged and expansive which generated unfavorable data. As a result, the dealership is tailored to “look” more attractive. (Further, Don Groppetti supports this conclusion in a postcard, “*Important Information About the Proposed Rezoning For Santa Cruz Nissan*,” mailed to the community on February 11, 2018.)

36-4

It is difficult to accept that *Statements of Overriding Consideration*—required because of significant and unavoidable impacts of the proposed project—can sanction developments that will only increase negative environmental conditions that the Soquel community is presently coping with. More building, more development, more air and noise pollution, more traffic, etc., seems to be not only tolerated—but encouraged!—to generate sales taxes and profiteering dollars. What’s the cost for depreciating our community’s quality of life?

36-5

Thank you for considering my questions and comments. Supervisors, please find it in your heart to say NO to the Proposed Project and equally injurious Project Alternatives presented in the DEIR.

Regards,

/s/ Jan Kampa

Jan Kampa
3120 Hardin Way
Soquel, CA 95073

Dist:

1

todd.sexauer@santacruzcounty.us
john.leopold@santacruzcounty.us<john.leopold@santacruzcounty.us>
zach.friend@santacruzcounty.us<zach.friend@santacruzcounty.us>
ryan.coonerty@santacruzcounty.us<ryan.coonerty@santacruzcounty.us>
greg.caput@santacruzcounty.us<greg.caput@santacruzcounty.us>
bruce.mcpherson@santacruzcounty.us<bruce.mcpherson@santacruzcounty.us>



February 16, 2018

Honorable Supervisors, Santa Cruz County
Todd Sexauer, Environmental Coordinator

Dear Supervisors and Mr. Sexauer:

Attached are my questions regarding the Santa Cruz Nissan Dealership Proposed Project. As you may derive from my commentary, my opinion is that not only is the proposed auto dealership inappropriate for the favored location (Soquel Drive/41st Avenue), but that the Draft Environmental Impact Report (DEIR) is generated with a clear bias:

36-6

- *Alternative No. 2: Proposed Project with APN 030-121-34* essentially advocates for a *larger* auto dealership vs. the originally proposed *smaller* auto dealership. That is, the “alternative” project *is* the dealership project.
- The Proposed Project, *Alternative No. 2*, is promoted based on mitigations that are not feasible—yet is deemed “environmentally superior” to other Alternatives.
- CEQA provides guidance in considering alternatives within a “reasonable range of potentially feasible alternatives.” Yet, *Alternatives No. 3 and No. 4* (Commercial Use, and Mixed Use Development, respectively) are grossly enlarged and expansive which generated unfavorable data. As a result, the dealership is tailored to “look” more attractive. (Further, Don Groppetti supports this conclusion in a postcard, “*Important Information About the Proposed Rezoning For Santa Cruz Nissan*,” mailed to the community on February 11, 2018.)

36-7

36-8

36-9

It is difficult to accept that *Statements of Overriding Consideration*—required because of significant and unavoidable impacts of the proposed project—can sanction developments that will only increase negative environmental conditions that the Soquel community is presently coping with. More building, more development, more air and noise pollution, more traffic, etc., seems to be not only tolerated—but encouraged!—to generate sales taxes and profiteering dollars. What’s the cost for depreciating our community’s quality of life?

36-10

Thank you for considering my questions and comments. Supervisors, please find it in your heart to say NO to the Proposed Project and equally injurious Project Alternatives presented in the DEIR.

Regards,

/s/ Jan Kampa

Jan Kampa
3120 Hardin Way
Soquel, CA 95073

Dist:

todd.sexauer@santacruzcounty.us
john.leopold@santacruzcounty.us<john.leopold@santacruzcounty.us>
zach.friend@santacruzcounty.us<zach.friend@santacruzcounty.us>
ryan.coonerty@santacruzcounty.us<ryan.coonerty@santacruzcounty.us>
greg.caput@santacruzcounty.us<greg.caput@santacruzcounty.us>
bruce.mcpherson@santacruzcounty.us<bruce.mcpherson@santacruzcounty.us>



**Questions on the Draft Environmental Impact Report to Todd Sexauer,
Environmental Coordinator, for the Nissan of Santa Cruz Project,
State Clearinghouse #2017072002**

(Note: Literal citations from the Draft EIR are in italics or quotation marks. Underscores are my edits.)

1.2 Recent Project Site Background and History

The Sustainable Santa Cruz County (SSCC) Plan of 2014, though not a “regulatory document,” is being touted as compliant with the project site, as *“The project site was not projected for change, and is shown in the SSCC as retaining its existing Community Commercial (C-C) Land use designation.”*

36-11

Q. How can the aforementioned statement be true when the project will require land use redesignation and zoning changes?

1.3 Environmental Impact Report Scope and Content

“The Alternatives section of the DEIR (Section 5.0) is prepared in accordance with Section 15126.6 of the State CEQA Guidelines and focuses on potentially feasible options that are capable of eliminating or reducing significant adverse effects associated with the proposed project while feasibly attaining most of the project’s basic objectives.”

36-12

Q. Alternatives (excluding Alternative No. 2) have nothing to do with a car dealership. How can alternatives, i.e., retail commercial, commercial/residential mixed use, etc., be considered as attaining most of the “project’s” basic objectives?

“An “added parcel” project alternative is also evaluated to consider reasonably foreseeable action(s) by the County and /or applicant to add APN 030-121-34 to the list of parcels that would be redesignated and rezoned by the County, and potentially also be added to the automotive dealership project site.”

36-13

Q. Is this true? (Reference Don Groppetti’s comment in 4 January 2018 Santa Cruz Sentinel article: “We do not anticipate that this property will be part of our project and we will not be pursuing it further.”)

“A fifth “alternate location” alternative is also evaluated, which consists of the proposed project development occurring at a site located on the Soquel Avenue frontage road.”

36-14

Q. This alternative is a non-starter, as according to the cited San Cruz Sentinel article, Don Groppetti essentially discounted this location with his comment, “the parcels at Soquel Drive and 41st Avenue, once developed, would best meet the needs of our customers.” How can this alternative even be presented for consideration if the developer is disinterested in this location?

1.6.7 County of Santa Cruz Project Decision

A lead agency may: a) disapprove a project because of its significant environmental effects; b) require changes to a project to reduce or avoid significant environmental effects; or c) approve a project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted.”

36-15

Q. Will residents and communities adversely affected by significant and unavoidable consequences of the Proposed Project have access to the Statements of Overriding Considerations prior to the Board of Supervisors public hearing on the Proposed Project?

2.5 Project Objectives

One objective states that the Project will *“...satisfy the demand for new car buying opportunities within unincorporated Santa Cruz County.”*

36-16

Q. What is the significance of satisfying the “unincorporated” county’s need?



Another objective is *“To provide Service Commercial development within an area currently designated as Community Commercial.”*

Q. How can this be cited as an objective, as it is a byproduct of the Proposed Project land use redesignation?

36-17

Another objective is to provide a greater community benefit by combining multiple small parcels.

Q. How can a car dealership cite this feature as an objective, when any other community-approved project in other locations could do the same?

36-18

Another objective is to provide commercial tax revenues to the unincorporated County of Santa Cruz.

Q. The home of Groppetti Automotive is in Visalia, California. The proposed dealership is identified as *“Santa Cruz Nissan.”* Will sales tax revenues be solely devoted to *“unincorporated”* Santa Cruz county? If not, this *“objective”* statement requires revision.

36-19

3.1.2 Impact Analysis

b. Project Impacts and Mitigation Measures

Threshold 3: Substantially degrade the existing visual character or quality of the site and its surrounds.

Q. A paragraph cites, *“The proposed development would be consistent with the range of architectural styles and intensities with the types of construction of other commercial structures found in the vicinity (e.g., Ocean Honda).”* Why is Ocean Honda specifically mentioned—when its location is further away than businesses in proximity to the proposed dealership—like those in Soquel Tower Plaza? Is the community expected to accede to another dealership in the area because, after all, Ocean Honda’s across the street?

36-20

3.2 Air Quality

3.2.1 Environmental Setting

b. Air Pollutants of Primary Concern

--It is cited, “Localized carbon monoxide “hotspots” can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal Ambient Air Quality Standards (AAQS) of 35.0 parts per million (ppm) or the state AAQS of 20.0 ppm.”

--Further, ambient air quality is not recorded for 2014, 2015, and 2016 per Table 3.2-3: Ambient Air Quality. The table’s footnote states: “3. Carbon monoxide data is not available for select years.”

--Per Impact AQ-4 Increased vehicle trips from the proposed project may degrade service levels at study area intersections such that carbon monoxide (CO) hotspots would be aggravated. Impacts related to CO hotspots would be Class III, less than significant.

--Areas with high vehicle density, such as congested intersections and parking garages, have the potential to create high concentrations of CO, known as CO “hot spots,” which can expose sensitive receptors to substantial pollutant concentrations. See above in Section 3.2.2(a) (Methodology and Significance Thresholds) for CO hotspot analysis thresholds. Specifically, hot spots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal AAQS of 35.0 ppm or the state AAQS of 20.0 ppm.

36-21

--The proposed project is an automotive dealership and service center in an urban setting within the Soquel planning area. Operation of the proposed project would not be expected to generate substantial vehicular traffic or substantial heavy duty truck traffic along nearby roads or near major stationary sources of CO according to the traffic analysis by KimleyHorn.

--As discussed in Section 3.8, Transportation/Traffic, two intersections in the study area that operate at LOS D or lower in near term conditions (which includes estimated traffic conditions in the Year 2018) include the Soquel Drive and Robertson Street intersection, located 1,300 feet east of the project site, and the Soquel Drive and Porter Street intersection, located 2,300 feet east of the project site.



--The Soquel Drive and Robertson Street intersection currently operates at LOS E during the AM peak hour and LOS F during the PM peak hour, which is already unacceptable according to County of Santa Cruz General Plan Policy 3.12.1. As discussed in Section 3.8, Transportation/Traffic, under both the Existing plus Project scenario and the Near Term plus Project scenario, the proposed project would increase delay at these intersections. Based on the County impact criteria, the proposed project would have a significant impact at this intersection and Mitigation Measure TRA-1 is required.

36-22

Q. Since mitigation is not feasible on certain intersections—especially those with unacceptable LOS—how can localized carbon monoxide “hotspots” be controlled? And, how can “No mitigation is required” possibly be stated simply because “Impacts would be less than significant without mitigation.”?

Q. Recent studies have identified the health risks for residents living close to busy and congested auto traffic routes. How can increased levels of air pollution be acceptable for residents who live in close proximity to the project—especially those around Robertson Street?

36-23

Q. How can the community accept the following statement under AQ-3: *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). CalEEMod was used to calculate the project’s long-term operational emissions based on the proposed land uses and the number of new vehicle trips generated.* The answer? *“...the proposed project would be consistent with long-term regional air quality planning efforts, as discussed in Impact AQ-1, and does not exceed applicable construction- or operation-related thresholds, as discussed in Impacts AQ-2 and AQ-3.”* And, in closing, the community should be mollified by reading, *“...the proposed project would not have a cumulatively considerable impact with regard to criteria pollutants. Therefore the project’s contribution to cumulative regional air quality impacts would not be cumulatively considerable.”?*

36-24

3.4 Green House Gas Emissions

3.4.1 Environmental Setting

e. Regulatory Setting

Sustainable Santa Cruz County Plan. The Sustainable Santa Cruz County Plan was approved as a planning and feasibility study in January 2015 by the Board of Supervisors with the primary goal of reducing GHG emissions while simultaneously improving other aspects of community life including increasing walkability in the area, limiting urban sprawl, supporting alternative modes of transportations, and strengthening local economies (Santa Cruz County, 2015). The planning study describes a vision, guiding principles, and strategies that can lead to a more sustainable development pattern in Santa Cruz County. The Plan is intended to be consistent with the County’s Climate Action Strategy.

36-25

Q. How can one read and accept this statement with the understanding that mitigation may not be possible in all areas? The goals of the SSCCP clearly conflict with the identified impacts of the Project. How many Class III Less than Significant impacts have to occur before the cumulative effects permanently harm/destroy the neighboring community’s Quality of Life?

3.6 Land Use and Planning

3.6.1 Environmental Setting

b. Project Site Setting

While the SCC Plan is a planning and feasibility study, and not an adopted policy or regulatory document, it is relevant to discuss in this EIR due to the extensive public involvement and interest in that Plan.

36-26

Q. In view of the above statement/question, what does “relevancy” mean here? How much weight does “relevancy” apply to the decision making in the face of “extensive public involvement and interest”?

3.6.2 Impact Analysis



b. Project Impacts and Mitigation Measures

Policy Consistency. As shown in Tables 3.6-2 and 3.6-3, and as described in a summary under LU-2, the proposed project would be consistent with the relevant policies of the 1994 General Plan and the 1990 Soquel Village Plan with the implementation of required mitigation measures, with the exception of Transportation/Traffic.

Footnote 1 It should be noted that the proposed project is located entirely outside of the Soquel Village plan area with the exception of the proposed mitigation at Soquel Drive and Robertson Street, and Soquel Drive and Porter Street. As a result, only Soquel Village Plan goals and policies related to these improvements have been discussed.

36-27

Q. Many elements that affect policy consistency depend on mitigation—which has, for Transportation/Traffic been deemed unfeasible. Therefore, how can the Project be considered feasible in view of the Soquel Village Plan?

c. Cumulative Impacts

“Highway 1 is identified as operating at LOS F in AM and PM peak hours. The cumulative impact on Highway 1 discussed in Section 3.8, Transportation/Traffic, cannot be mitigated through measures proposed by this project, and no traffic impact fee program has been established by Caltrans to mitigate cumulative impacts to the highway. As a result, this impact is considered significant and unavoidable, however this is classified as a transportation impact and not a land use impact because the applicable land use policy contemplates adoption of a Statement of Overriding Consideration for this type of condition and adoption of such a Statement would provide the consistency with the land use policy.”

36-28

Q. Adoption of a Statement of Overriding Consideration for a traffic situation that will be further exacerbated by this Project is supposed to mollify thousands of daily commuters on Highway 1?

There is much discussion on the added traffic impacts on the intersections of Soquel Drive and Robertson Street, and Soquel Drive and Porter Intersections. Mitigation Measures TRA-1 and TRA-2 have been identified, and discounted based on no available funding. Further, “...it is uncertain as to whether proposed Mitigation Measure TRA-1 could be implemented within the next five years.”

36-29

Q. Based on the recognition that TRA-1 can’t be considered due to lack of funding, is the community expected to accept a ruling that “Cumulative impacts would be less than significant with the adoptions of a Statement of Overriding Considerations”? A written declaration makes worsened LOS at Soquel Drive/Robertson Street somehow acceptable to the community?

3.8 Transportation/Traffic

3.8.1 Environmental Setting

Existing Study Intersections. The following intersections shown on Figure 3.8-1 are analyzed as part of this study:

“Access to the project site is provided primarily by both Soquel Drive and 41st Avenue. Access to 41st Avenue is provided by Highway 1, which is located approximately 1,100 feet south of the project site.”

36-30

Q. Why is relatively-quiet Porter Gulch Road analyzed for traffic impact and Gross Road (southern intersection closest to Highway 1 southbound interchange) not studied for LOS impact? Gross Road is the “last” major intersection controlling southbound traffic on 41st Avenue beyond the Highway 1 interchanges. Signalization phasing, cycle lengths and splits on traffic intersections from Soquel Drive southbound on 41st Avenue do not seem to address this typically congested intersection—especially with Home Depot’s increased traffic volume.

(Traffic congestion in this area is further discussed in *Alternative No. 5: Offsite Nissan Dealership*, as follows: “...Based on field observations, these intersections already experience very high traffic volumes during the PM weekday and weekend periods, particularly at the intersections of Soquel Avenue/Soquel Drive, Soquel Avenue/Gross Road, and Gross Road/41st Avenue.”)

36-31



Q. Traffic counts notwithstanding, how is it possible that Intersection No. 5 (Soquel Drive/Daubenbiss Avenue) is consistently rated LOS A and B when it is directly in the middle of two intersections (Intersection No. 4: Soquel Drive/Robertson and Intersection No. 6: Soquel Drive/Porter Street) that operate at unacceptable LOS E and F under existing conditions? **36-31**
cont.

3.8.2 Environmental Impact Analysis

a. Methodology

Q. Table 3.8-3: Project Trip Generation cites 38 daily trip rates for 4 SFDs that are—and have been—vacant by bona fide renters for some time. How can dealership trip credits be taken? **36-32**

Q. Table 3.8-3: Project Trip Generation cites 257 daily trip rates for the self-serve carwash. Anyone familiar with the area finds the cited 5/23/17 counted study excessive. Recounting is probably moot at this point, though the car wash is still in business. Therefore, can this count be revisited and substantiated? **36-33**

Q. Anyone familiar with the area would challenge the notion that based on current usages of the property, an auto dealership will result in only 168 more daily trips than what currently experienced. Again, are counts skewed? **36-34**

Section 4.0 Other CEQA Considerations

4.3 Energy Effects

"In addition, the increase in vehicle trips associated with the project would increase fuel consumption within Santa Cruz County." **36-35**

Q. In the quest to reduce greenhouse gas emissions and encourage pedestrian and bicycle travel, how can this project be judged favorably with its added demand for energy?

4.4 Significant and Unavoidable Impacts

Q. How can the following outcomes be acceptable—even with Statements of Overriding Considerations:

4.4.1 Highway 1 Segment North/West of 41st Avenue Existing and Near Term Operations:

Negative impact ends with, *"As no feasible mitigation measure is available, this impact is significant and unavoidable."*

4.4.2 Highway 1 Segment South/East of 41st Avenue Existing and Near Term Conditions: Again, Negative

impact ends with, *"As no feasible mitigation measure is available, this impact is significant and unavoidable."*

4.4.3 Highway 1 Segments North/West and South/East of 41st Avenue Cumulative Conditions: Again,

Negative impact ends with, *"As no feasible mitigation measure is available, this impact is significant and unavoidable."* **36-36**

4.4.4 Highway 1 Segments Determination for Existing, Near Term, and Cumulative Conditions:

"...additional trips impacting both segments of Highway 1 at 41st Avenue cannot be mitigated by the proposed project; and therefore, are considered to be significant and unavoidable."

4.4.5 Soquel Drive at Robertson Street (Intersection #4) Existing, Near Term, and Cumulative Conditions:

"The addition of project generated traffic trips to the intersection at Soquel Drive/Robertson Street (Intersection #4) in the PM peak hour under the Existing Plus Project and Near-term Plus Project conditions would be considered significant and unavoidable."



Section 5.0 Project Alternatives

5.7.1 Environmentally Superior Alternative

Alternative No. 2, Proposed Project with APN 030-121-34 can be considered the **environmentally superior alternative** because it would reduce most environmental impacts and meet all of the project objectives.

Table 5-4: Comparison of Environmental impacts of the Alternatives in Relation to the Proposed Project

	Environmental Topic	Proposed Project	Alternative				
			No. 1 No Project/No Development	No. 2 Proposed Project with APN 030-121-34	No. 3 Commercial Use Development	No. 4 Mixed Use Development	No. 5 Offsite Nissan Dealership
a.	Aesthetics and Visual Resources	=	+	+	-	-	=
b.	Agricultural and Forestry Resources	=	=	=	=	=	=
c.	Air Quality	=	+	=	-	-	-
d.	Biological Resources	=	+	=	=	=	+
e.	Cultural Resources	=	+	=	=	=	+
f.	Geology and Soils	=	+	=	-	-	=
g.	Greenhouse Gas Emissions	=	+	=	-	-	-
h.	Hazards and Hazardous Materials	=	+	=	=	=	=
i.	Hydrology and Water Quality	=	+	=	=	=	=
j.	Land Use	=	=	=	=	=	=
k.	Mineral Resources	=	=	=	=	=	=
l.	Noise	=	+	=	-	-	-
m.	Population and Housing	=	+	=	=	=	=
n.	Public Service/Utilities	=	+	=	=	-	+
o.	Recreation	=	=	=	=	-	=
p.	Transportation/Traffic	=	+	=	-	-	-
q.	Tribal Cultural Resources	=	=	=	=	=	=
r.	Overall	=	+	+	-	-	-

Notes:
 + Superior to the Proposed Project
 - Inferior to the Proposed Project
 = Same or very similar to the Proposed Project.

36-37

Table 5-4 lists each of the potentially significant impacts that have been identified for the Proposed Project, and then also shows the level of impact for the impact area under each of the alternatives with an indication of whether the impact is the same or very similar (=), is either superior (+) or inferior (-) under the alternative than the Proposed Project.



Q. Alternative No. 1: No Project/No Development has a plus (+) sign assigned, indicating “*Superior to the Proposed Project,*” for 10 attributes (out of 17) in contrast to 1 plus sign for *Alternative No. 2*. How can *Alternative No. 2* be considered “superior”?

36-37
cont.

Q. Alternative No. 2 has 1 plus sign for the “Aesthetics and Visual Resources” attribute based on the premise that Parcel 030-121-34 will be included in the Project. The parcel is still on the market, and Don Groppetti has been quoted as saying, “We do not anticipate that this property will be part of our project and we will not be pursuing it further.” (Ref. SC Sentinel 4 January 2018 article, “Soquel Residents: Give Us a Small-Scale Neighborhood Project, Not a Car Dealership.”) If this is so, how can *Alternative No. 2* even be considered? Without parcel APN-030-121-34 included, isn’t this alternative a non-starter?

36-38

5.4 Alternative No. 3: Commercial Use Development

Q. How can the community accept an alternative that dwarfs the size and scope of the proposed dealership? Putting a 36,100 square foot –two-story building along the frontages of both Soquel Drive and 41st Avenue hardly matches adjacent businesses. Yes, the 2014 Sustainable Santa Cruz County Plan has a photo simulation of the “commercial use development” concept, yet this behemoth structure would cast shade on The UPS Store and Soquel Tower Plaza across the street! Lastly, the DEIR states, “*3. As depicted in Figure 5-3, public views from both Soquel Drive and 41st Avenue would be dominated by the commercial building frontages that are setback from the frontage property line approximately 10 feet. Public views would be dominated by commercial building frontages?* This is a clear admission of the deleterious effect of this Alternative on the aesthetics and visual resources of the neighboring community. (See next section for amplifying details.)

36-39

3.1 Aesthetics and Visual Resources

3.1.1 Environmental Setting

e. Regulatory Setting

County of Santa Cruz Code

Chapter 13.11 states, It shall be the objective of new development to enhance or preserve the integrity of existing land use patterns or character where those exist and to be consistent with village plans, community plans and coastal special community plans as they become adopted...New development, where appropriate shall be sited, designed and landscaped so as to be visually compatible and integrated with the character of surrounding areas.”

36-40

Q. The aforementioned section is also complemented with goals of implementing landscaping in the public views. How can *Alternatives No. 3* and *No. 4* comply with the new development requirements?

5.5 Alternative No. 4: Mixed Use Development

Q. Even with the desirability of adding more housing to the county, how can the community accept an alternative that not only dwarfs the size of the dealership—but also the commercial use development alternative? *Alternative No. 4: Mixed Use Development* has a total gross building area of 42,000 square feet—but reduces the restaurant size to 3,000 SF. Further, the DEIR acknowledges, “*Although impacts from Alternative No. 4 would be less than significant, due to the minimum setback of the associated structures, visual impacts could be considered greater by some individuals under this alternative than the Proposed Project.*”

36-41

Q. How can *Alternative No.4* be presented for consideration, when in aforementioned *Table 5-4: Comparison of Environmental Impacts, Alternative No. 4* gets the worst grades of the five alternatives? How can it be considered a “feasible” alternative?

36-42

5.6 Alternative No. 5: Offsite Nissan Dealership

5.6.2 Impacts

p. Transportation/Traffic



Q. After reading the following statement, why is there no traffic study or counts for this Alternative as with other Alternatives?

"As compared to the Proposed Project, this alternative would result in significantly more traffic on the roadway network. Because this Alternative No. 5 site is located on a frontage road bordering Highway 1, nearly all of trips to and from this site would have to travel east and west on Soquel Avenue, significantly affecting the intersections of Chanticleer Avenue, 17th Avenue, Soquel Drive, and Gross Road, as well as Gross Road and 41st Avenue. Based on field observations, these intersections already experience very high traffic volumes during the PM weekday and weekend periods, particularly at the intersections of Soquel Avenue/Soquel Drive, Soquel Avenue/Gross Road, and Gross Road/41st Avenue. Implementation of the Proposed Project at the Alternative No. 5 location would further impact these already significantly impacted roadway intersections, and there are no identified feasible mitigation measures that would improve those intersections and roads, meaning that impacts would be significant and unavoidable during peak hours at these three intersections.

36-43

Q. How can *Alternative No. 5: Offsite Nissan Dealership* be presented for consideration, when Don Gropetti states, in the aforementioned Santa Cruz Sentinel article, that his property research concluded, *"The parcels at Soquel Drive and 41st Avenue, once developed, would best meet the needs of our customers."* This sends a message that he's essentially stated his disinterest in this location, for obvious reasons: The location doesn't offer the same visual impact and access as the property on Soquel Drive/41st Avenue, and the frontage road with existing mixed-use businesses wouldn't offer the same auto shopping experience, as perhaps, the Soquel Auto Plaza dealerships.

36-44

<End of questions and commentary.>

Response to Comment Letter E-36

Jan Kampa

36-1 Comment noted.

36-2 Comment noted. Alternative No. 2 would also include APN 030-121-34 to be re-designated and rezoned from existing Community Commercial to Service Commercial. This alternative was defined because it is reasonably foreseeable that either the County of Santa Cruz or the existing or a future property owner would believe that a consistent C-4 Service Commercial designation should apply to this parcel for a more rational land use pattern in the area, if the proposed Nissan project is approved. As described on page 5-9 of the Draft EIR, this alternative would require a General Plan amendment and Zone change from Community Commercial (C-C) to Service Commercial (C-S), and Neighborhood Commercial (C-2) to Service Commercial (C-4), respectively, for consistency with the surrounding proposed land use designation and zoning of the proposed project. This alternative would also likely eventually result in the removal of the existing dilapidated single-family house that is located on APN 030-121-34 (see page 5-6 of the Draft EIR). The removal would therefore most likely eventually eliminate an element of blight in the project area, resulting in a beneficial effect to aesthetics in the area.

36-3 Alternative No. 2 would likely result in the removal of an element of blight, which is judged to be less likely to occur if the parcel remains C-2 and the proposed project site is rezoned to C-4. As a result, this alternative is considered to be superior to that of the proposed project.



36-4 Current zoning of the project site would allow mixed use development with an approved development permit, with up to 50% of the project square footage allowed to be used for residential purposes. The EIR evaluated potential mixed use of the project site under current zoning as an alternative to the proposed auto dealership, and also evaluated an alternative consisting of development of the site with community/retail commercial uses consistent with existing zoning rather than the proposed service commercial use.

Economic feasibility analysis of these two alternatives was carried out by a consultant to the County, and a letter assessment by Paul Peninger of AECOM, issued in March 2018, is provided as Appendix Q to this Final EIR. The Assessment indicates that "the bottom line measure of feasibility is the land residual that is left over after taking into account all revenues and costs for the two hypothetical development alternatives. A negative land residual indicates an infeasible project, whereas a positive land residual indicates a potentially feasible development if the resulting land price is sufficient to incentivize sale of the site by a willing property owner."

The consultant's financial feasibility analysis of the two alternatives to the proposed project determined for the C-2 community commercial alternative that "...based on prevailing commercial market conditions, current County zoning requirements, and development costs, the community commercial alternative does not yield a positive land residual. This finding is not surprising given that the site has been underutilized for quite some time, and surrounding commercial properties in the market area have also struggled with vacancies and slow lease-up rates. In general, the market for traditional "brick and mortar" retail in urban and suburban areas of the United States has been in a state of dramatic flux over the past decade or so, making the feasibility of most new 100 percent infill commercial retail sites very challenging for most sites, and in particular in areas that are already saturated with chain retail uses." For the C-2 mixed use alternative, the analysis indicated that "The mixed-use alternative performs somewhat better than the community commercial alternative, based on the strong assumed demand for residential rental uses in Santa Cruz County. As shown, this prototype yields a positive land residual, but it is only marginally positive and would likely not return a final land price that would be highly or sufficiently attractive to the property owner to induce a land sale.

Alternative No. 3 and No. 4 reflect potential development of the project site based on design and planning prototypes prepared by a knowledgeable local architect under contract to the County, based on what is allowed under current C-2 zoning and applicable development standards. There was not an attempt to design an alternative that would have greater traffic impacts than the proposed project; the alternatives were designed to present what could be proposed consistent with current C-2 zoning under an "all commercial" scenario and a "mixed use 50% commercial and 50% residential" scenario. The economic analysis shows that, in contrast to the commenter's



perspective, other alternative projects would need to be of greater intensity of land use in order to yield a positive land residual, which would generate greater vehicle trips than the alternatives presented by the Draft EIR. Less intensive developments could in theory be proposed, but these would yield even less residual land value and would be that much less viable.

- 36-5 See response to comment E-36-29 below.
- 36-6 Please see response to comment E-36-1.
- 36-7 Please see response to comment E-36-2.
- 36-8 Please see response to comment E-36-3.
- 36-9 Please see response to comment E-36-4.
- 36-10 Please see response to comment E-36-5.
- 36-11 See Table 3.6-4 (Assessment of Relationship of Proposed Project to the Sustainable Santa Cruz County Plan Guiding Principles), Focus Area 3: Upper 41st Avenue.
- 36-12 Comment noted. Alternative No. 3 and Alternative No. 4 were included to provide alternatives that considered what types of projects could be developed consistent with the existing General Plan designation (C-C) and zoning (C-2). Pages 5-21 and 5-29 of the Draft EIR state, "This alternative would satisfy two out of five project objectives outlines in Section 2.5 of this EIR. It would not meet objectives 1 through 3 due to a proposed retail-commercial development rather than an automotive dealership as under the Proposed Project." This type of alternative would clearly not be preferred by the applicant due to fewer project objectives being met.
- 36-13 It is the understanding of County staff that the applicant is not currently pursuing acquisition of APN 030-121-34 for inclusion in the proposed project area. See Section 5.3 Alternative No. 2: Proposed Project with APN 030-121-34. Alternative No. 2 would also include APN 030-121-34 to be re-designated and rezoned from existing Community Commercial to Service Commercial. This alternative was defined because it is reasonably foreseeable that either the County of Santa Cruz or the existing or a future property owner would believe that a consistent C-4 Service Commercial designation should apply to this parcel for a more rational land use pattern in the area, if the proposed Nissan project is approved. This alternative is also considered more likely to result in removal of the dilapidated home that exists on this parcel.
- 36-14 An offsite alternative was selected in order to determine if potential environmental impacts would be reduced while still meeting the proposed project objectives. The results of the offsite alternative are provided in Section 5.6 Alternative No. 5: Offsite Nissan Dealership.
- 36-15 The Final EIR and CEQA Findings of Fact and Statement of Overriding Considerations would be made available to the public before the Planning Commission and Board of



- Supervisor's public hearings. The proposed project will be considered by the Planning Commission prior to the Board of Supervisors hearing. The Planning Commission packet would be made available to the public approximately seven days prior to the scheduled Planning Commission hearing, and the Board of Supervisor's packet would typically be made available to the public the Thursday before the Tuesday public hearing.
- 36-16 The applicant has clearly chosen to relocate his business from the City of Santa Cruz to the unincorporated County of Santa Cruz. Clearly, the dealership would serve the unincorporated County as well as the greater Santa Cruz County area.
- 36-17 This is clearly a project objective. Without the General Plan amendment and zone change, the proposed project could not be approved and would not be consistent with the General Plan and Zoning.
- 36-18 As contained in Table 3.6-2 of the Draft EIR on page 3.6-15, General Plan Policy LU-2.17.5 Service Commercial Uses on Small Parcels states, "Encourage assembly of existing small parcels and restrict intensity of use on small parcels to minimize impacts on traffic and adjacent properties." Table 2-1 on page 2-2 of the Draft EIR provides a list of the proposed parcels to be combined that total 2.568 acres. The combination of these small parcels that range in size from 0.132 acre to 0.819 acre enable a larger single commercial project with more efficient ingress and egress from the one site rather than from eight individual smaller sites.
- 36-19 The applicant has clearly chosen to relocate his business from its existing location in the City of Santa Cruz to the unincorporated County of Santa Cruz. Therefore, it is clear that the tax revenue from his proposed relocated business would be contributed to the unincorporated County of Santa Cruz rather than the incorporated City of Santa Cruz. Sales tax associated with automobiles is assessed based on the location the purchaser resides. The local portion of sales tax on vehicles would go to the County of Santa Cruz.
- 36-20 The Draft EIR provides a description of the Existing Visual Character of the area surrounding the project site. See Section 3.1 Aesthetics and Visual Resources of the Draft EIR.
- 36-21 Comment noted.
- 36-22 If determined to be feasible by decision-makers, Mitigation Measure TRA-1 is required as mitigation for the additional vehicle trips that would be added to the intersection of Soquel Drive at Robertson Street by the proposed project. No significant impacts from CO hotspots would result from the proposed project; and therefore, no mitigation would be required as stated on page 3.2-21 of the Draft EIR under Impact AQ-4. Mitigation Measure TRA-1 would not only improve traffic flow on Soquel Drive at Robertson Street, it would also assist in the reduction of CO in the process due to



reduced delay times. It should be noted that the addition of vehicle trips to both the intersections of Soquel Drive at Robertson Street and Soquel Drive at Porter Street would not increase the volume to capacity ratio of either intersection by 5 percent or more during either the AM or PM peak hours, increase the vehicle delay at either intersection by 10 seconds or more, or decrease the reserve capacity by 50 percent or more. As a result, no significant impact would occur from CO “hot spots” with implementation of the proposed project with or without implementation of Mitigation Measure TRA-1. In addition, no impacts from toxic air contaminants or objectionable odors would occur.

36-23 Please see response E-36-22 above.

36-24 Comment noted. Page 3.3-19 of the Draft EIR states, “As shown in Table 3.2-6 (Estimated Operational Emissions), operational emissions associated with buildout of the proposed project would not exceed any applicable MBARD thresholds. Therefore, impacts to regional air quality as a result of long-term operation of the project would be less than significant.”

36-25 Comment noted. CEQA Section 15065(a)(3) states, “The project has possible environmental effects that are individually limited but cumulatively considerable. “Cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.” Chapter 3 of the Draft EIR addresses cumulative impacts for each resource area under *Cumulative Impacts*. Cumulative impacts for all issue areas with the exception of Transportation/Traffic are not considered to be cumulatively considerable; and therefore, result in less than significant cumulative impacts. However, cumulative project impacts to Highway 1 north/west of 41st Avenue and south/east of 41st Avenue are considered to be cumulatively considerable; and therefore significant and unavoidable due to the inability to feasibly mitigate project impacts. It should also be noted that implementation of Mitigation Measure TRA-1 would reduce cumulative impacts at the Soquel/Robertson intersection to a less than significant level if determined to be feasible by decision-makers. If the County identifies and commits funding then the mitigation would be feasible and the cumulative impacts would be reduced to less than significant in the long term. However, a temporal cumulative impact would occur from the time the proposed project would be operational until the time the intersection of Soquel Drive and Robertson Street would be signalized (approximately 5 years if funding becomes available). Although temporary, this temporal cumulative impact would be considered significant and unavoidable.

36-26 The Sustainable Santa Cruz County Plan was accepted by the County Board of Supervisors in 2014. A report back to the Planning Commission and Board of Supervisors occurred during the summer of 2015 with a proposed work program that



would identify which suggestions in the plan should be considered for further development and implementation. Many of the goals and ideas being contained in the SSCC Plan would be implemented through future General Plan and County Code amendments. It is noted that the initial phase of implementation of the SSCC Plan was not described to include a site-specific land use designations/rezoning program; it was expected that parcel-specific analysis would be undertaken during a future phase of implementation through a General Plan Land Use Map Update/Rezoning work program.

- 36-27 Comment noted. The proposed project and the associated mitigation would be considered consistent with the Soquel Village Plan (see Table 3.6-3 – Policy Consistency: Soquel Village Plan). If it is determined that Mitigation Measure TRA-1 is not feasible in the long term and the project is approved, a statement of overriding considerations would be required to be adopted by the Board of Supervisors. Also see response to comment E-19-4.
- 36-28 Comment noted. Page 3.8-20 of the Draft EIR states, “Based on the trip generation and trip distribution, approximately negative five net new trips would travel northbound on Highway 1 in the AM peak hour, and four net new trips would travel southbound on Highway 1 in the AM peak hour. Likewise, approximately five net new trips would travel northbound on Highway 1 in the PM peak hour, and two net new trips would travel southbound on Highway 1 in the PM peak hour. LOS D or better is acceptable under Caltrans significance criteria, and LOS E and F is considered unacceptable. Because the highway segments on Highway 1 at 41st Avenue are currently operating a LOS F in both the AM and PM peak hours, any added trips would be considered significant requiring mitigation. However, no mitigation is available to reduce impacts to Highway 1. Therefore, the contribution of vehicle trips from the proposed project would be considered significant and unavoidable.
- 36-29 Public Resources Code 21081 and 21081.5, and CEQA Guidelines Section 15093, require that the County of Santa Cruz balance the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental effects when determining to approve a project. And if specific economic, legal, social, technological, or other benefits outweigh the unavoidable adverse environmental effects, the adverse effects may be considered “acceptable.”
- 36-30 The ten intersections evaluated in the Transportation Impact Analysis (Appendix G of the Draft EIR) were selected in consultation with Santa Cruz County Transportation Engineer Jack Sohriakoff for evaluation. The intersection of 41st Avenue and Gross Road was not included due because it was not expected to be significantly impacted by the proposed project. According to the City of Capitola General Plan Draft EIR, the intersection currently operates at an acceptable level of service in both the AM and PM peak hours (City of Capitola, 2013).



- 36-31 The intersection of Soquel Drive and Daubenbiss Avenue operates at an acceptable level of service due to the limited number of trips that travel through the north and south legs of the intersection. For example, in the PM peak hour, much of the delay currently occurs at the stop controlled intersection at Soquel Drive and Roberson Street, not at Daubenbiss Avenue. Also, in the AM peak hour, most of the delay occurs at the intersection of Soquel Drive and Porter Street, not at Daubenbiss Avenue.
- 36-32 Although these single-family houses are non-conforming uses on the C-2 zoned parcels, they could be rented by the applicant if he chose to do so. The baseline conditions at the start of this EIR analysis included the homes, and therefore, the credit for these single-family houses has been given.
- 36-33 Table 3.8-3 on page 3.8-10 of the Draft EIR states, “The study counted 24-hours of the in and out trips of the Kings Paint & Paper store as well as the Car Wash for each of the three driveways that access the existing site. Please see the attached count data included in Appendix G of the Draft EIR.
- 36-34 Comment noted. Please see Table 3.8-3 Project Trip Generation on page 3.8-10 of the Draft EIR. Also see the Transportation Impact Analysis included as Appendix G to the Draft EIR.
- 36-35 Comment noted and discussed in in Section 4.3 on page 4-8 of the Draft EIR. As any other type of commercial development in California, the proposed project would be subject to the energy conservation requirements of the California Energy Code (Title 24, Part 6, of the California Code of Regulations, 2016 Building Energy Efficiency Standards for Residential and Nonresidential Buildings) and the California Green Building Standards Code (Title 24, Part 11 of the California Code of Regulations).
- 36-36 Please see the response to comment E-36-29 above. Also CEQA Findings of Fact and Statement of Overriding Considerations would be considered for adoption by decision-makers in conjunction with approval of the proposed project.
- 36-37 Comment noted. See Section 5.7 Environmentally Superior Alternative. CEQA Section 15126.6(e)(2) requires the identification of the environmentally superior alternative among the options studies. When the “no project” alternative is determined to be environmentally superior, CEQA also requires identification of the environmentally superior alternative among the development options. Please see Section 5.7.6 as revised for clarification of this point in Section 3.0 of the Final EIR.
- 36-38 Assessor Parcel Number 030-121-34 is surrounded by the proposed project site under the proposed project. Under Alternative No. 2, the parcel would be rezoned to C-4 and the General Plan land use designation changed to C-S for consistency with the surrounding General Plan land use designation and zoning, which would result in a more rational land use pattern if dealership is approved and implemented. The property is actively for sale and could therefore be sold at some point if a deal is made.



Alternative No. 2 addresses this possibility, that the current or a future owner may desire C-4 zoning, or the County of Santa Cruz could initiate a future rezoning to facilitate a more rational land use pattern if the dealership is approved.

- 36-39 The proposed alternatives were determined based on the list of allowed uses under the current zoning of the project site. Each alternative was developed in accordance with the site and structural dimensions of the current zone district, parking requirements and allowed density for residential units associated with a mixed use proposal. A review of the potential environmental impacts associated with each alternative was then prepared. It is not the goal of an alternatives analysis to select projects that have no impact, rather, it is intended as a means of weighing the proposed development against other alternative land use projects under current zoning rather than amended zoning. Contrary to the onsite alternatives, an offsite alternative was selected in order to determine if potential environmental impacts would be reduced while still meeting the proposed project objectives. The results of the offsite alternative are provided in Section 5.6 Alternative No. 5: Offsite Nissan Dealership of the Draft EIR.
- 36-40 See response to E-36-39 above.
- 36-41 See response to E-36-39 above.
- 36-42 See response to E-36-39 above.
- 36-43 Comment noted. The traffic analysis for Alternative No. 5 is addressed in both the Draft EIR on page 5-35 and on page 61 of the Transportation Impact Analysis contained as Appendix G to the Draft EIR. Trip generation was prepared for each of the alternatives to qualitatively compare their impacts to those of the proposed project. This alternative would also result in significant impacts to Highway 1, and would also generate significantly more vehicle trips due to the lack of trip credits from onsite businesses and residences.
- 36-44 See response to E-36-39 above.



Comment Letter E-37

Ken Smith

From: Ken Smith <ksmith1953@hotmail.com>
Sent: Friday, February 16, 2018 11:07 AM
To: Todd Sexauer
Subject: DEIR Comments and Questions

Mr. Sexauer,

We are sending you our comments regarding the DEIR for the Nissan Dealership being proposed at 41st Avenue and Soquel.

We do not believe that the land ought to be rezoned from C-2 to C-4 and we do not believe that this project is appropriate for this location. | 37-1

We live in Soquel and in order to get to or from our house, we drive on Soquel Drive in both directions between 41st Avenue and Dominican Hospital. The traffic is extremely congested heading South between 3-6 p.m. Monday through Friday. | 37-2

We have the following questions:

- Why are you considering a plan that does not follow the 2014 Sustainable Plan to support pedestrian, bike and bus friendly local businesses that would reduce traffic at this location? | 37-3
- Why are you considering a plan that would intensify traffic along the most crowded corridor and intersection in Santa Cruz County? | 37-4

Thank you in advance for answering our questions.

Ken Smith
Daryl Dichek
101 Amigo Rd
Soquel, California 95073

Ph (ofc) 831 479-7502
Ph (cell) 831 239-6814

Response to Comment Letter E-37

Ken Smith

37-1 Comment noted.

37-2 Comment noted.

37-3 The SSCC Plan is a Planning and Feasibility Study, and not an adopted policy or regulatory document, however it is relevant to discuss the plan in the EIR due to the extensive public involvement and interest in the plan. Implementation of the proposed mitigation TRA-1 and TRA-2 would improve the level of service in the vicinity of the proposed development and reduce potential environmental impacts associated with traffic to a less than significant level for the Existing Plus Project conditions provided it Mitigation Measure TRA-1 is determined to be feasible by decision-makers. If not, then a statement of overriding considerations would be required in association with project approval (see response to comment E-36-25).



37-4 The proposed project would generate fewer trips than a commercial retail project that is currently allowed under the C-2 zoning district. Alternative No 3, discussed on page 5-19 of the Draft EIR, concludes that 625 net new trips would be generated from a retail commercial project versus 168 net new trips generated by the proposed project. Table 5-1 of the Draft EIR concludes that an additional 457 vehicle trips would be generated daily under Alternative No 3 versus the proposed project. See also response to comment E-37-3.

Comment Letter E-38

Jerry and Lynn Neilsen

Open House Community Meeting Comment Sheet

Please use this form to write your thoughts or questions about the project and then submit it to our team at the end of the event. These comments will be included in a report to Santa Cruz County.

- Isn't it a better use of this property to leave the zoning as is? The C-2 Community Commercial could bring new housing & business and promote pedestrian traffic that could turn the area into an accessible community hub for residents. 38-1
- There are three entities that must come together to coordinate the traffic signals on 41st Ave. When will Santa Cruz County, Cal Trans and the City of Capitola work out a plan to keep the traffic moving? We were told that it was "in the works" over ten years ago when the Safeway development went in. We need to do all we can to control our current traffic problems before adding to them. 38-2
- Isn't the "quality of life" for county residents an important issue for the Planning Department and Board of Supervisors? Do we need another car dealership? How will it benefit the people living within 1000 feet of it? 38-3

Response to Comment Letter E-38

Jerry and Lynn Neilsen

38-1 The proposed car dealership and service facility would result in the consolidation of eight adjoining parcels. This coordinated development would result in the installation of multi-modal improvements including ADA compliant sidewalks and a right-hand turn pocket along the project frontage, restriping of existing roadways and installation of traffic mitigation measures (Mitigation Measure TRA-1 if determined feasible by decision-makers in terms of funding for implementation) intended to improve traffic for residents and business owners in the vicinity of the project. See Alternative



Analysis, Table 5-4 (Comparison of Environmental Impacts of the Alternatives in Relation to the Proposed Project) of the Draft EIR.

38-2 Although no signal coordination has occurred to date, the County of Santa Cruz supports the idea of coordinating traffic signal timing along upper 41st Avenue with the Caltrans Highway 1 ramps, and those in the City of Capitola. There is no estimated timeline for this to occur.

38-3 See response to comment E-38-1.

Comment Letter E-39

Rossanna Dybdahl

From: Rossanna Dybdahl <rddybdahl@hotmail.com>
Sent: Monday, February 19, 2018 10:23 AM
To: Todd Sexauer
Subject: Nissan dealership

My husband and I strongly protest allowing the Nissan dealership near the Soquel Drive, highway 1, 41st avenue intersections. We live near the Soquel Drive and Fairway intersection and can only say that the traffic is already unbelievable horrible. Please don't add to the congestion. The ability or desire to walk around my neighborhood has been destroyed.

39-1

Rossanna and Chris Dybdahl Sent from my iPad

Response to Comment Letter E-39

Rossanna Dybdahl

39-1 Comment noted.



Comment Letter E-40

Kathie Method

From: kathie method <kathie41@hotmail.com>
Sent: Monday, February 19, 2018 12:43 PM
To: Todd Sexauer
Cc: John Leopold
Subject: Nissan Dealership at 41st/Soquel Dr.

I am writing to protest the proposed Nissan dealership, at 41st/Soquel Dr., one of the busiest intersections in the County. I can't even imagine the gridlock if you allow this "out of town" to invade our already crowded area. The activity around a dealership doesn't belong at this intersection. It belongs somewhere else that isn't so busy.

40-1

I have lived on Mattison Ln for over 45 yrs. and have seen the traffic get worse and unbearable. Every day around 3:30pm I have a hard time getting out from my street on to Soquel Dr. because of bumper to bumper traffic. It usually continues until about 6:00pm. It is only about 1/2 mile to 41st Av. and it takes over 20 minutes to get there, most of the time. That is insane! The gridlock traffic flows all the way into Soquel village. If there is an accident on Highway 1, everyone uses Soquel Dr, and it's even worse than normal. I can't even imagine what will happen if you allow another car dealership at this busy intersection. There is already a dealership a half a block away on Soquel Dr. That's enough!

40-2

It is also a safety issue. we are just South of the Fire and Ambulance Stations. I have seen times when they couldn't get through, with their sirens blaring, because of the traffic. People's lives could be in danger.

40-3

Please don't allow this to further impact everyone's traffic.

40-4

Sincerely,
Kathie Method
2851Mattison Ln.
Santa Cruz, Ca. 95065

Response to Comment Letter E-40

Kathie Method

40-1 Comment noted. Fewer trips would be generated under the proposed project than with retail commercial allowed under the existing C-2 zone. Please see response to comment E-37-4.

40-2 Comment noted.

40-3 Comment noted. The proposed project would provide frontage improvements that would construct an approximately 300-foot long right turn pocket from eastbound Soquel Drive onto southbound 41st Avenue. This improvement allow many more vehicles to turn right onto 41st Avenue than under the current scenario. The improvement would help to reduce the queue of vehicles waiting at the intersection during red lights and other delays during peak hours. Also, if deemed to be feasible, implementation of Mitigation Measure TRA-1 would improve level of service at the intersection of Soquel Drive and Robertson Street from LOS E in the AM peak hour



and LOS F in the PM peak hour to LOS B and D in the AM and PM peak hours, respectively.

40-4 Comment noted.

Comment Letter E-41

Daniel Young

From: Daniel Young <flyingby200@gmail.com>
Sent: Monday, February 19, 2018 1:23 PM
To: Todd Sexauer
Subject: Nissan dealership

I am writing to express my disapproval of the rezoning that is proposed to accommodate a new Nissan car dealership at Soquel and 41st Avenue.

| 41-1

I want the county to adhere to the Soquel Sustainable Plan, which would zone this corner for mixed-use. We need more housing, in Santa Cruz, and I believe that location should have a significant amount of housing combined with small retail shops built on it.

| 41-2

Thank you,
Daniel Young
2571 Parker St.
Santa Cruz, CA 95065
831 4621784

Response to Comment Letter E-41

Daniel Young

41-1 Comment noted.

41-2 Comment references the "Soquel Sustainable Plan". It is assumed this reference is to the SSCC Plan rather than the Soquel Village Plan in that the project site is not located within the Soquel Village Plan area. The SSCC Plan is a Planning and Feasibility Study, and not an adopted policy or regulatory document. The SSCC Plan does not specifically designate the project site as a mixed use development rather, the Plan proposed no change to the existing Community Commercial (C-2) zoning of the project site. Given the current zoning of C-2 allowing a variety of commercial uses and project site being comprised of eight smaller parcels that are currently developed with existing commercial and nonconforming residential uses, it cannot be assumed the project site would only be developed as a mixed use project. See Alternatives Analysis (Section 5.0) of the Draft EIR.



Comment Letter E-42

John Ellis

From: John Ellis <johnellis2608@att.net>
Sent: Monday, February 19, 2018 1:36 PM
To: Todd Sexauer
Subject: The proposed Nissan dealership at the county's busiest intersection

Dear Mr Sexauer,

I write to oppose the proposed siting of a Nissan dealership at the junction of Soquel Drive and 41st Avenue. | 42-1

As I was writing that last phrase: "at the junction of Soquel Drive and 41st Avenue" I could not help thinking that there should be no need for any further analysis once that location is spelled out. A new, really major source of extra traffic at the intersection of two of the busiest streets in the County? The absurdity of that should be immediately obvious. For it to be on just one of those two streets, both already choked with traffic at the rush hour, would be foolish enough. But at the very intersection of the two? I can only wonder: surely this indicates a need to look very closely at the competency of the personnel in the planning department, with a view to serious changes. And, when the extraordinary traffic nightmare that this will certainly lead to is there before our eyes, I think we can be quite sure that people who live in or near Soquel will not be inclined to be forgiving of anyone who had a part in this decision. | 42-2

I read the analysis of likely traffic in the DEIR with growing alarm. The traffic figures for the existing houses and businesses per day are contrasted with the figures per day of the proposed dealership. But in the former case those figures will be spread throughout the day, while the bulk of repair traffic for the dealership will occur in the rush hour. What is needed, of course, is not a comparison of daily figures, but of rush hour figures. Can you explain to me why that was not done? Nissan will greatly increase rush hour traffic and that is all that counts. Moreover, the proposed Nissan figures will strike any reasonable observer as so low as to be deliberately deceptive. Does anyone really believe that there will be just two repairs a day for each repair bay? Is the dealer really proposing to go bankrupt so soon? And what about the real volume of the traffic for each repair—probably no less than four round trips for each one. Most of them, again, rush hour traffic. Why did the planning department accept these suspiciously low figures? | 42-3

Auto rows are set apart from city hubs for a reason. They will quickly choke traffic wherever they are placed. Nissan is attempting to make a mini auto row by locating across the street from Honda. An excellent idea from their point of view. But I am astonished that county planners didn't immediately see that it's a disastrous idea for everyone else to locate a mini auto row at a junction that could well be the busiest in the county. It cannot handle the traffic it already has, let alone the serious increase that this development will cause. And the attempt to deny the obvious fact that a major auto dealership will greatly increase traffic should itself have set off alarm bells. Massive delivery trucks, maintenance vehicles, serious buyers as well as casual lookers, vehicles for repair as well as people who will pick up and/or drop their drivers, road tests—who can possibly believe that this will not put a strain on local traffic? As things stand now, people who live and /or work in the area already have to distort their daily schedules to avoid at all costs this stretch of road at the rush hour. Are you really going to make things even worse for them? | 42-4

I hope that good sense and sober judgment will prevail. | 42-5

Sincerely,

John Ellis
144 Bay Heights
Soquel CA 95073

Response to Comment Letter E-42

John Ellis

42-1 Comment noted.

42-2 Comments noted.

42-3 Comment noted. Please see Table 3.8-3 of the Draft EIR on page 3.8-10. The proposed dealership would generate a daily total of 728 vehicle trips with an existing credit of 560 for a net total of 168 daily vehicle trips. The table also provides totals for AM and PM peak (rush) hours. The AM peak hour would result in 5 fewer trips than under the



existing condition, while the PM peak hour would result in an additional 26 trips over the existing condition. We are unclear how you arrived at 2 repairs per day per repair bay. That would be a total of 12 vehicle trips. The proposed project would have six service bays, an oil change bay, and a car wash bay. The trip generation per day is 728 vehicle trips minus the credit for onsite uses. Trip generation numbers were developed for the project using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition (see page 3.8-10 of the Draft EIR.

42-4 Comment noted. Fewer vehicle trips would be generated under the proposed project than with retail commercial allowed under the existing C-2 zone. Please see response to comment E-37-4.

42-5 Comment noted.

Comment Letter E-43

Kerry Taub

From: Kerry Taub [mailto:kerrybeth@sbcglobal.net]
Sent: Monday, February 19, 2018 3:22 PM
To: Todd Sexauer <Todd.Sexauer@santacruzcounty.us>
Subject: Nissan Dealership

Dear Mr. Sexauer-

An article in the Sentinel gave your name and email address and said to write you, that is what I am doing. I don't know who you are, the article did not say how you are involved but if you have ANY way of stopping this fresh nightmare or can tell me what else we can do, I am anxious to know. I would personally love to invite this "out of town dealer" to join me in my car on any given weekday at say, 4 to 6 pm, and have him inch along with me for 30 minutes in order to go a block. Better yet, I will let him drive my stick shift until his left leg wants to fall off and he can't remember what his family looks like anymore because traffic like that makes your brain go numb and you begin to think you will never get home! This proposed dealership, right smack dab in the thick of already tremendously overloaded streets that were never meant for this volume of vehicles, is one of the WORST ideas ever, what is the next step we must take? Thanks for the listen, help make this not happen please. Kerry Taub

43-1

Response to Comment Letter E-43

Kerry Taub

43-1 Comment noted.

Comment Letter E-44

David Parks

From: David Parks <daviddparks@gmail.com>
Sent: Monday, February 19, 2018 3:27 PM
To: Todd Sexauer; John Leopold
Subject: I don't support a Nissan dealership at 41st and Soquel

Mr. Sexauer,

The mid county's needs for traffic improvements and other services for residents and visitors simply will not be met by a allowing a sprawling car dealership at this important mid county location. It may serve the owner due to its potential for profits and it may serve the County government by increased tax revenues but the citizens themselves will not be served in any positive way. There are plenty of locations within Santa Cruz county to buy cars and trucks. Car dealerships, strip malls and big box stores don't make a community, they just create urban sprawl for those inflicted with car-culture mentality. Certainly a more creative use can be found for these valuable parcels that will serve the entire community and not just a few.

44-1

My vote, if I have one, is no.
David Parks, Live Oak resident

44-2



Response to Comment Letter E-44

David Parks

44-1 Comment noted. Please see Section 5.0 Project Alternatives.

44-2 Comment noted.

Comment Letter E-45

Lyn Hood

From: Lyn Hood <lyhood@cabrillo.edu>
Sent: Monday, February 19, 2018 6:12 PM
To: Todd Sexauer
Subject: Nissan Dealership

Dear Mr. Sexauer,

At a 40 yer resident of Santa Cruz who is forced to use Soquel Drive between 7th and 41st on a regular basis to get to Dr. appts. and shop at local businesses, I am strongly opposed to changing the zoning and violating the Soquel Sustainable Plan to allow a business that will negatively impact traffic in that area that is already desperately in need of traffic mitigation. PLEASE do not allow this variance from current zoning.

45-1

If this is approved, traffic will be a complete nightmare on that section of Soquel Drive, and those of us trying to maintain the character of our neighborhood in Pleasure Point will see how futile our efforts are and show that community concerns are not taken seriously.

45-2

Thank you for your consideration,

Lyn Hood

Response to Comment Letter E-45

Lyn Hood

45-1 Comment noted. The Sustainable Santa Cruz County Plan (SSCCP) is a Planning and Feasibility Study, and not an adopted policy or regulatory document, however it is relevant to discuss the plan in the EIR due to the extensive public involvement and interest in the plan. Implementation of the proposed mitigation TRA-1 (if determined to be feasible by the decision-makers) and TRA-2 would improve the level of service in the vicinity of the proposed development and reduce potential environmental impacts associated with traffic to a less than significant level for the Existing Plus Project conditions. Please also see response to comment E-8-2 for a discussion on traffic impacts.

45-2 Comment noted.



Comment Letter E-46

Johanna Bowen

From: Johanna Bowen <jobowen@gmail.com>
Sent: Monday, February 19, 2018 7:28 PM
To: Todd Sexauer; John Leopold
Subject: Simple answer to Auto Dealership proposal

I live in Live Oak and have to come and go up and down 41st street on a regular basis. I live here, my friends live here. The existing congestion on 41st is already nearly unbearable.

WHY would you consider adding to that with one fell swoop — with one single decision to stick us with a huge dealership in an area that should be allowed to grow organically and slowly in response to demand / need into the future.

NO

NO

AND

NO

46-1

Johanna Bowen
4235 Gladys Ave
Santa Cruz CA 95062

Response to Comment Letter E-46

Johanna Bowen

46-1 Comment noted. The project will ultimately be considered and action taken on the application by the Board of Supervisors.



Comment Letter E-47

Bill Miller

2/19/2018
Todd Sexauer
Santa Cruz planning Department
701 Ocean Street
Santa Cruz, Ca

Response to Nissan of Santa Cruz Draft EIR.

Dear Staff,

I have specific questions regarding items in the report. See below

Page ES-3
Development objectives –

<p>The first objective states” Provide an attractively designed automotive dealership” The design, irregardless of athletic, is not zoned for this location, which should disqualify the development before evaluating the aesthetic. In general, the athletic of an auto dealership does not meet the criteria of the aesthetic intent use for the zoned location. Does the dealership meet the aesthetic requirements of the parcels if it was to be used for the correct zoned purpose?</p>	<p>47-1</p>
--	-------------

<p>The second objective is not an objective. It is a requirement to meet the first objective. The required re-zoning from Community Commercial to Service Commercial is an impediment to the development. The developer would prefer to not need to have the zoning change. Please explain this as being an objective of the development.</p>	<p>47-2</p>
---	-------------

<p>The third objective states that combining multiple parcels in to one parcel provides a greater community benefit. How does combining parcels create greater community benefit in relation to single parcels? Is there any reference for combining from; the CEQA guidelines, Santa Cruz General Plan or SSCC? If the applicants objective is to provide” a greater community benefit” Then why will he need to get the parcel re-zoned from a zoning the community wants? And disregard the intent of SSCCC?</p>	<p>47-3</p>
---	-------------

<p>The fourth objective is also not an objective of the development. The objective of the development is to create an auto dealership to sell and service cars not to reduce blight etc, etc. It is a business development, to stay in business and make a profit. Not a charity, or government project, or a service organization. Reducing the blight is a by-product of the development. Justify your position?</p>	<p>47-4</p>
--	-------------

<p>The fifth objective is also not an objective of the development. Tax revenue to the city or county is a COST of doing business and is not intent of the development. The objective of a business is to maximize profit, minimizing paying taxes as much as economically possible. How can paying taxes be an objective of the development?</p>	<p>47-5</p>
---	-------------



Page ES-5 Comments received, and known controversy

1. Under the bullet points, the document states "Analysis in this EIR addresses the above areas of controversy and provides mitigation measures..." Where in the document are the bullet points addressed? Specifically:
 - a. Long range transportation improvements?
 - b. Community character and quality of life?
 - c. Site should remain community Commercial?
 - d. Conflicts with the goals of SSCC plan?
 - e. Project is better for multifamily housing?

47-6

Page ES-6, Impact AES-3

1. Why is the impact of the development not compared to a C-C compliant use or the SSSCC Plan?
2. Regarding the "Urban Forest Master Plan" What trees are to be planted on the development? Nothing is noted in the drawings. Will planting trees be a mandate of developing the project?

47-7

47-8

Page ES-13, Impact LU-2

1. Why is the traffic impact categorized "Less than significant" when the mitigation to reduce the impact to this level is not currently funded by the county? This impact is "Significant and unavoidable" until the funds are allocated and the stop light installed.

47-9

Page ES-15, Impact TRA-1

1. Why consider the mitigation to be viable? Mitigating assumes funding that does not exist.

47-10

Page 1-3, Alternatives –

1. Alternatives are to present development alternatives or options to reduce significant adverse impacts while obtaining most of the projects basic objectives. As noted above, the objectives listed for the project are flawed, therefore, how can the alternative development be fairly judged against the flawed objectives?
2. Who selected and ranked the alternatives?
3. Why was a modified project plan that considers the community concerns not developed or presented?

47-11

47-12

47-13

Page 2-19, Project Objectives

1. See above (Development Objectives)

47-14

Page 3.1-5, Policy 5.10.12 and 5.10.21

Page 3.1-10 Paragraph 3

1. Signage - the proposed development signage does not meet the zoning or policy requirements. Why was the non compliant signage determined "Less than significant" When the signage does not meet zoning and policy requirements?

47-15

Thank you for considering my input

Bill Miller
3385 Old San Jose Road
Soquel , Ca 95073



Response to Comment Letter E-47

Bill Miller

- 47-1 See Table 2-1 (Project Description) Nissan of Santa Cruz Proposed Parcels. New commercial development in the C-2 and C-4 zone districts are subject to design review in accordance with Santa Cruz County Code Section 13.11 in addition to the site and structural dimensions called out in SCCC 13.10.333.
- 47-2 The proposed rezoning is necessary to ensure consistency with the proposed General Plan land use designation (see Table 2-1 of the Draft EIR).
- 47-3 See Table 3.6-2 of the Draft EIR, Policy Consistency: County of Santa Cruz 1994 General Plan, LU-2.17.5 (Service Commercial Uses on small Parcels) and LU-2.1.6 (Public Service Adequacy): The project proposes to combine eight small parcels. Combining these parcels would simplify access to these parcels from the existing condition by consolidating access to one driveway from Soquel Drive and one Driveway from 41st Avenue which would improve public safety over the existing condition. Additionally, the project proposes to install sidewalks along the site frontage and beyond, to address the current deficiency/lack of sidewalks in an area which currently does not have them.
- 47-4 See Table 3.6-2 of the Draft EIR, Policy Consistency: County of Santa Cruz 1994 General Plan, LU-2.1.4 (Siting of New Development), LU-2.1.6 (Public Service Adequacy), and LU-2.17.4) Design of Service Commercial/Light Industrial Uses): The project would redevelop an area composed of eight adjoining parcels containing existing nonconforming residential uses and commercial uses, in an area which is currently deficient in or lacking sidewalks. The required development review process would ensure that consistency with the County Code is achieved.
- 47-5 The applicant has clearly chosen the project area for his business venture within the unincorporated County of Santa Cruz. He has consciously decided he would like to relocate his business from its current location in the City of Santa Cruz to the unincorporated area of Santa Cruz County. Therefore, it is clear that tax revenue from his proposed relocated business would be contributed to the unincorporated County of Santa Cruz.
- 47-6 Long range transportation improvements are addressed in Section 3.8 Transportation/Traffic in the Draft EIR; Community character is addressed in Section 3.1 Aesthetics and Visual Resources; alternative land uses are addressed in Section 5.0 Project Alternatives; Conflicts with the goals of the SSCC Plan is addressed in Section 3.6 Land Use and Planning.
- 47-7 The proposed automotive dealership is not consistent with the existing General Plan designation of C-C and existing zoning of C-2. As a result, the project proposes a General Plan amendment and zone change to C-S and C-4 for consistency. Table 3.6-



- 4 on page 3.6-31 of the Draft EIR provides an assessment of the relationship of the proposed project to the Sustainable Santa Cruz County Plan Guiding Principles.
- 47-8 Chinese pistache (*Pistacia chinensis*) is proposed to be planted as a street tree and would be required by the County.
- 47-9 Comment noted. Please see response to comment E-36-25.
- 47-10 Impact TRA-1 indicates that funding for Mitigation Measure TRA-1 may not be identified and made available because it is an unprogrammed improvement in the County of Santa Cruz Capital Improvement Program; and therefore, it is unfunded. As a result, it is uncertain as to whether proposed Mitigation Measure TRA-1 would be implemented, and ultimately the County will determine whether it will identify funding and implement the signal. Even if a commitment to fund the improvement is made, it is not likely to be implemented for up to about five years after the dealership would be operating, which would be a short term temporal impact considered significant and unavoidable. For this reason, the addition of project generated traffic trips to the intersection at Soquel Drive and Roberson Street in the PM peak hour under the Existing Plus Project, Near-term Plus Project, and Cumulative Plus Project conditions may be considered significant and unavoidable for some or all of those timeframes. See page ES-16 of the Draft EIR.
- 47-11 Comment noted. The County of Santa Cruz as lead agency for CEQA does not agree with the commenter that the project objectives are flawed; the project applicant articulates project objectives of the proposed project. Chapter 5.0 of the Draft EIR provides a reasonable range of project alternatives.
- 47-12 As lead agency for CEQA, the County of Santa Cruz developed the project alternatives contained in Section 5.0 of the Draft EIR.
- 47-13 The alternatives analysis contains the required “no project” alternative, a retail commercial project alternative allowed under the existing General Plan designation and zoning, and a mixed use alternative also allowed under the existing General Plan designation and zoning. An offsite alternative was also included.
- 47-14 Please see response to E-47-6 above.
- 47-15 The project proposes a sign exception subject to the provisions of Santa Cruz County Code Section 13.10.587 (Sign Exceptions) which states: In any district, exceptions to any applicable ordinance standards for a sign, sign program, temporary sign or directional sign may be considered for approval where warranted by site-specific circumstances. Sign exceptions shall conform to the performance contained therein and subject to discretionary approval.



Comment Letter E-48

Ann Steinlauf

February 19, 2018

Environmental Coordinator—Todd Sexauer

Re: Nissan Santa Cruz draft EIR

¶

Dear Sir,

I live in Soquel, I have many issues regarding this proposal. I do look forward to the area being developed per the General Plan & the Sustainable Plan. Mixed use, pedestrian friendly to serve the local community. | 48-1

Why doesn't the DEIR consider the result of losing these 8 community commercial lots as a resource? | 48-2

Traffic pg 3.8-17 Lack of funding \$500,000 to mitigate impacts at Soquel/Robertson st (level F) | 48-3

Why is the developers portion only \$14,500? | 48-4

Why is there no mention of 3 schools in the vicinity of this proposal and the traffic impact at various times to the area? | 48-5

How many big trucks will arrive weekly? | 48-6

Will Nissan send test drivers through Soquel Village? (Not addressed in draft) | 48-7

THANK you,

Ann Steinlauf

3385 Old San Jose rd

Soquel, Ca. 95073

Response to Comment Letter E-48

Ann Steinlauf

48-1 Comment noted.

48-2 The Draft EIR does address the eight parcels. Section 5.2 of the Draft EIR addresses the No Project/No Development Alternative. No other project has been proposed for the site other than the applicant's proposal. Please see page 5-3 of the Draft EIR for this complete discussion.

48-3 Comment noted.

48-4 The developer's responsibility has been calculated to be 2.84 percent of the total unfunded cost of the improvement at the intersection of Soquel Drive and Robertson Street. It has been calculated based on an unfunded cost of \$500,000 and the project's vehicle trip contribution to the intersection. This calculates out to \$14,200. See page 3.8-29 of the Draft EIR.



- 48-5 Page 3.8-5 of the Draft EIR contains a discussion of the existing levels of service at study area intersections. Table 3.8-2 also provides the existing conditions of the study area intersections and their levels of service during the AM and PM peak hours. This analysis takes into consideration the area schools.
- 48-6 Approximately six car carrier trucks are expected to make deliveries per month or approximately one car carrier truck every five days. In addition, an average of six deliveries per day, one of which (Nissan parts), would occur when the dealership is closed would occur. These additional deliveries would be from commercial carriers (e.g. FedEx, UPS), as part of their normal delivery operations.
- 48-7 Nissan could send test drivers thorough Soquel Village. Soquel Drive is a main east-west arterial roadway in the county.



Comment Letter E-49

Laura VanDerslice

From: Laura VanDerslice [mailto:lmvanderslice17@gmail.com]
Sent: Tuesday, February 20, 2018 3:23 PM
To: Lonnie Johnson <Lonnie.Johnson@santacruzcounty.us>
Subject: Proposed Nissan dealership in Soquel

February 19, 2018

Dear Planning Commission:

This letter is to express my opposition to the proposed Nissan dealership plan at the corner of Soquel Dr. and 41st Ave. This is my local neighborhood and also the neighborhood to many residents who live within walking distance to the proposed dealership. I have attended two public meetings concerning this issue and feel stronger than ever that this particular site is not well suited to this proposed plan.

49-1

The first mistake made was the County Planning Dept. making the decision to move forward with this proposal with no public input. For the first public meeting, only residents who lived within 300 ft. of the proposed project were directly notified (there are no residents within 300 ft. except for a few businesses) again giving no voice to Soquel residents who will be affected by this plan. Finally, a DEIR was completed and the public has the information that should have been previously available. I disagree with several of the DEIR conclusions that the impact on the surrounding area will be "less than significant". There is no mention of residents in the DEIR.

49-2

49-3

As you know, the intersection of Soquel Dr. and 41st Ave. is nearly impassable at certain times of the day with local commute traffic and a project such as this will only bring in more traffic from outside areas and counties. I already have to plan any trips I might have to take in the car to coincide with times of less traffic. The property now is zoned C-2 Community Commercial and should remain that way and be developed into something that will benefit the surrounding community. Traffic all over this county is bordering on ridiculous so the importance of developments that reduce, not increase traffic is of the utmost importance. I actually sold my house in Watsonville that I had owned for 30 years and moved to Soquel two years ago because the traffic on Highway 1 had gotten so bad at all times of the day and the commute was nearly impossible.

49-4

49-5

49-6

I would love to have local businesses that I could walk to on that corner property, not an auto dealership that will bring in noise pollution during the day from the service bays and artificial light pollution during the night. We already have the Honda dealership on Soquel Dr. that lights up the night sky like the 4th of July and it's not an attractive sight. I am voicing my opposition to the rezoning on this property to C-4. Do not make this area another "auto row"—this is not the appropriate location for this business.

49-7

Please show respect for the Sustainable Santa Cruz County Plan which includes Soquel and was accepted by the Board of Supervisors. Many hours were spent by the Advisory Group members and County staff to develop a plan for a more sustainable future in this county. This huge investment of time and money will all be in vain if the proposed Nissan project and rezoning is approved. If this happens, the message to the community will be that the Sustainable Santa Cruz County Plan was just an exercise in futility and community members really have no voice. I care deeply for this community and for everyone who lives and works here.

49-8

Thank you,

Laura VanDerslice
100 N. Rodeo Gulch Rd. Spc. 203
Soquel, CA 95073
831-254-6170

Response to Comment Letter E-49

Laura VanDerslice

49-1 Comment noted.

49-2 Comment noted. The public meeting that you mention was for an earlier proposal that is no longer under consideration. The current proposal includes three additional parcels for a total of eight parcels. The draft EIR concludes that significant impacts



requiring mitigation would occur to cultural resources, hazards and hazardous materials, noise, and transportation/traffic. Impacts to transportation/circulation would require both mitigation and overriding consideration for significant and unavoidable impacts.

- 49-3 The project would not directly impact residential properties. The nearest residential properties are located greater than 600 feet from the project area. A noise analysis was conducted and is contained in Section 3.7 of the Draft EIR. Temporary construction noise impacts were identified. Mitigation was provided on page 3.7-14 of the Draft EIR that addresses temporary noise impacts.
- 49-4 Comment noted.
- 49-5 Comment noted. Please see Chapter 5.0 Project Alternatives that describes both the Commercial Development Alternative and the Mixed Use Alternative.
- 49-6 Comment noted.
- 49-7 Comment noted. It should be noted that the majority of outside lighting would be turned off at night, allowing only a limited number of lights to remain on to provide security of the site. All sign lighting would be turned off after close of business (8:00 pm on weekdays, 7:00 pm on Saturday and 6:00 pm on Sunday).
- 49-8 Comment noted.



Comment Letter E-50

Anthony Silverira

February 19, 2018

Santa Cruz Planning Departments
Formal Public Comments Related to "Proposal Nissan Dealership Project"
Corner of 41st Ave & Soquel Drive, Soquel CA 95073

RE: APN 030-121-06, -07, -12, -13, -27, -53 & -57

My name is Anthony Silveira. This submission is delivered individually and in alliance with multiple roadway and traffic protection and concerned associations related to N. Rodeo Gulch Road, Soquel CA.

50-1

I personally would like to see the Dealership come in because we have multiple Nissan vehicles, so we now do business with Santa Cruz Nissan and we wish to continue doing business with them. Even though I don't necessarily oppose the development of the Proposed Nissan Dealership Project, I do wish to stress our demands that the Santa Cruz County Planning Department and all affiliated Santa Cruz County Departments grant our respect and desires to impose "specific written conditions", restrictions with the project approval and to the use permit. I /we do STRONGLY insist that all departments and all aspects related to the Nissan Dealership shall, "not be allowed to ever enter or use N. Rodeo Gulch Road" for any alternate, temporary, routine or occasional use for any vehicle test drives, demonstrations, by any and any salespersons, mechanics, test driver customers or any affiliates of Nissan Dealership. This shall be noted to include any future name changes, transfers, partnerships or any assignees, any future acquisitions, any future parcel modifications, parcel combining or separations whatsoever.

50-2

50-3

The subject N. Rodeo Gulch Road located near the proposed dealership currently suffers from lots of lack of deferred maintenance and requires careful driving by all N. Rodeo Gulch residents and users (Please see multiple attached photo's). The subject, a narrow 2-way traffic roadway which serves as the only access up into a Senior Citizen Mobile Home Park with a reduced speed zone sign for that purpose and then further leads up a windy road to a rural community. We sometimes experience 2 or more vehicular related accidents each month and several continued "close call accident occurrences constantly.

50-4

We have more than 4 roadway washouts, some with temporary stop signs utilizing single lane conversions. We have fallen trees laying right up against the already tight roadway with limited room to navigate routine access. We are constantly and "cautiously" watching out for all oncoming traffic which more than often, we are confronted with oncoming drivers already crossing over the center line up & down this roadway. Traffic includes constant pedestrian walkers, joggers, dog walking by their owners and regular bicycle route traffic as a constant routine. It is a true daily challenge to drive safely on N. Rodeo Gulch Road with the limited service traffic usability. Any consideration to add more impact by the Nissan Auto Dealership traffic will be more disastrous!

50-5



One fact & concern well known by us all is that, the traffic along our Soquel Drive route including the result directly in front of the proposed Nissan Auto Dealership development site, is a busy & congested traffic buildup due to the added fact that the freeways are also packed bumper to bumper already. The Soquel Drive alternate route often becomes even worse & also becomes bumper to bumper packed and barely moves at a slow crawl pace & congested with commute vehicles between the approximate hours of 3-6PM for great lengths.

50-6

So, here goes a typical realistic scenario;

The Nissan Dealership & staff related is tending to their job of selling or servicing automobiles. Now, there comes a prospective buyer who wishes to test drive the vehicle, rightfully wanting to explore speed & handling features of a new or used model vehicle. Or, maybe it's a mechanic doing a test drive for repairs?

With Soquel Drive slow or backed up, no customer nor no sales person with a hot buyer will be satisfied or desires to test drive a vehicle sitting at idle speed, waiting around for a half hour getting nowhere! Same goes for a mechanic performing vehicle repairs. Now, the "natural tenancy" is going to be, for drivers to look for a road nearby, "much less traveled". Which happens to be N. Rodeo Gulch Road!

50-7

This concern and request was brought up and conveyed during both meetings & presented to the owner and developer Don Groppetti and his staff during 2017 & again at the February 2018 community gatherings. We appreciate the respectful response and concern by Mr. Groppetti who stated that he understands our concerns and he will grant his full agreement to not allow entering onto N. Rodeo Gulch Road and he is willing to condition his use permit to fulfill his assurances.

The question & request to Santa Cruz County staff is how do I/we structure this into the instructions and conditional use permit to fulfill this goal for N. Rodeo Gulch Road residents, continual bicycle users and for safe public intensions and satisfaction?

Please note that I am currently working as well with, Don Groppetti and his associate Bill Wiseman to "fine tune" the terms to be suggested to Santa Cruz County Planning Departments. So, this timely submission is intended to put you on notice that more details will follow, because we are continuing our process to work towards further written goals and solutions to implement and enforce this understanding and commitment promise by Nissan and myself including the related concerned alliances associated with N. Rodeo Gulch Road, Soquel.

50-8

See site plan and project vicinity descriptions attached.

50-9

Feel free to contact me for any further information, details or other clarification.

Thank you,

Anthony Silveira



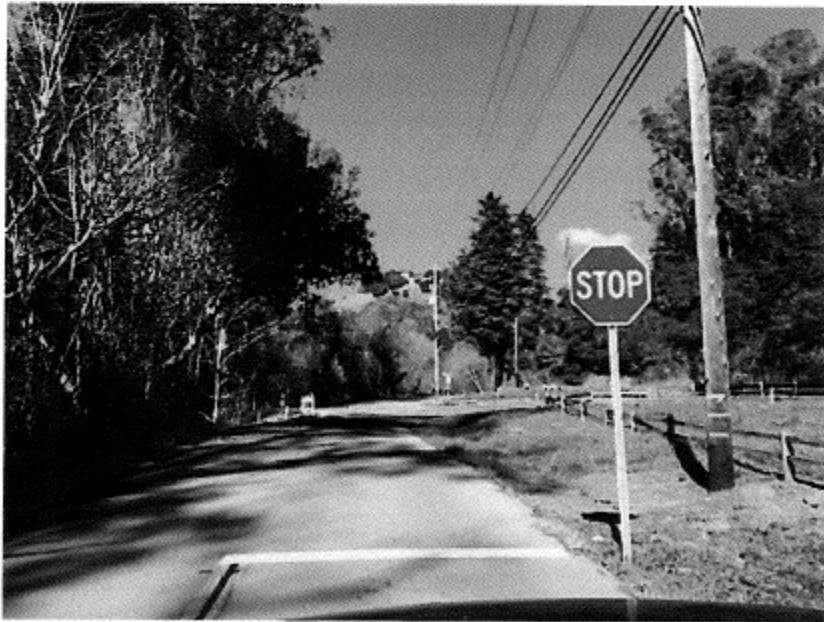
(Mailing Address:)
2223 Soquel Drive
Santa Cruz, CA 95065
Phone: 831-476-8463

cc: Photo's and Mapping Descriptions







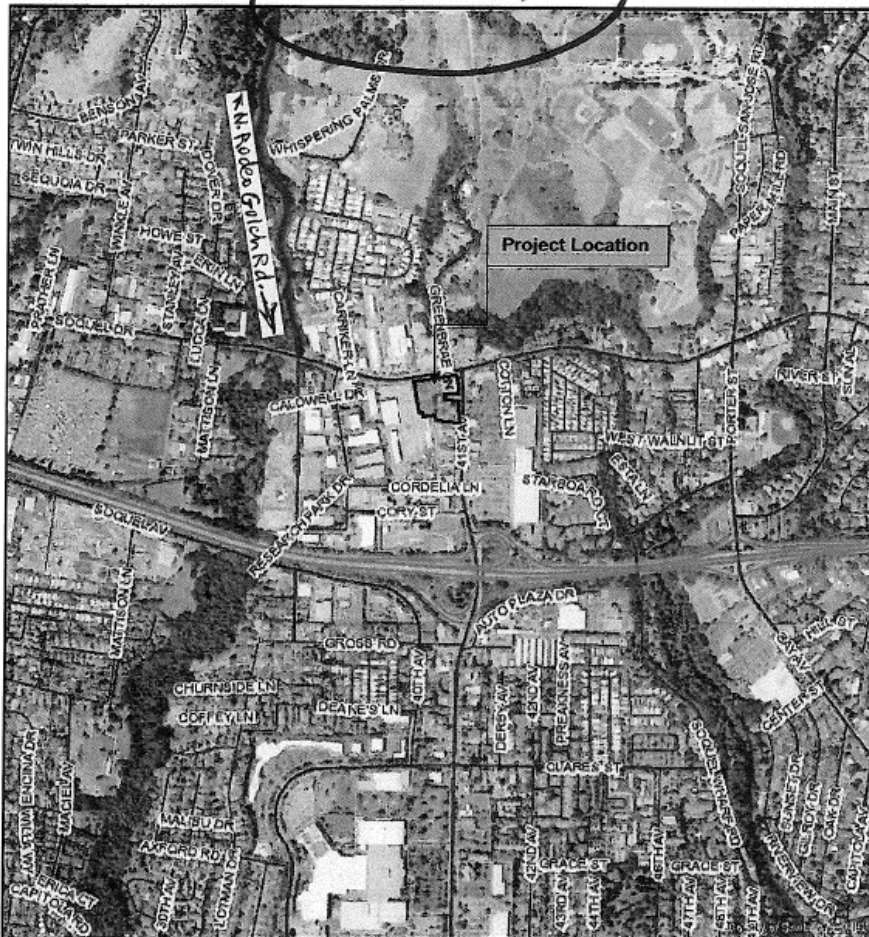




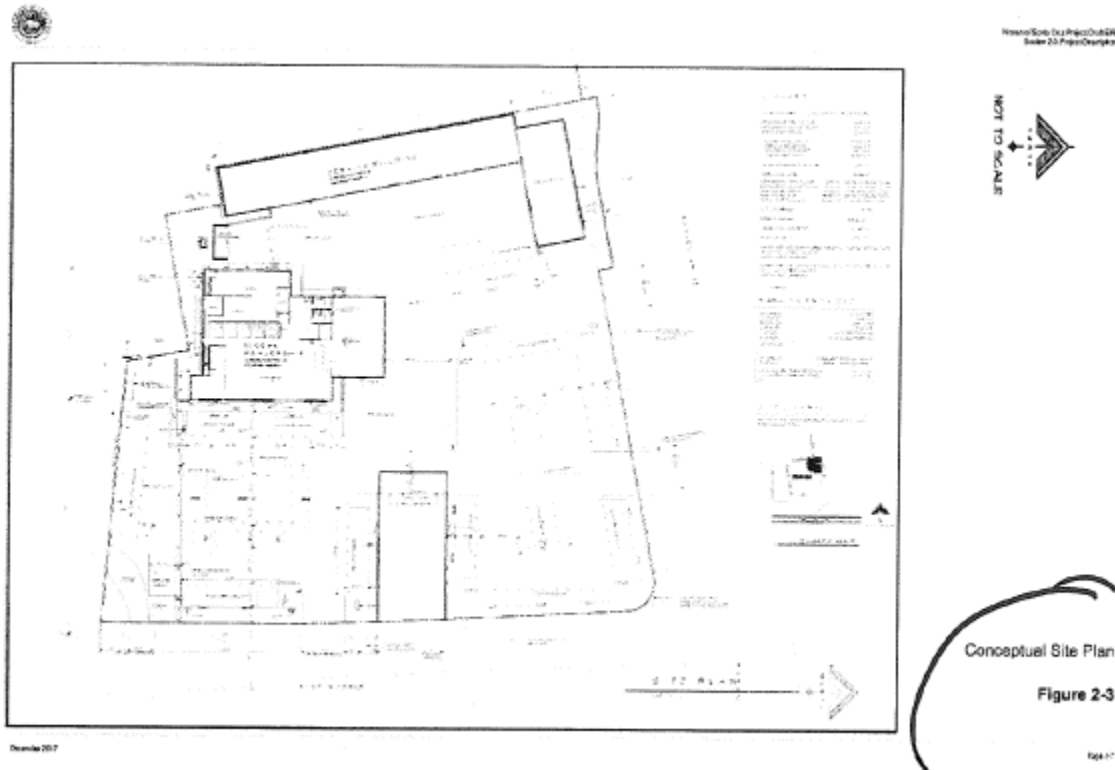




Project Vicinity







Response to Comment Letter E-50

Anthony Silverira

- 50-1 Comment noted.
- 50-2 Comment noted.
- 50-3 Comment noted. It is anticipated that vehicle test drives would occur on Soquel Drive, 41st Avenue, and Highway 1.
- 20-4 Comment noted.
- 50-5 Comment noted.
- 50-6 Comment noted.
- 50-7 It is anticipated that vehicle test drives would occur on Soquel Drive, 41st Avenue, and Highway 1.
- 50-8 Comment noted.
- 50-9 Comment noted.



Comment Letter E-51

Denise Kennedy

From: denise kennedy <dkennedy@redants.com>
Sent: Tuesday, February 20, 2018 9:57 AM
To: Todd Sexauer
Subject: Nissan Project

Dear Todd Sexier,

I am writing to oppose the change of zoning for the Nissan Project. Another car dealership in the neighborhood is not good.

| 51-1

To keep the zoning for mixed use would be much friendlier for the neighborhood.

| 51-2

I do most of my grocery shopping, gas getting, my haircuts, my car washed, lunch, toys, home depot and best buy. In other words I spend a lot of time in that traffic zone.

| 51-3

We do not need more cars and traffic. Please decide in favor of the neighbors who frequent the area with something less impacting on our neighbor shopping area.

| 51-4

Thank You, Denise Kennedy from Cherryvale

Response to Comment Letter E-51

Denise Kennedy

51-1 Comment noted.

51-2 Comment noted.

51-3 Comment noted.

51-4 Comment noted.



Comment Letter E-52

Judith C. Zscheile

225 Horizon Way
Aptos, CA 95003-2739

February 15, 2018

Mr. Todd Sexauer
Planning Department
County of Santa Cruz
701 Ocean Street
Santa Cruz, Ca 95060



Re: The Nissan Dealership in Soquel

Dear Mr. Sexauer:

I've heard of the proposal to change the zoning to allow a Nissan Dealership to be built at 41st Avenue and Soquel Drive. | 52-1

This does not make sense to me. I ask the County not to approve any auto dealership at that corner.

It will serve a very small cross section of residents, so why permit it to be built where it is already so busy? Test driving of new and used cars, testing repaired cars, car owners coming for parts, big trucks delivering vehicles and parts and shuttle vans – coming and going all day long. I use Soquel Drive and Highway 1 frequently and see how drivers revert to Soquel Drive because Highway 1 is clogged up for miles, for many hours each day. We do not need more traffic as described above. | 52-2
| 52-3

This activity belongs in the outskirts of town – not this already busy corner. Better use can be made for this corner, per the recent Soquel Sustainable Plan. Don't change that well studied plan. | 52-4

Incidentally, what is the justification for a large "Nissan" sign – to be larger than normally allowed? | 52-5

Use this land to serve more of us residents, not just a tiny segment who own Nissan cars. | 52-6

Keep the existing zoning. | 52-7

Follow the Sustainable Plan for this area. The County and residents spent many months and dollars for that Plan. Keep it intact. Follow it. | 52-8

Sincerely,

Judith C. Zscheile

Response to Comment Letter E-52

Judith C. Zscheile

52-1 Comment noted.

52-2 Please see Section 3.8 Transportation/Traffic in the Draft EIR. Also see response to comment E-60-3.



- 52-3 Comment noted.
- 52-4 Comment noted. Please see project Alternative No. 3 Commercial Use Alternative, and Alternative No. 4 Mixed Use Development Alternative included in Section 5.0 of the Draft EIR.
- 52-5 The project proposes a sign exception subject to the provisions of Santa Cruz County Code Section 13.10.587 (Sign Exceptions) which states: In any district, exceptions to any applicable ordinance standards for a sign, sign program, temporary sign or directional sign may be considered for approval where warranted by site-specific circumstances. Sign exceptions shall conform to the performance contained therein and subject to discretionary approval.
- 52-6 Comment noted.
- 52-7 Comment noted.
- 52-8 Comment noted.



Comment Letter E-53

Catherine Crane

February 14, 2018

Todd Sexauer, Environmental Coordinator,

The proposed Nissan dealership monstrosity is a nightmare for the community of Soquel. Amending the general plan is outrageous. Please do not put tax revenue before the local community. Obviously the environmental impacts cannot be mitigated. Gas emissions, traffic, bright lights, asphalt & a glossy Silicone Valley-style showroom are entirely at odds with the Sustainable Santa Cruz County Plan, current zoning & the wishes of the majority of Soquel residents. And what about water usage?! Here we are in the midst of extreme drought. Rationing for local residents is sure to come.	53-1
Meanwhile a wealthy owner from out of the county, who could probably care less about the quality of life in our town, will be washing all of his cars weekly, & even with recycling, will create a huge water burden.	53-2
One particular proposal for a traffic light @ Robertson Street veiled as mitigation of increased traffic is extremely absurd & really scares me; 4 uncoordinated stop lights within less than 1/2 a mile! Traffic is already intolerable from 2:30 to 6:30 pm. This light will make it worse, not better.	53-3
In summary, this dealership is totally inappropriate & harmful in this location.	53-4
	53-5
	53-6

Sincerely,

Catherine Crane
Soquel Resident

Response to Comment Letter E-53

Catherine Crane

- 53-1 Comment noted.
- 53-2 Comment noted.
- 53-3 Please see response to comment C-1-2 for a discussion on water consumption. Also see revisions to Section 1.4.7 in Section 3.0 of the Final EIR.
- 53-4 Comment noted. Some recycled water may be used by the project. The project is located within the City of Santa Cruz Water Department service area, which requires the project utilize water recycling equipment for the proposed car wash bay, or to operate on a limited timer with automatic shut-off (Santa Cruz Municipal Code Section 16.02.040(h)). The project would also be required to comply with the City of Santa



Cruz Water Efficient Landscaping Ordinance (Santa Cruz Municipal Code Chapter 16.16) as a condition of receiving water service.

53-5 Comment noted. Please see response to comment E-18-4 and E-60-3.

Comment Letter E-54

Azra Simonetti



Mrs. Azra Simonetti
100 N. Rodeo Gulch Rd., Spc. 36
Soquel, CA 95073-2049

SANTA CRUZ | NISSAN



Open House Community Meeting Comment Sheet

Please use this form to write your thoughts or questions about the project and then submit it to our team at the end of the event. These comments will be included in a report to Santa Cruz County.

- How many gallons a day exactly will the Nissan Dealership use? 54-1
- Will any of the water be recycled water? 54-2
- How will the dealership help pay for the extra wear & tear on our roads because of increased traffic? 54-3
- How long will we be inconvenienced ~~with~~ while the construction is under way? What will more construction vehicles, cement trucks etc. do to already existing traffic on Soquel & 41st? 54-4
- Other than money what benefit will having this dealership give to local customers? 54-5
- What logical reasons do you have for turning our lovely village and home into another auto mall? 54-6
- I am very opposed to this project! I have voted for Mr Leopold in the past + other board members. — If this is approved, I will not vote for you again!! 54-7
Azra Simonetti - resident



Response to Comment Letter E-54

Azra Simonetti

- 54-1 See response C-1-2 above.
- 54-2 Please see response to comment E-53-4 above.
- 54-3 The proposed project would be responsible for payment of Traffic Impact Fees.
- 54-4 Construction would occur over a period of eight months. Construction would be temporary. The project would be required to prepare a traffic control plan for any temporary lane closures during frontage improvements or for utility connections.
- 54-5 Please see response to comment E-55-1.
- 54-6 Comment noted. The project site is located outside of the Soquel Village. The proposed use would be consistent with the existing commercial uses located in the vicinity of the project site.
- 54-7 Comment noted.

Comment Letter E-55

Dianne Dryer

From: Dianne [<mailto:blueiris@gmail.com>]
Sent: Tuesday, February 20, 2018 4:25 PM
To: Lonnie Johnson <Lonnie.Johnson@santacruzcounty.us>
Subject: Letter to Planning Commissioners

RE: Nissan Project DEIR

TO: SC County Planning Commissioners

FROM: Dianne Dryer, Thurber Lane

COMMENTS RE NISSAN PROJECT PROPOSAL:

What are the benefits of a car dealership at this location to the surrounding community? What needs and desires of the surrounding residents and businesses would be fulfilled? | 55-1

What business and residential development opportunities would be lost with the approval of a car dealership at this location? (e.g. service businesses, restaurants, health related and professional offices, retail stores, etc., and medium density housing.) | 55-2

Sales tax revenue is very important for the County. What other locations would be more appropriate for a car dealership, away from walkable/bikeable areas? Why not designate an area of the County for them away from residences and neighborhood service/retail/office businesses? | 55-3

The proposed project use of this location requires a General Plan Amendment, a Zoning Amendment, a Commercial Development Permit, a Grading Permit, a Sign Exception and a Right of Way Encroachment Permit...and it ignores the Sustainable Santa Cruz Plan. That's too many exceptions and changes to long established and agreed-upon plans, guidelines and standards for this location! | 55-4

Any development at this location will increase traffic. A car dealership does not provide benefits to the surrounding community. A tiny fraction of local people would ever set foot on the property. However, a mixed-use commercial/residential development would offer many benefits and services. The location is ideal for walkers, bicyclists, and transit riders, and could provide employment for a variety of workers. I would support up to three story buildings for affordable housing and businesses at this site. I strongly object to any more car dealerships along Soquel Drive. | 55-5
 | 55-6

Thank you for your consideration of my comments.

Dianne Dryer
Thurber Lane



Response to Comment Letter E-55

Dianne Dryer

- 55-1 A Nissan dealership as proposed would serve customers from all around Santa Cruz County who already own Nissan vehicles that require service or parts, or would serve those who desire to purchase a new vehicle. Development of the automotive dealership would serve to revitalize the southwest corner of the intersection of 41st Avenue and Soquel Drive. The project would also provide the addition of sidewalks along the project frontage and somewhat beyond for safer pedestrian access through the project area, in addition to a new right-turn pocket along the project frontage from Soquel Drive to 41st Avenue. The right-turn pocket would help to reduce the queue of vehicles waiting at the signal to turn right on a red light or when vehicles are queued up through the intersection. The project would ultimately provide additional employment opportunities for those in Santa Cruz County.
- 55-2 The subject parcels are currently developed with existing non-conforming single family dwellings, a self-serve carwash and retail building. Since the acquisition of the subject parcels by the applicant and while this EIR was being prepared, the existing uses onsite have ceased and the retail use has relocated to the City of Capitola. Currently, the proposed dealership is the only application under consideration for the project site.
- 55-3 Comment noted. Section 5.6 of the Draft EIR discusses Alternative No. 5 Offsite Nissan Dealership. This alternative proposes to locate the project at the southwest corner of Soquel Avenue and Chanticleer Avenue.
- 55-4 The Draft EIR does not ignore the Sustainable Santa Cruz County Plan. Page ES-4 of the Draft EIR provides a detailed discussion of the Sustainable Santa Cruz County Plan. In addition, Table 3.6-4 Assessment of Relationship of Proposed Project to the Sustainable Santa Cruz County Plan Guiding Principles provides a detailed assessment of the SSCC plan and its relationship to the proposed project.
- 55-5 Comment noted. See Section 3.8 and Section 5.0 of the Draft EIR. Traffic impacts would be much less under the proposed project than with either a commercial use or mixed use development.
- 55-6 Comment noted. See Sections 5.4 and 5.5 for a complete discussion of a mixed use development alternative and a commercial use development alternative.



Comment Letter E-56

Vivian Fenner-Evans; Anita Gabriel; Jan Kampa; Liz Levy; Robert Morgan; Lisa Sheridan;
Katherine Sweet

February 20, 2018

Todd Sexauer
Environmental Coordinator
Santa Cruz County Planning Department
701 Ocean Street
Santa Cruz, CA 95073

Re: Proposed Nissan Project

"The EIR is also intended to demonstrate to an apprehensive public that the agency has, in fact analyzed and considered the ecological implications of its action [in approving a project]."

56-1

"The Legislature has made clear that the purpose of an EIR is "an informational document and that the purpose of an EIR is to provide public agencies and the public in general with detailed information about the effect which a proposed project is likely to have on the environment; to list ways in which the significant effects of such a project can be minimized, and to indicate the alternatives to such a project." (CEQA)

Most Soquel residents live north of Soquel Drive. We live on streets and roads like Mission Drive, Thurber, Winkle, Dover, Rodeo Gulch, Porter/Old San Jose, Main St/Cherryvale/Glen Haven, Hannah, Fairway, Victory, and Maplethorpe. We have no choice but to travel on Soquel Drive for anything we want or need to do away from our homes. Our every weekday reality is a gridlocked line of cars from Dominican to Park Avenue after 2:30 in the afternoon. Quality of life in our neighborhoods has declined as congestion has increased on Soquel Drive.

56-2

The Santa Cruz County Sustainability Plan offered us hope that this untenable situation could be made better through thoughtful land use planning and transportation choices. Soquel residents dutifully attended many public meetings, contributing ideas and opinions about how we wanted our community to look in the future. Our Board of Supervisors accepted the Plan in October 2015 and directed our Planning Department to codify the visions it contains into County statutes and law.

56-3

Public trust was shattered in April 2017 when the greater public found our County officials, ignoring the tenets of the Sustainable Plan, were actively supporting a regional car dealership that would add more traffic to the area and be located on properties identified in the Sustainable Plan as a key location for local serving businesses.

A DEIR was ordered to be prepared after citizens expressed anger and dismay. This DEIR was prepared by the Santa Cruz County Planning Department, the same agency that prepared and recommended adoption of a Mitigated Negative Declaration in April 2017.

56-4

We find that this DEIR lacking. It is narrow in its scope rather than being comprehensive and informative about the broader implications of the proposed project.

For Sustainable Soquel

Vivian Fenner-Evans Anita Gabriel Jan Kampa Liz Levy
Robert Morgan Lisa Sheridan Katherine Sweet



In The Beginning

Page ii 6.0 REFERENCES AND LIST OF PREPARERS directs readers to Section 6-2 for the list of the DEIR preparers (persons involved in data gathering, analysis, project management, and quality control)

County of Santa Cruz Planning Department

Kathy Molloy Previsich, Planning Director
Todd Sexauer, Project Manager/Environmental Coordinator
Nathan MacBeth, Project Planner
Carolyn Burke, Senior Civil Engineer/Environmental Planning
Annie Murphy, Planner/Historic Resources
Sarah Neuse, Planner/Native American Consultation
Laura Brinson, Senior Plans Examiner/Accessibility
Rodolfo Rivas, Traffic Engineer/Traffic Impact Analysis
Alyson Tom, Civil Engineer/Storm Water Management
Bob Hambleton, Project Manager/Sanitation

The CEQA Initial Study/Environmental Checklist is dated Thursday, April 6, 2017 with Nathan MacBeth noted as the staff planner. On April 12, 2017, less than one week later, Environmental Coordinator Todd Sexauer signed a Notice Of Intent To Adopt A Mitigated Negative Declaration which states "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...I find that the proposed project MAY have a significant effect on the environment."

(Note: The project description wrongly states that the proposed project is located "within the community of Live Oak." It is actually in the Soquel Planning area.)

Soquel (and other County) residents became aware of this proposal on April 22, 2017. It was happenstance that someone in the City of Santa Cruz called a Soquel friend and asked "what do you think about the Nissan proposal on Soquel/41st."

That was when local residents discovered that County Planning was recommending project approval based on a Mitigated Negative Declaration asserting there would be no problems that could not be solved. Documents supporting the development exceeded 800 pages and any public comments had to be submitted by May 1.

After a number of postings on public media by private citizens, the Board of Supervisors, Planning Department and Planning Commission received numerous e-mails and letters of complaint and concern. Under the weight of public pressure and media exposure, the Planning Director reluctantly extended the public comment deadline to May 8, 2017.

The Planning Department scheduled a hearing on the project before the Planning Commission on May 10, 2017. Citizens were prepared to appear before the Planning Commission but that item was cancelled from the Commission's agenda on May 9 just before 5 p.m.

Ultimately the 1st District supervisor asked that a Draft Environmental Impact Report (DEIR) be prepared instead of the CEQA Negative Declaration recommended by the Planning Department. Initially, the Planning Department said it would only do a "Focused" DEIR. The public was later advised that a full DEIR would be released in late July 2017, with the comment

56-5



period ending in early September. The document was actually released in the week before New Year's.

Public members requested that the required 45-day public comment period be extended for an additional 45 days so people could review the 314 page DEIR and approximate 1000 pages of eleven technical appendices. The Planning Department only added an additional 8 days to the public comment period.

56-5
cont.

Questions:

- **When did the applicant first make contact Santa Cruz County Planning Department about this project?**
- **What was the initial advice given to the applicant about the zoning at Soquel Drive/41st Avenue?**
- **When did the applicant furnish data used by the Planning Department for the CEQA Initial Study?**
- **What data was furnished?**
- **Who made the determination to write the DEIR for the applicant?**
- **When was that decision made?**
- **Furnish a copy of the contract between the applicant and Santa Cruz County Planning Department.**
- **How many staff hours were spent creating this DEIR?**
- **What DEIR sections are solely the work of Santa Cruz County Planning staff?**
- **How much did the applicant pay Santa Cruz County for its staff's work on the DEIR?**

56-6

How Did This Happen?

The applicant evidently began his business plan to open up a Nissan dealership in Santa Cruz County some time in 2015. (We're guessing) Numerous references in various publications indicate that the applicant decided by at least early 2016 that he wanted to put his business at the intersection of Soquel Drive and 41st Avenue. He made a multi-million dollar commitment to properties with existing zoning that did not allow his proposed project. Why would he have committed this much money without having received some assurances from County personnel that his project was likely to be approved?

From Bloomberg: *As of April 19, 2016, Santa Cruz Nissan, Inc. operates as a subsidiary of Gropetti Ltd., Inc.*

From the Fresno Bee July 10, 2016:

"I'm driven by profit, but I'm also driven by challenges," Gropetti said..."The company will temporarily use the existing facilities in Santa Cruz, but has plans to break ground on a new building in early fall, said spokesperson Anna Gonzales."

From the Santa Cruz Sentinel, May 1, 2017: *"The Nissan project has been in the pipeline for about 18 months, according to Karen Calcagno, who with her husband Joseph sold property on Soquel Drive to Gropetti in February for \$5.44 million."* (Note:) 18 months before May 2017 is December 2015.

56-7



From the Capitola Soquel Times, June 27, 2017: *"The Nissan project has been in the pipeline for about 18 months..... Santa Cruz County's economic development manager, **Andy Constable**, sees the development as a way to revitalize that section of 41st Avenue."*

From the Santa Cruz Sentinel, January 4, 2018: *"Looking for a larger location and fixing on a site at 3820 Soquel Drive across from Ocean Honda, ... he was encouraged by **Andy Constable**, the county's economic development manager, and purchased 1.3 acres for \$5.44 million."*

From the Santa Cruz Sentinel, May 9, 2017: *"Andy Constable, Santa Cruz County's economic development manager, sees the development as a way to revitalize a rundown section of 41st Avenue while creating jobs for residents along a transit corridor and generating tax revenues for county programs."*

Evidently the applicant must have felt confident that his business venture would be approved of and accommodated by Santa Cruz County staff. We believe that assurance was based on his relationship with Santa Cruz County's new Economic Development Manager Andy Constable.

Constable was hired on October 21, 2015 with a salary of \$179,593.35. Susan Mauriello, Santa Cruz County CAO said when Constable was hired: "I am pleased to have Mr. Constable.... Andy is the perfect candidate to help us navigate toward a more sustainable economy that works for local residents, provides for economic opportunity and supports the strength and character of our community."

An extensive and expensive 16-month public process was finished in 2014, culminating with the Santa Cruz County Board of Supervisors accepting the Sustainable Santa Cruz County Plan on October 28, 2014. The Sustainable Plan is a "vision" document and cannot be formally adopted, like General Plan zoning changes. After the Plan was accepted by the Supervisors, the Planning Department was charged with making the specific zoning changes as stated in the Plan. Their timeline was to work on those zoning updates in the summer of 2015, with the Supervisors' review and adoption of changes by October 2016. The Planning Department has still not finished that charge.

From 2014 through April 2017, Soquel residents thought they knew what would eventually be added as businesses to their community at Soquel and 41st. Their expectations were that that location would eventually be built out as community-serving small businesses. A similar situation had happened in 2015 across the street where the small vacuum cleaner store and several older structures were replaced by a small shopping area. There was anger and surprise when the community realized that not only had the Sustainable Plan been completely ignored by the Planning Department but also that the public had not been informed about this project in any sort of meaningful way.

From the Santa Cruz Sentinel, May 9, 2017: *"...residents were miffed they were not notified of a county meeting in December (2016) about the dealership; notices were sent to people living within 300 feet of the site, where most neighbors are businesses."*

From the Santa Cruz Sentinel, May 9, 2017: *"Barbara Mason, the county's economic development coordinator, said only two people attended a community meeting on the project. The public meeting was held Dec. 8, with notices sent out to everyone in a 300-foot radius per county code, according to county spokesman Jason Hoppin."*

56-7
cont.



The Economic Development noted in their annual report to the Board of Supervisors on June 19, 2017 that assistance had been given to the Nissan proposal.

From the May 18, 2017 Annual Status Report for the Office for Economic Development notes: "In addition, the staff has played a role in working with many businesses/proposed projects over the last year including, but not limited to the following:

- **Nissan – Live Oak** (Note: This report wrongly states this project is in Live Oak)
- *The Lumberyard – Pleasure Point*
- *Grey Bears – Live Oak*
- *Café – Seacliff*
- *Sand Rock Farm – Aptos*
- *Inner Faith Church – Soquel*
- *Mixed Use – Pleasure Point*
- *Healthy Oceans Seafood – Live Oak*
- *Women’s Health Center –Live Oak*

56-8

The same OED report also states *"The support of the medical district and businesses, including the new Sutter/PAMF development at the flea market site continues."*

The County OED website includes the following information for potential new businesses:

4. Verify Zoning Regulations: *Before finalizing your business location or signing a lease, contact the County of Santa Cruz Planning Department at (831) 454-2130 to determine if your business is an eligible use for a specific location and whether any special approvals are required. All businesses must locate in areas zoned to allow that particular business activity."*

Questions:

- **Where is Andy Constable referenced in the DEIR as a County staff person involved "in data gathering, analysis, project management, and quality control" in the production of that document?**
- **Who in our County government structure was first in contact with the applicant or his representatives?**
- **When did Constable’s involvement with this project start?**
- **Who made the determination that the 4^{1st} Avenue/Soquel Avenue property was the best location for this dealership?**
- **Who in the County government structure authorized Constable to work on this project?**
- **Furnish all e-mails exchanged between Constable, the Santa Cruz County Planning Department and the applicant under FOIA (California Freedom of Information Act) from 2015 to 2018.**
- **What was Constable’s contribution to the applicant’s decision to pursue the Soquel Drive/41st Avenue properties?**
- **Characterize and explain Andy Constable’s role in moving this project forward.**
- **Did anyone inform the applicant that the property he was considering did not have the appropriate zoning for his project? If not, why wasn’t he informed?**
- **The DEIR makes no mention of the potential for greatly increased traffic along the Soquel Drive corridor when Palo Alto Medical Clinic converts the Skyview Drive-in/Flea market to medical uses.**

56-9



Project kick-off meeting

Postcards notifications for this meeting were sent to properties within 300 feet of the proposed project, missing entirely at least 1000 people who live with 1000 feet of the project site. We were told at the May 2017 community meeting that only two people came to the meeting other than those associated with the project.

56-10

The size and scope of this project should have been a clear indication that the greater Soquel community should have been made aware of it in when it was first considered. We feel that a stronger commitment to public involvement should have happened.

"1. INTRODUCTION This traffic study presents the findings of the traffic analysis for the proposed construction of a new auto dealership (Santa Cruz Nissan), which will be located on six parcels southwest of the intersection of 41st Avenue and Soquel Drive in unincorporated Santa Cruz County...The Project will accommodate on-site parking for both bicycles and passenger vehicles and have one full access driveway from Soquel Drive and one right-in right-out driveway from 41st Avenue. It will be open seven days a week from 9:00AM to 8:00PM Monday through Friday, from 9:00AM to 7:00PM on Saturdays, and from 11:00AM to 6:00PM on Sundays. The Project will have 20,111 square feet of gross floor area, which includes the auto showroom, reception area, parts storage rooms, administration and offices, lounge area, bathrooms, and service building...This study was prepared based on discussions with Santa Cruz County during the Project kick-off meeting on October 5, 2016,. It also complies with traffic impact study guidelines and criteria set forth by Santa Cruz County."

56-11

Questions:

- Who attended the Project kick-off meeting October 5, 2016?
- Who hosted the meeting?
- What specific Santa Cruz County criteria determined that this project should be supported and promoted by the Planning Department even though it conflicts with the Santa Cruz Sustainable Plan adopted by the Supervisors in 2014?
- Who made those determinations?
- Show a list of who was mailed postcards about this meeting?

56-12



Section 2.0 Project Description

"This section provides a description of the proposed project, including information regarding the project applicant, project location, major project characteristics, approximate construction schedule, project objectives, and discretionary approvals needed for the project."

Section 2-2 describes the area surrounding the proposed project area: *"The project site is located in the central portion of Santa Cruz County, to the west of Soquel Village and to the north of the City of Capitola. The project site is located approximately 1,000 feet north of Highway 1 and approximately 1,100 feet east of Rodeo Creek Gulch. The site is bordered by Soquel Drive and 41st Avenue, on the north and east respectively; by a microbrewery and full service carwash to the south; and by a lumber yard to the west.*

This description leaves out a lot. The only sites acknowledged south of the project site are Rain Tree Car Wash and Discretion Brewery. A number of other local-serving businesses located in a C-2 zoning district were ignored. There is a beauty shop, a Cross Fit Gym, a retail tent shop, a cannabis medical dispensary, two furniture store and several restaurants. All of the commercial enterprises are as close as immediately adjacent to the project site to just a few 100 feet away.

A relatively new shopping center (north) just across Soquel Drive has a number of local-serving businesses such as a toy store, a sandwich shop, a United Parcel store, a Fish Vet, a medical office and a fitness gym. Immediately across Soquel Drive are a smog check business and several small automotive repair shops.

The description fails to note that there are two mobile home parks within 500 feet, a large mobile home park (Alimur) whose back border is just over 600 feet away, and an even larger mobile home park (Rodeo Mobile Home Estates) that also has a back perimeter within 700 feet of the proposed project site. Greenbrae Lane is a residential community is just north of the project. Note that all of the mobile home parks and the residential Greenbrae neighborhood are considered **Sensitive Receptors** under CEQA guidelines.

We feel a factual project description is critical to an honest environmental assessment and regret that the description in this DEIR falls far short of that.

56-13



2.5 Project Objectives

The applicant's objectives of the proposed Nissan of Santa Cruz project are as follows:

- *To provide a conveniently located, attractively designed automotive dealership and service center that will offer a full range of automotive models and services that satisfy the demand for new car buying opportunities within unincorporated Santa Cruz County.*
- *To provide Service Commercial development within an area currently designated as Community Commercial.*
- *To combine multiple small parcels into one large parcel that can be developed to provide a greater community benefit.*
- *To provide for the efficient redevelopment of an existing community commercial area that is currently underutilized with blighted non-conforming residential properties, outdated commercial uses, and non-conforming site improvements.*
- *To provide commercial tax revenues to the unincorporated County of Santa Cruz.*

56-14

Here are the CEQA Guidelines description of what the statement of objectives should be:
Section 15124(b) "A clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid decision makers in preparing findings of statement of overriding considerations, if necessary the statement of objectives should include the underlying purpose of the project."

56-15

We believe it is informative to include a discussion about the Santa Cruz County Sustainable Plan because this applicant asks our decision-makers to override and supersede that Plan to approve his private development project.

56-16

State law AB 32, the California Global Warming Solutions Act of 2006, is a comprehensive, long-term approach to addressing climate change. SB 375, the Sustainable Communities and Climate Protection Act of 2008 is a California state law that targets greenhouse gas emissions from passenger vehicles. Each California region was required to develop a "Sustainable Communities Strategy" that integrates transportation, land-use and housing policies to plan for achievement of the emissions target for their region.

56-17

The Board of Supervisors voted 5-0 in favor to adopt the Sustainable Santa Cruz County Plan in October 2014. The Plan provides guiding principles for land use, zoning, transportation and infrastructure improvements throughout the County's urban core and the Planning Department was directed to make the specific zoning changes to reflect those principles. The expectation was that the Supervisors would review and adopt those changes by October 2016.



This DEIR, written by our own Planning Department, states that the Santa Cruz County Sustainable Plan hasn't been "adopted" so is not applicable to this project application. That statement is misleading, disingenuous and, in our opinion, ill-advised.

The Plan is a "vision" document and cannot be formally adopted like a set of General Plan zoning changes. If that timeline had been adhered to, this Nissan project would have been even more obviously unacceptable than it is now. We acknowledge that the applicant could still have bought the parcels and asked for a zoning change. But we are disheartened that this project has seemingly had the approval of the Planning Department since at least 2016.

In April 2017, the Planning Department wrote and recommended the adoption of a Mitigated Negative Declaration that asserted there would be barely any negative environmental impacts from this project and those few impacts would be easily mitigated. The same Department has prepared the DEIR that again demonstrates a clear bias in support this project

These are excerpts from the Sustainable Santa Cruz County Plan:

- *"In Fall 2014, the Sustainable Santa Cruz County Plan was completed under a multi-year grant from the California Strategic Growth Council in the amount of \$500,000. (Note: Santa Cruz County added an additional \$150,000) The grant produced a planning study that describes a vision, guiding principles, and strategies that can lead to a more sustainable development pattern in the County."*
- *"The Plan was created through a community process that included (16) public workshops, formation of a 20+ member Community Advisory Group, stakeholder meetings, an on-line communication and comment forum called "Open Town Hall", and public hearings before the Planning Commission and Board of Supervisors."*
- *"Economic Vitality. Support locally owned businesses that bind the community together, and new small- to mid-size businesses that generate environmentally friendly, well-paying jobs and local economic prosperity."*
- *"Unique Community Character. Enhance the unique characteristics of communities by investing in healthy, safe, attractive, and walkable neighborhoods and efficient transportation choices between communities."*
- *"Many residents expressed frustration with traffic congestion, lack of safe infrastructure that feels safe and inviting for biking and walking, limited transit options, housing that is not affordable for many, and lack of investment in commercial properties."*
- *"Inclusive Decision-Making. Encourage community and stakeholder involvement in planning and decision-making. Ensure that planning decisions are predictable, fair, forward thinking, and cost-effective. Reform the project review process to encourage high-quality infill development and reduce unnecessary uncertainty and expense."*

Our support for the Sustainable Plan is at the heart of our argument that this proposed project should be rejected. We also rely on some excerpts from CEQA case law:

- "The EIR serves not only to protect the environment but also to demonstrate to the public that it is being protected."

56-17
cont.

56-18



- "The EIR process will enable the public to determine the environmental and economic values of their elected and appointed officials thus allowing for appropriate action come election day should a majority of the voters disagree"
- "The purpose of CEQA is not to generate paper, but to compel government at all levels to make decisions with environmental consequences in mind."

56-18
cont.

Objective 1: *To provide a conveniently located, attractively designed automotive dealership and service center that will offer a full range of automotive models and services that satisfy the demand for new car buying opportunities within unincorporated Santa Cruz County.*

We do believe that Objective 1 is an accurate description of the applicant's main reason for wanting this project. We also note that this particular objective sounds, to us, as if it were written by a P.R. firm or advertising agency rather than a local government agency.

The applicant's business over many years is that of a car dealer. His choice of this location is likely engendered by guidance from Nissan America that likes its dealers to be physically close to a Honda dealership. It is an automotive industry given that a Honda dealership sells about three times as many cars a month as a Nissan dealership. Nissan hopes that having dealerships close to Honda dealerships will give them more traffic and more potential customers than a stand-alone site.

The applicant stated in his local paper, the Fresno Bee on July 10, 2016, "*I'm driven by profit, but I'm also driven by challenges.*" Gropetti said... "*The company will temporarily use the existing facilities in Santa Cruz, but has plans to break ground on a new building in early fall, said spokesperson Anna Gonzales.*"

Note that this statement happened before anyone in the Soquel (or even the greater Santa Cruz) community knew that his plan was to locate his new dealership in Soquel by the end of 2017. If the Santa Cruz County Planning Department's Mitigated Negative Declaration had been approved as originally scheduled for the May 10, 2017 Planning Commission hearing, the applicant would have been "breaking ground" in early fall 2017.

56-19

Question:

- **What location was the applicant referring to when he speaks of breaking ground "on a new building in early fall (2017)?"**
- **What Santa Cruz County government agencies were in contact with the applicant in July 2016? What was the nature of those contacts?**
- **Does Objective 1 actually assert that the applicant only wants to "satisfy the demand for new car buying opportunities within unincorporated Santa Cruz County?"**
- **Does this mean that they wouldn't sell vehicles to city-dwellers or out-of-county customers?** We say this facetiously but that is actually what this directive states. It also implies that any location other than in the unincorporated parts of Santa Cruz County would be unsuitable or unworkable. That assertion would eliminate many possible alternative locations in our county.
- The only alternative site identified in this DEIR is also located in the unincorporated part of the county. **Were other sites in Santa Cruz County**



considered as possible alternative locations other than the one alternative location examined in this DEIR? If other sites were considered, where were they and why were they rejected?

56-19
cont.

- **Did the Santa Cruz County Office of Economic Development offer any assistance to the applicant in locating other suitable properties for a car dealership elsewhere in the County?**

Objectives 2 and 3 are not actually "project objectives" needful for building a new car dealership. These are the special favors that the applicant is asking from the County so he can locate his business in this particular location.

Objective 2: *To provide Service Commercial development within an area currently designated as Community Commercial.*

Questions:

- **What proof is there that are no existing properties within Santa Cruz County with C-4 zoning that would serve the applicant's business plan?**
- **Does Objective 2 indicate a judgment is being made by the DEIR authors (Santa Cruz County Planning Department) that the County has too much Community Commercial zoning and insufficient Service Commercial zoning?** The Santa Cruz Sustainability Plan supports this entire area retaining its current General Plan C-2 zoning. The San Lorenzo storage yard next to the proposed Nissan project is noted as non-conforming in the General Plan and, if the current use is changed, that the property will be rezoned to C-2 (Community Commercial).

56-20

Objective 3: *To combine multiple small parcels into one large parcel that can be developed to provide a greater community benefit.*

The Land Use section of the General Plan states that commercial areas in Santa Cruz County are designed to respond to five different levels of need for goods and services. *"The second level, community commercial, is designed to satisfy a broader need for goods and services and provide concentrated centers of commercial development. Existing Community Commercial areas are generally found along arterial streets such as Soquel Avenue, Soquel Drive, 41st Avenue, and Freedom Boulevard. In addition, some uses in the Community Commercial designation may attract residents from other areas of the county. Large, more "regional" uses may be appropriate in unincorporated urban areas where sufficient land is available and impacts on the surrounding neighborhoods can be mitigated."*

56-21

The DEIR lacks any discussion about the pros and cons of combining smaller parcels into one large parcel. The objective is stated but not supported with examples. There are social consequences that may be negative consequences.

An automobile car dealership takes up a large amount of land and has more value to the regional area than a local community. Although it may sometimes provide intensive tax dollars it must also be considered in the context of its negative impact to maintaining or providing a walkable neighborhoods and easy access to community commercial districts.



Questions:

- **Why didn't the DEIR provided any of the plethora of examples available from the Santa Cruz County Sustainable Plan which supports many different types of modern commercial district?**
- **Did the Economic Development Team consider any other possible development projects for this corner?**
- In Objective 3, the "community benefit" accrues to the applicant to have sufficient property for his project. For this plan to be approved, the Board of Supervisors will have to adopt a "statement of overriding considerations" that indicates that even though a project would result in one or more unavoidable adverse impacts, it has specific economic, social or other stated benefits sufficient to warrant project approval. **What is the "greater community benefit" that will happen if these eight small lots are combined into one?**
- **Where in the DEIR is it noted that these separate parcels will be joined into one taxable parcel?**

56-21
cont.

These properties were identified in the Sustainable Plan as components in achieving one of the major goals of the plan – reducing greenhouse gas emissions by lowering Vehicle Miles Traveled (VMT). From the Sustainable Plan:

"Focused Development. ...encourage those new uses to use land efficiently. New development should be compact, located primarily within existing urban areas, and should feature a mixture of uses and development intensities that support transportation choices including transit, cycling, walking, and carpools, and to the extent possible, promote the fiscal sustainability of the area."

56-22

"Increased residential and commercial intensity supports more frequent bus service. Bike lanes, enhanced crosswalks and other infrastructure improvements increase safety, comfort, and convenience for bicyclists and pedestrians. Mixed-use development creates more destinations that are accessible to area residents by bus, bicycles, and walking. Shared structured parking allows visitors to park once and walk to different destinations."

A regional car dealership serves none of the goals stated above.

As the only Nissan dealer in Santa Cruz County, this business will advertise for and encourage customers to come from all parts of the county. People do not walk to car dealerships.

This dealership will occupy eight existing properties that could each provide a location for eight local small businesses. This dealership will divide the thriving and diverse commercial community that surrounds this site.

56-23

As noted at the February 8 Community meeting, at least 1000 people live in four mobile home parks within 1000 feet of this site. Many of those people have limited incomes and no vehicles. These eight parcels would serve these residents better if they housed a variety of small businesses.

A new small shopping center was built two years ago just across Soquel Drive from the project site. It reflects all the values of the Sustainability Plan. The businesses there already have strong customer bases and serve the local community.



The Starbucks in the Redwood Shopping Center serves the same sort of function of reducing Vehicle Miles Traveled because it draws most of its regular customers from the Soquel neighborhood. Starbucks aficionados no longer have to drive to Clares Street in Capitola, 17th Avenue in Santa Cruz or Soquel Drive in Aptos.

56-23
cont.

Objective 4: *To provide for the efficient redevelopment of an existing community commercial area that is currently underutilized with blighted non-conforming residential properties, outdated commercial uses, and non-conforming site improvements.*

Objective 4 has absolutely no relationship to this project and has nothing to do with the applicant wanting to open a car dealership. The Clock Tower shopping center, opened just two years ago, replaced a small vacuum cleaner shop in an older, unimproved building and several other dilapidated buildings

This objective makes the assumption that the proposed Nissan project is the only thing that can save this property from blight, out-dated commercial uses or that this property will remain underutilized for many years to come.

56-24

Questions:

- **Why does this DEIR describe Kings Paint and Paper as an “outdated” commercial use?** The paint store is a local business that’s at least 25 years old with two County locations and a loyal clientele. It has relocated to Capitola. The fact that the building could have been updated or re-modeled was the responsibility of the property owner.
- All of these properties are zoned C-2 and sit on the corner of a major transportation corridor. **If these properties are “blighted,” why did the applicant pay \$5.5 million for them?**
- **What is the monetary value of comparable C-2 properties?**
- **What is the new assessed value of each of these lots? Are the commercial possibilities of each lot factored into the re-assessments?**
- **Is there increased resale value for these lots for something like a Planned Unit Development if they’re owned by one entity?**

Objective 5: *To provide commercial tax revenues to the unincorporated County of Santa Cruz.*

The stated “objective” is not explained. It does not add to an accurate description of the project's underlying purpose. It has no bearing as to why he wants to locate his business in this particular location. Due to this limitation, it prevents the lead agency that prepared the DEIR from evaluating possible alternatives not located in the unincorporated part of Santa Cruz County.

56-25

The applicant himself disavowed this objective at his February 8, 2018 community meeting. Asked specifically about this “objective” and “why he listed on his application that he wanted to provide tax dollars to Santa Cruz County,” he stated emphatically that this was not his objective and he did not write it.

There is no logical relationship that this applicant has with Santa Cruz County. The applicant is **NOT** a resident of Santa Cruz county and has no previous history or ties to the Santa Cruz



County community. This applicant is a private citizen from Visalia and, by his own admission, will soon be residing in Carmel, California.

Questions:

- **Why would he rather give tax dollars to Santa Cruz County than any other taxing jurisdiction?**
- **Who wrote the Objectives listed in this DEIR?**

56-25
cont.

Revenue Questions

Proponents of this project emphasize the fact that this project would "provide commercial tax revenues to the unincorporated County of Santa Cruz."

Mr. Groppetti is quoted in the May 1, 2017 Santa Cruz Sentinel as saying he would increase his employees to 40 at the new dealership (if it is approved)

This property is currently zoned C-2 (Community Commercial) Anything built there will generate tax revenue for the County. We also ask questions that would contrast the proposed project with General Plan/Sustainable Plan compliant uses.

Questions:

- **What is the number of car dealership employees based on? Number and revenue of new car sales? Number and revenue of used car sales? The number of cars worked on and revenue of the service and parts department?**
- **How many cars would a Nissan dealership need to sell or service to justify 40 employees?**
- **When does the applicant anticipate having 40 employees? One year? Two Years? How many years?**
- **How many people could be expected to be employed at eight separate service or retail businesses that could be built at this site?**
- **Does the County have any data that notes the average number of employees at C-2 businesses in the County?**
- **Various numbers on how many cars this dealership will sell monthly have been discussed in various forums and publications. What is the expected number of new car sales per year?**
- **What is the expected number of sales of new and used cars to households in Santa Cruz County?**
- **What is the expected number of sales of new and used cars to be sold to consumers from outside of Santa Cruz County?**
- **What amount of tax revenue is expected from the dealership's different department (sales, service & parts) per year?**
- **What portion of the sales tax on a new car stays in Santa Cruz County?**
- **What portion of the sales tax on a new car is given to the city or county where the car will be registered?**

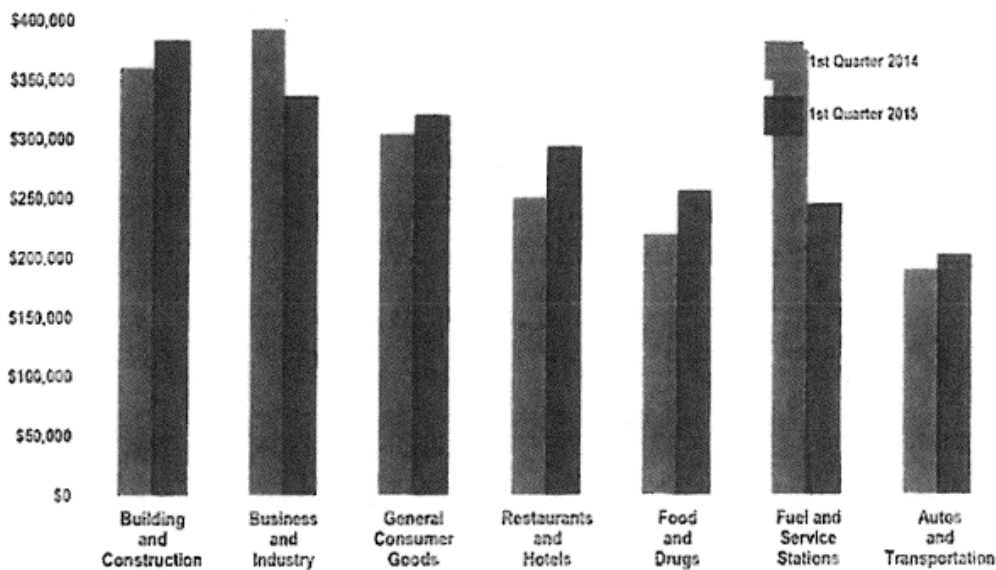
56-26



- How many Nissans are sold per month or year in comparably-sized California counties?
- What is the percentage of Nissan sales compared to Toyota or Honda sales?
- Would this dealership be able to sell the same number of cars as a Nissan Store in Monterey or Salinas?
- The Economic Development Team states that a Soquel dealership will sell twenty million in car sales per year. Approximately how many cars would need to be sold?
- Does Nissan America track data that show the average lot size and area population of its dealerships which sells 20 million in (new) car sales per year?
- In dollars, how much tax revenue does Santa Cruz County expect to receive from this new dealership (if approved)?

56-26
cont.

SALES TAX BY MAJOR BUSINESS GROUP



56-27

The Auto and Transportation sector accounts for the least amount of tax revenue in the seven major business groups

Questions:

- What data shows the potential revenue that could be generated from mixed use or community commercial businesses occupying the project site be considered for a car dealership??
- What are the revenue potentials of businesses that are suitable for C2 zoning?



3.6 Land Use and Planning

The DEIR lists and examines Policy Consistencies between the proposed project and the Santa Cruz County General plan (Page 3.6-14 to 3.6-29). Here are some of the inconsistencies we have noted: (Quotes from the DEIR are in *italics*. Our comments are in **bold**)

56-28

Land Use Element

LU-2.16 Public Services Adequacy

General Plan - *Consider the adequacy of public service capacity (including without limitation sewer, water, roads), public school capacity, terrain, access, pattern of existing land use in the neighborhood, unique circumstances of public value, locations with respect to regional of community shopping and other community facilities; access to transportation facilities including transit, rail, bicycle, and pedestrian facilities; and parcel size in the surrounding area in determining the specific density to be permitted for individual projects within each residential density to be permitted for individual projects within each residential density range, as appropriate.*

Consistent – *The proposed project would develop an area composed of eight adjacent parcels containing existing residential and commercial uses that are adjacent to both Community Commercial (CC) and Service Commercial (CS) areas. Amending the General Plan and rezoning the site from the community commercial to service commercial would not disrupt the pattern of existing land use, in that both community and service commercial uses currently exist adjacent to the site, and an existing automobile dealership is located very nearby on the north side of Soquel Drive. An automobile dealership can be considered a regional commercial use, and there are other regional commercial uses nearby, including a Home Depot on the east side of 41st Avenue in the shopping center located to the east side of the proposed site. The project proposes to install sidewalks along the site frontage and beyond, to address the current deficiency/lack of sidewalks. Adequate public services are currently available to serve the proposed project site (See Section 1.4.8, Public Services and Utilities). Therefore the project would be consistent with this policy.*

The DEIR is not consistent with the General Plan.

- **Explain in detail how an “automobile dealership can be considered of regional commercial use, and there are other regional commercial uses nearby including a Home Depot on the east side of upper 41st Avenue in the shopping center located to the east of the proposed project site. Adequate public services are currently available to serve the proposed project site.”**
- **Within 1,000 feet of the proposed development there are four mobile home parks. At a minimum, there are 1,000 people living in the mobile home parks. Explain in detail how Home Depot (the example the DEIR provides) serves low-income people living in a mobile home park nearby?**
- **Explain in detail how an automobile dealership can be considered of regional use to the low-income community within 1,000 feet? Please explain in detail how a predominately Spanish-speaking low-income community (Osocales Mobile Home Park – operated by Mercy Housing) can benefit from the proposed dealership? Subsidized housing provides housing for low-income families, seniors and people with special needs at 30 percent of their income.**
- **Explain how the proposed dealership provides a “public service capacity” to the surrounding residents of the four mobile home parks?**
- **Subsidized housing provides housing for low-income families, seniors and people with special needs at 30 percent of their income. Explain how the proposed dealership provides a “public service capacity” to the residents of the four mobile home parks in close proximity to the proposed project. One park is a senior-only park, one is a affordable income rental park and one is serves mainly low-income people because of the age and condition of the coaches.**

56-29



LU-2.17.4. Design of Service Commercial/Light Industrial Uses. Ensure compatibility with adjacent uses through the Commercial Development Permit procedures with careful attention to landscaping, signage, access, site and building design, on-site parking and circulation, fencing, and mitigation of nuisance factors.

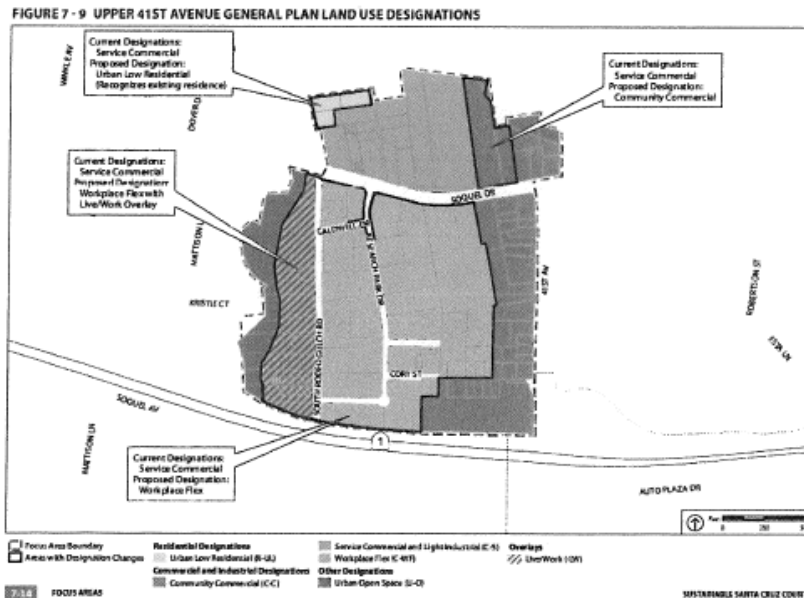
Consistent. The proposed project site is surrounded by Community Commercial (C-C) and Service Commercial (C-S) uses. The required development review process would ensure that consistency with the code is achieved. Therefore, the project would be consistent with this policy.

- The proposed project is mistakenly identified as being “surrounded by both Community Commercial (C-C) and Service Commercial (C-S) uses.” The project is only contiguous to Community Commercial zoned properties.
- Two large properties directly across the Street from this proposal on Soquel Drive are currently designated as Service Commercial and the Sustainable Plan recommends that these be designated Community Commercial.
- Further west and north along Soquel Drive from the Honda dealership over toward Rodeo Gulch, the General Plan map shows Service Commercial designation.
- The western properties on the other side of the San Lorenzo lumber property are currently designated as Service Commercial and proposed as “Workplace Flex” designation in the Sustainable Plan.
- The consistency comments seems limited in scope - given that the currently approved Sustainable Plan, which was scheduled to be incorporated into the General Plan by 2015-2016, has not been included and neither have the recommendations for compatibility for this planning area.

56-30

These diagrams below are from the Sustainable Plan and show current uses and recommended uses.

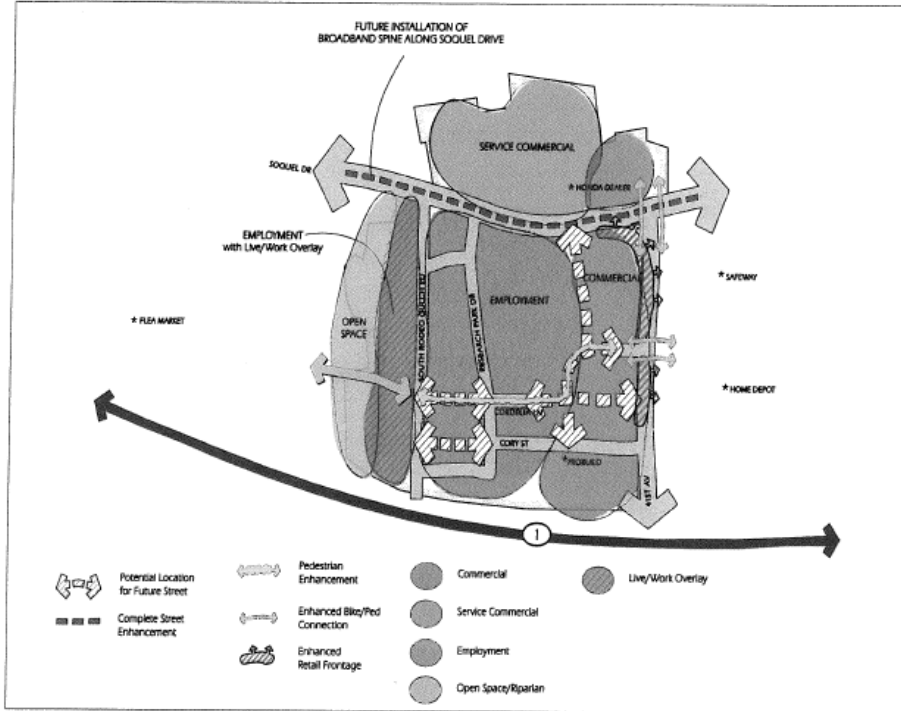
Circulation Element Cir-3.1.1



56-31



FIGURE 7 - 8 UPPER 41ST AVENUE CONCEPT DIAGRAM



SUSTAINABLE SANTA CRUZ COUNTY

SUSTAINABLE LAND USE & TRANSPORTATION PATTERN 7-13

56-31
 cont.

Circulation Element

CIR-3.3.6 Americans with Disabilities Act

Require parking facilities to meet the requirements of the Americans with Disabilities Act, and require that pedestrian ways be designed into parking lots of all developments to enable pedestrians to get to their destinations in a safe manner.

Consistent. The proposed project would include three ADA accessible parking spaces, proposed to meet the requirements of the Americans with Disabilities Act. As shown on Figure 2-3, Conceptual Site Plan, accessible pedestrian paths are located immediately in front of the dealership showroom, out the rear of the showroom to the service building, and throughout the relatively level parking lot area. Therefore, the project would be consistent with this policy.

(The site referred to here is Figure 2-3 Conceptual Site Plan)

- Conceptual Site Plan only shows two ADA parking spaces.



Questions and Comments in this section pertain to Section 3, Table 3.6-4; pages 3.6-31 through 3.6-35. An introduction precedes the Section comments and questions.

DIER ES-4 Areas of Known Controversies

1. **ES** The project site is part of a "Focus Area" studied by the Sustainable Santa Cruz County Plan. SSCC Plan is a planning study that describes a vision, guiding principles, and strategies that can lead to a more sustainable development pattern in Santa Cruz County. The Plan was shaped by community input during more than 16 community workshops where residents responded to questions about sustainability, neighborhoods, transportation, and more. The project site reflects the existing Community Commercial (C-C) Land Use designation with retail frontage and envisions a pedestrian friendly frontage area (e.g., existing lumberyard and other parcels along Research Park Drive and South Rodeo Gulch Road) as a modern employment district with a variety of commercial, office, light industrial, and live/work uses. The SSCC Plan was "accepted" as a planning and feasibility study by the Santa Cruz County Board of Supervisors on October 28, 2014 and is considered in the analysis of the Proposed Project and alternatives. There is known controversy about whether the project site should retain its existing Community Commercial zoning as reflected in the SSCC, or be rezoned to Service Commercial as proposed in order to accommodate the proposed automotive dealership. It should be noted however, that the SSCC Plan was not "adopted" by the Santa Cruz County Board of Supervisors and does not serve as a policy document as does the 1994 County of Santa Cruz General Plan. Whether to amend the 1994 General Plan land use designation and the current zoning will be a land use policy decision to be made by the Board of Supervisors after certification of a Final EIR, a public hearing and recommendation of the Planning Commission, and a public hearing held by the Board of Supervisors.

56-32

Sustainable Plan Overview 1-1

SUSTAINABLE SANTA CRUZ COUNTY

"The Sustainable Santa Cruz County plan is a planning study that describes a vision, guiding principles, and strategies that can lead to a more sustainable development pattern in Santa Cruz County. The time horizon of the Plan is through 2035.

While a primary goal of the Plan is to reduce production of greenhouse gas emissions, which in Santa Cruz County are generated principally by the use of cars, the strategies can also positively affect many other aspects of community life:

- When housing, employment, and services are closer together the "walkability" and diversity of an area increases. When needs can be met within the neighborhood car trips are shorter and some trips can be made without a car.
- When development is directed into already developed areas and projects are designed to be compact, land is conserved and housing choices can increase.

56-33

This Plan was shaped by community input about the challenges that County residents currently face and the desires they have for the future. At more than sixteen community workshops residents responded to questions about sustainability, neighborhoods, transportation, and more. Many residents expressed frustration with traffic congestion, lack of safe infrastructure that feels safe and inviting for biking and walking, limited transit options, housing that is not affordable for many, and lack of investment in commercial properties. Residents also expressed strong desire to preserve the natural environment and to have high quality neighborhoods. This Plan responds to that input by recommending strategies for improving community quality of life through coordinated land use and transportation policies. The work upon which this Plan is based was funded in part through a grant awarded by the Strategic Growth Council (SGC). SGC grants help local government to plan for more sustainable communities, with an emphasis on



reducing greenhouse gas emissions. Local government may decide on the contents of these grant-funded plans; no mandates or specific requirements are attached to the grant funding."

SCCSP Pg 2-2.

"Commercial centers feature quality design and convenient connections to neighborhoods for pedestrians and cyclists. Local businesses contribute to a distinctive sense of place and community pride, with jobs providing a living wage to residents. The area is attractive to knowledge-based industries that benefit from the County's unique assets, such as lifestyle enterprises, ecotourism, and sustainable industries.

"Development is well designed to support a walkable environment and a unique sense of place. Along key corridors, development is of sufficient intensity to support an active environment with transportation choices. New development provides a variety of housing types, and there are housing options that are affordable to households of all income levels. All residents who wish to are able to live within easy walking distance of activity centers that enhance community ties."

Critique: The proposed Nissan Dealership does not align with tenets of Sustainable Plan and therefore does not reflect the community's work and vision for development in the Upper 41st Are Focus Area.

DIER Inaccurate and Unfounded Claims.

Table 3.6.4
Page 3.6-31

Assessment of Relationship of Proposed Project to the Sustainable Santa Cruz County Plan Guiding Principles.

"Focused Development. When market demand stimulates new commercial, residential, office, or retail activity, encourage those new uses to use land efficiently. ***New development should be compact, located primarily within existing urban areas, and should feature a mixture of uses and development intensities that support transportation choices including transit, cycling, walking, and carpools, and to the extent possible, promote the fiscal sustainability of the area.***" (italics and bold mine)

Assessment Rationale

"The proposed project reflects replacement of existing improvements including several old single family homes in very poor condition, a self-serve car wash, a paint store and vacant land. These uses can be considered low-value, but they persisted in part due to low market demand for new retail commercial buildings and difficulty aggregating parcels to meet needs of modern commercial uses. The automobile dealership proposal reflects a strong enough market value to have supported successful aggregation of parcels and the proposal for a viable new use to replace the existing low-value uses. The proposed new development is located in the existing urban area that can be accessed by all modes of transportation, and the site is already served by public infrastructure and does not require extension of public infrastructure. The proposed project includes new sidewalks along and beyond the project frontages to connect to existing sidewalks, as well as bike lanes and a dedicated right turn lane along the Soquel Drive frontage to support improved functioning of Soquel Drive through lanes."

Question and Comment:

- **Please explain in detail how the proposed Nissan Car Dealership as represented in the above DIER Assessment reflects the guiding principal that states "New development should be compact, located primarily within existing urban areas, and should feature a mixture of uses and development intensities that support transportation choices including transit, cycling, walking, and carpools, and to the extent possible, promote the fiscal sustainability of the area.**

56-33
cont.

56-34



- How is this proposed project compact?
- How does the commercial function of the proposed auto dealership promote “transit, cycling, walking and carpools?”
- How does the proposed project reflect SCCSP Guiding Principles on page 2-2, specifically in the excerpt quoted above i.e., “promote variety of housing types, enhance communities ties, support a unique sense of place?”

56-34
cont.

Transportation Choices, 3.6-31:

Guiding Principle:

Develop safe, reliable, and efficient transportation choices to improve air quality, reduce greenhouse gas emissions, promote public health, and enhance quality of life. Recognize that specific strategies to promote transportation alternatives will vary depending on the unique characteristics of different places.

- How does an auto dealership, whose sole commercial purpose is to sell one mode of transportation, “improve air quality, reduce greenhouse gas emissions, promote public health and enhance quality of life?”
- How does the proposed project “improve air quality through the test drives of ICE vehicles?”
- How does the proposed project, a large regional auto dealership, encourage multimodal transportation choices for buyers coming from throughout the county and beyond?
- How does the proposed project, a regional car dealership destination decrease, reduce Vehicle Miles Traveled (VMT), the primary cause of greenhouse gas emissions?

56-35

Table 3.6-4 pg. 3.6-32

Unique Community Character

Unique Community Character. Enhance the unique characteristics of communities by investing in healthy, safe, attractive, and walkable neighborhoods and efficient transportation choices between communities. Focus County investment within existing communities to increase community vitality, provide infrastructure efficiently, increase mobility, and promote social connections while protecting open space and existing community assets.

Assessment

The proposed project includes pedestrian and bicycle improvements that would make the area more walkable and safe, including for people walking to shopping areas, Soquel Village, and nearby schools such as Soquel High School. The proposed new dedicated right-turn lane would improve the efficiency of the road network and public safety. The proposed project requires design review in conformance with Chapter 13.11 of the County Code in order the ensure design compatibility with the area.

56-36

Critique: The Assessment does not reflect the Guiding Principal

- How does the character of the proposed project promote social connections and enhance the unique characteristics of the community?

Economic Vitality; 3.6-32:

56-37



"Support locally owned businesses that bind the community together and new businesses that generate environmentally friendly, well-paying jobs and local economic prosperity. Encourage businesses that generate tax revenue such as hotels that generate transient occupancy tax, enterprises that generate sales tax, and manufacturing and other basic productive economic developments that create demand for indirect supportive economic activity, so that important services such as police, fire, community services and a social safety net can continue to be provided to residents. Support efforts to train and prepare County residents to occupy locally available jobs. Ensure that County regulations encourage private investment and allow for economically feasible development projects consistent with sustainability goals."

56-37
cont.

- How does the proposed project "Support locally owned businesses that bind the community together and new businesses that generate environmentally friendly...?"
- How does the proposed project encourage businesses such as "manufacturing and other basic productive economic developments that create demand for indirect supportive economic activity?"
- How is this project "consistent with sustainability goals?"

Housing Options; 3.6-32:

"Expand housing choices for people of all ages and incomes to lower the combined cost of housing and transportation and to promote diversity in terms of age, income, and family size throughout the County. Recognize that many factors including economic feasibility affect the provision of housing choices."

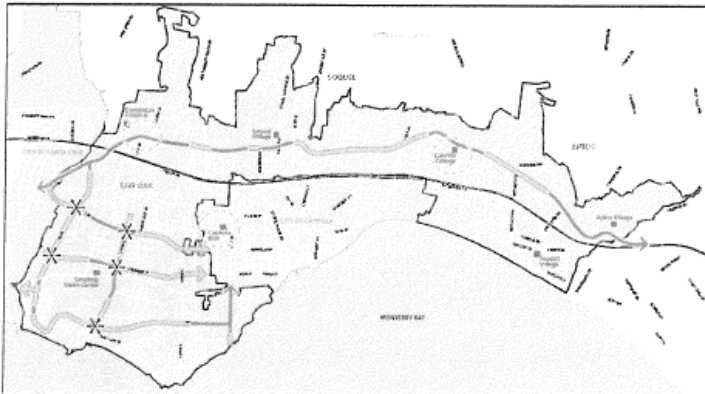
Assessment

"The site of the proposed project has not been planned for and is not considered a strong location for housing or mixed use development in that it is located in a community and service commercial area at the intersection of two very heavily traveled major arterial streets: 41st Avenue and Soquel Drive."

This Assessment is based on an unfounded and contradictory claim. Current zoning is C-2 and is reflected in the Sustainable plan as mixed use in Figure 4-8, Infill along the Soquel Corridor Figure 3-2 and figure 3-3.

Figure 4-8 shows current infill potential. The proposed project lies within this projection.

FIGURE 4 - 8 MIXED USE INFILL ATTRACTORS AND POSSIBILITIES



56-38

Figure 3-3 in Chapter 3 provides an illustration of what an infill, mixed-use project along Soquel Drive could look like. In the illustration retail, housing, and public spaces create a new activity center that complements the nearby medical uses. **The scale and intensity of the development reflects its location on a transit corridor and proximity to a major employment center** (Italics mine). Less intensive mixed-use development

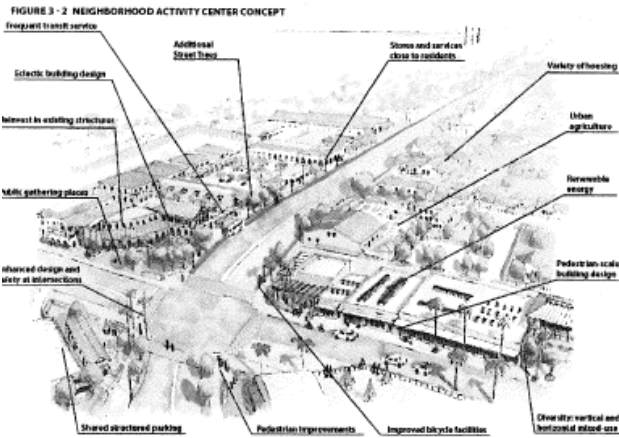
would be more appropriate in locations outside of employment centers such as at the intersection of major arterials in Live Oak and Aptos.

Creating new centers through infill and mixed-use development supports the County's sustainability goals in the following ways:

- New townhomes and multi-family housing increase the supply of affordable housing.
- Retail and services located close to jobs provide more opportunities for nearby workers to walk to stores and services.
- New public amenities strengthen the real estate market and make further investment more likely.



56-38
 cont.



- How does the proposed project reflect the vision of community residents in figures; 3-3 and 3-6?



- **How will rezoning the project parcels to a more intensive use make “New public amenities {which} strengthen the real estate market and make further investment more likely.”**
- **How does more intense rezoning to C-4 encourage further C-2 development, encourage work flex development which lies adjacent to the proposed project parcels?**

56-38
cont.

Unique Community Character Page 3.6-32 Table 3.6-4.

Assessment

The proposed project includes pedestrian and bicycle improvements that would make the area more walkable and safe, including for people walking to shopping areas, Soquel Village, and nearby schools such as Soquel High School. The proposed new dedicated right-turn lane would improve the efficiency of the road network and public safety. The proposed project requires design review in conformance with Chapter 13.11 of the County Code in order to ensure design compatibility with the area.

Nearby are four mobile home parks all within a short walk to this intersection. The General Plan and Sustainable Plan both show buildable options for more housing in the surrounding corridor. An opportunity exists to “Enhance the unique characteristics of this community.

- **The response misses the point of the “unique” characteristics of community” and focus solely on the element of the section of sidewalks and a right turning lane. It should be noted that these “improvements” would be required for any development project on this corner. The long city block of an automobile car lot does not strengthen a walkable neighborhood or create community vitality by providing gathering areas or promote social connections.**

Below are excerpts from the Sustainable Plan, which emphasizes concepts of “unique characteristics of communities” and “walkable neighborhoods” portion of the assessment of Relationship of Proposed Project to the SSCCP.

- **Pg. 4-4 of The Sustainable Plan address this question of “enhancement” under “Focused Development and Community Character section.” A walkable block pattern is one of the community design features shown to increase the frequency by which people walk or ride bicycles to destinations. As discussed earlier in this chapter, block lengths of 200 to 400 feet are ideal for walkable neighborhoods.**
- **VIBRANT CENTERS** Vibrant centers are an essential component of a sustainable development pattern in Santa Cruz County. These centers of activity contain a diversity of land uses, which create opportunities for people to walk or bike to destinations.
- **“Active public gathering places build community and enhance quality of life. Resident-serving stores and services strengthen adjacent neighborhoods and contribute to economic vitality. “**

56-39

Street and Block Pattern - Sustainable Plan Pg.4-5

Street and block patterns play a large role in defining the design character of a place. Figure 4-2 shows typical street and block patterns in Live Oak, Soquel, and Aptos. In these neighborhoods block lengths are greater than the 200 to 400 feet needed to support more walkable neighborhoods. In Live Oak, long block lengths are compounded by numerous cul-de-sacs and dead-end streets, which further limit walkability and pedestrian connectivity. In Soquel and Aptos, residential areas are connected to one another primarily by Soquel Drive, which is generally not a pedestrian-friendly environment due to narrow or missing sidewalks and high vehicle speeds.



Inclusive Decision Making, 3.6-32

Inclusive Decision-Making.

“Encourage community and stakeholder involvement in planning and decision-making. Ensure that planning decisions are predictable, fair, forward thinking, and cost-effective. Reform the project review process to encourage high-quality infill development and reduce unnecessary uncertainty and expense.”

Assessment:

“In order to provide for the maximum level of environmental information and public review and comment, the proposed project has been required to be evaluated by an Environmental Impact Report. The project application and a Final EIR will be considered at public hearings before the Planning Commission and the Board of Supervisors, and the Board will consider action to certify the EIR and approve the project.”

Questions and Comments:

The public was allowed to review of the DEIR at one public session, February 2018. At this meeting the public asked for access to a power point presentation (denied) and for a copy of the recorded session. The project team asked permission to record the meeting and gave assurances the recorded public comments and questions would be made available.

The public comments were not distributed, nor given to the County for public reference. The project team did not keep their word to the public; Consultant Jane Quebe sent an email to a member of the public who attended the February 8th meeting stating that recorded comments would not be forthcoming. See email correspondence from Jane Olvera Quebe, President | Family Business Advisor, to Robert Morgan on 2/10/18.

“County Code Section 18.10.211 outlines the requirements for a community meeting which includes a report of the results of the neighborhood meeting(s) in the application submittal package. This report must include the following:

1. Meeting notification materials
2. Mailing lists
3. Dates, times, and locations of all meetings
4. Attendance lists
5. Copies of all plans, mailings, handouts, letters, etc., used as part of the meeting notification or the meeting itself.

We will submit these materials to Bill (Wiseman) who will then submit to the county. We will not be providing an audio file or transcription of the meeting as it is not required. Thank you for your understanding.”

- **How does withholding comments and questions from the public which were recorded and given assurances to be distributed “Encourage community and stakeholder involvement in planning and decision-making?”**
- **How does not keeping one’s word at a public meeting ensure community trust and display the integrity of the project owner to “ensure that planning decisions are predictable, fair, forward thinking, and cost-effective?”**
- **How does going back on one’s assurance to allow access to the recorded comments and then not releasing those public comments and questions ensure that the public be able to “Reform the project review process to encourage high-quality infill development and reduce unnecessary uncertainty and expense?”**

56-40



Guiding Principle 3.6-33

Focus Area 3 Upper 41st Avenue

In the SCCC Plan, the site of the proposed car dealership is depicted in the West Soquel Drive Community Diagram on page 4-37 as a Commercial area, reflecting its existing designation and zoning. In contrast, adjacent lands to the west of the site were depicted as an Employment area, reflecting an idea that the area including the South Rodeo Gulch and Research Park and large lumberyard properties could become a more job-dense employment area in the future (SCCC page 4-33 also shows how increased transportation connections could be added within this possible future Employment center). Figure 7-9 of the SCCC shows the Upper 41st Avenue Focus Area, with regard to possible future General Plan land use designations that could implement the goals and strategies of the SCCC. Again, the site of the currently proposed car dealership project is shown to retain its existing Community Commercial designation; the areas of possible change include the above-described Employment center being designated with a new "Workplace Flex (C-WF)" designation, and properties along the west side of South Rodeo Gulch Road being designated "Workplace Flex with a Live/Work Overlay..."

56-41

Incongruity with SCCSP proposed land use around the proposed project.

The Guiding Principle comment in the DIER misrepresents the proposed amendment to the General Plan that the SCCSP recommends. The comment excludes the proposed change to C-2 directly across Soquel Dr. from the proposed project and between current C-2, the Tower Plaza, and the C-4 Honda Dealership designation. The momentum for rezoning change proposed by the SCCSP is **the de-escalation of existing zoning from Service Commercial to Community Commercial, Urban Low residential and Workplace Flex along this portion of the Soquel Drive Corridor just west of South Rodeo Gulch Road, north east of Rodeo Gulch Rd. and east of the current Honda Dealership (bold mine).**

The rezoning of the project parcels to C-4 creates an anomaly of zoning intensification in the area displayed in figures 7-8 and 7-9 and will be the only C-4 zoning south of Soquel Dr. pictured in 7-9.

Figures 7-8 and 7-9 clearly show this less intensive land use and de-escalation from current Service Commercial to lower intensities in the area of the Upper 41st Ave.

See following page for illustrations.

FIGURE 7 - 8 UPPER 41ST AVENUE CONCEPT DIAGRAM

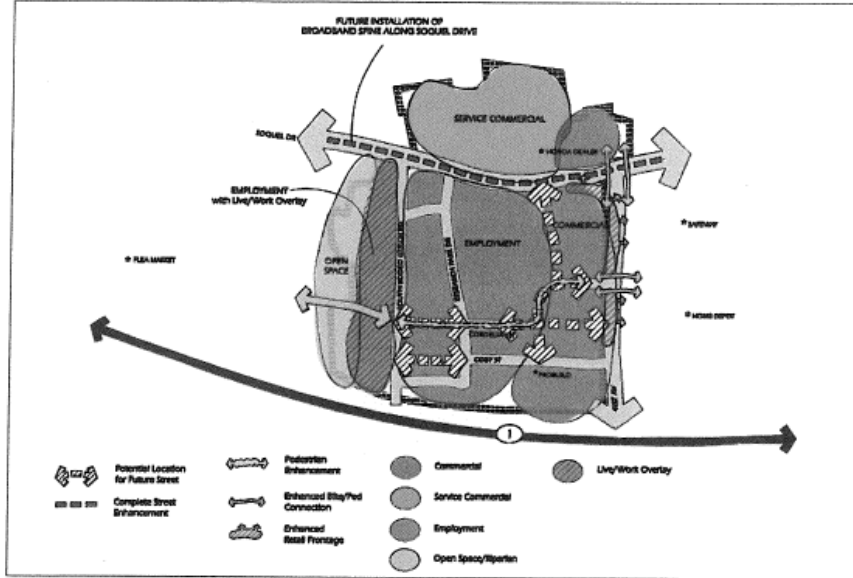
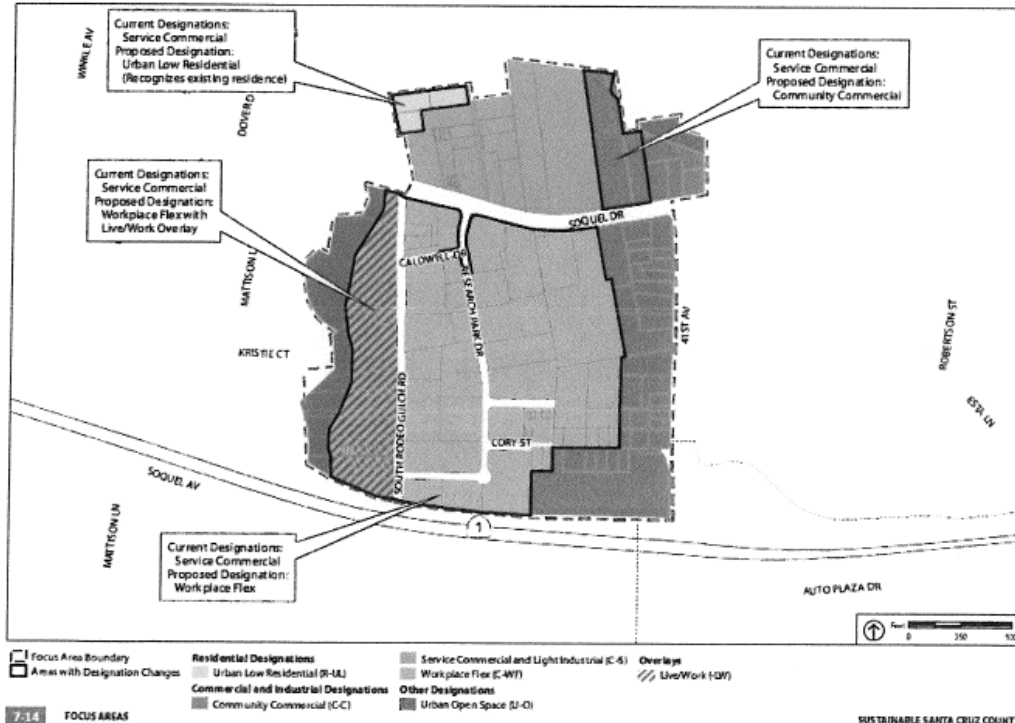


FIGURE 7 - 9 UPPER 41ST AVENUE GENERAL PLAN LAND USE DESIGNATIONS



56-41
cont.

- How does the proposed project reflect the momentum of the land use rezoning designation the SCCSP advocates to maintain the integrity of the de-escalation of land use, particularly, but not limited to, south of Soquel Dr. and directly east of 41st Avenue?
- How does the proposed project ensure that rezoning to C-4, a more intensive land use, will enhance the area such that it “could become a more job-dense employment area in the future?”
- How does the proposed project ensure that rezoning to a more intensive C-4 designation will not hinder and stultify the intent of possible future General Plan land use designations that could implement the goals and strategies of the SCCCP.”
- How does the anticipated project, with a proposed frontage of parked cars, add to the aesthetic of the area in a visually attractive way that is defined in figure 7-8 as “enhanced retail frontage” and that joins with current restaurant and retail businesses to the direct east of 41st avenue?
- How does the parking frontage of the proposed project create contiguous, visually appealing “enhanced retail frontage” with current businesses, not one of which is an auto dealership?



3.7 Noise

Most of our comments about this section are about noise sources not examined or considered in this DEIR or sensitive receptors and other proposed project close neighbors who may be affected by noise generated by the project. Most of this section is filled with a pastiche of general information about noise and sound. Almost all of the information concentrates on the transitory impacts of construction noise. Little or no attention is paid to actual noises that will be generated by this project – from both increased traffic noise to the unique noises produced in a regional car dealership service area.

We regard much of it as cut-and-paste fillers – inserted so that the casual reader thinks there is a serious analysis of the potential negative environmental impact.

After seven pages of general "what is noise" education and "what are the Santa Cruz County General Plan noise guidelines," we encounter the first item we question.

Page 3.7-7 to 3.7-8

d. Sensitive Receptors.

Noise exposure standards for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Residences, hospitals, schools, guest lodging, libraries, and churches are most sensitive to noise intrusion and therefore have more stringent noise exposure standards than manufacturing or agricultural uses that are not subject to impacts such as sleep disturbance. The nearest sensitive receptors to the project site are residences located approximately 600 feet north of the project site.

56-42

Soquel Garden Mobile Home Park is 520 feet east of the project site. Osocales Mobile Home Park is 540 feet north east of the project site. Alimur Mobile Home Park shares a property line with Soquel Garden Mobile Home Park so some of its 147 units are under 600 feet from the project site. Likewise, portions of Rodeo Estates Mobile Home Park share a common property line with Ocean Honda and are slightly over 600 feet north of the project site. We believe that the residences referenced here are portions of Greenbrae Lane, a private residential area just north of the project area.

One of the parks has a seniors-only restriction, one is an affordable housing rental project and one is mainly occupied by low-income residents because the mobile homes there are relatively smaller and older carriages.

Page 3.3-11 actually notes: "*Residential uses are located beyond the commercial areas to the north, north north-east, south, and east.*" Regrettably, it fails to note either the closeness of those residential uses or characterize them as "Sensitive Receptors."

Questions:

- **Why did this DEIR fail to acknowledge the four mobile home parks mentioned above?**
- **Why were these Sensitive Receptors not noted as such?**



The DEIR cites the major sources of noise in the County. Some excerpts from that section:

"The predominant noise source in the county originates from motor vehicles. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a sustain noise level."

They even see fit to mention *"infrequent rail line operations, which are characterized by the passage of trains at wide time intervals but with individual trains emitting a high sound level"* and *"the Bonny Doon Village Airport and Watsonville Municipal Airport."*

"The general noise environment of the project site and the vicinity is characterized by nearby roadways, including Soquel Drive, 41st Avenue, and Highway 1. Additionally, surrounding development such as the San Lorenzo Lumber Company, Ocean Honda, Safeway, Home Depot, Best Buy, and Beverly's contribute to the noise environment. Motor vehicle noise is of concern because it is characterized by a high number of individual events, creating a sustained noise level. The project site is directly adjacent to roadways and commercial areas on all sides."

The DEIR notes the large businesses in the vicinity – some as far as 1000' away from the project site. It fail to mentions the numerous small local businesses south, east, and north of the project site that are as close as sharing property lines. There are beauty parlors, personal fitness gyms, restaurants and food shops, furniture stores, auto repair shops, and other assorted retail and service outlets all within 500 feet of the project site.

The slant and intent of how this document is written implies that the project site will be inundated with noise from other places and other parties but will add nothing to the existing noise environment.

As shown in Table 3.7-3, County of Santa Cruz standards state that noise exposure at office buildings, business commercial, and professional not exceed 60 dBA to be normally acceptable, and not exceed 80 dBA to be conditionally acceptable

Questions:

- **Why did the DEIR not include the distance in feet to the closest neighboring commercial properties on the southern border?**
- **Why did the DEIR not include the sound impacts on other types of business inside this south-of-the-project business complex which appears to be less than 50' away?**
- **Why did the noise study give a distance to the 41st Avenue property line but not the southern and western property lines where the proposed project could potentially have negative impacts on neighboring property owners or buildings?**

This next section is the last paragraph before the DEIR starts its Impact Analysis.

Page 3.7-8 Noise Level Measurements.

In order to establish the existing noise conditions, noise level measurements taken by Charles M. Salter Associates, Inc. at various locations throughout the unincorporated

56-43

56-44



County in 2016 were used to determine the existing ambient noise conditions at the proposed project site. Existing noise levels taken on Soquel Drive and Twin Palms Drive 40 feet from the roadway centerline were used to estimate the existing onsite ambient noise conditions. The day-night average sound level (DNL) or community noise equivalent level (CNEL) taken on Soquel Drive in May of 2016 is 69 dB DNL or CNEL.

Twin Palms Drive is over 3.2 miles away from the project site. It is located in the Aptos Planning area. The Twin Palms location is on a portion of the Soquel Drive corridor that is a residential area. Any sound measurements taken at that location would be demonstrably quieter than sound measurements taken at the very busy Soquel Drive/41st Avenue intersection.

56-44
cont.

Questions:

- **Why did the authors of this DEIR determine that existing noise levels at the project site are best represented by noise level measurements taken over 3 miles from site?**
- **Who made the decision to use this measurement to establish the ambient noise level at the project site?**
- **Have noise measurements been taken within ¼ mile of the project site?**
- **Were any portions of the proposed development site measured for ambient noise? If so, how was this threshold calculated? (Note: This property is 2.6 acres)**

The Santa Cruz County General Plan directs that the San Lorenzo Lumber yard on the western property line would become a C-2 commercial zoning in the future if there is a change in its current usage.

This DEIR contends that the proposed project will only add a "modest increase in traffic trips." Sustainable Soquel contends that this document seriously underestimates the number of car trips the propose project will generate and overestimates the number of existing car trips generated by the paint store and car wash and credited to the project's increased traffic.

Page 3.7-10 Due to the modest increase in traffic trips associated with the proposed project (168 net new daily trips), noise levels associated with existing and future traffic along area roadways would not increase. Project trip generation is discussed in greater detail in Section 3.8, Transportation/Traffic. For traffic-related noise, impacts are considered significant if project-generated traffic results in exposure of sensitive receptors to unacceptable noise levels based on the May 2006 Transit Noise and Vibration Impact Assessment guidelines created by the Federal Transit Administration (FTA). Table 3.7-2 above shows the FTA recommendations for identifying significant changes in noise. These thresholds apply to both the noise generated by the project alone and cumulative noise increases. If sensitive receptors would be exposed to traffic noise increases exceeding the criteria below, impacts would be considered significant.

56-45



Questions:

- **How will these noise calculations change if more than 168 net new daily trips are calculated in the final DEIR?**

56-45
cont.

b. Project Impact and Mitigation Measures

***“Impact NOI-1** The proposed project land use category is classified in Figure 6-1 of the County of Santa Cruz General Plan as “Office Buildings, Business Commercial, and Professional,” which has a normally acceptable noise range of up to 60 dBA, and conditionally acceptable up to 80 dBA. Nearby residences have a normally acceptable range up to 60 dBA, and conditionally acceptable range up to 75 dBA. The project would not be exposed to noise levels over this range nor expose nearby residences to noise levels over this range; therefore impacts would be Class III, less than significant.”*

Page 3.7-11 “Operation of the dealership would involve six operating service bays with the use of pneumatic tools and impact wrenches, an oil change bay, car wash bay, restrooms, lounge, and oil and tool storage areas. The use of pneumatic tools in the service bays are expected to produce a maximum level of 85 decibels at 50 feet. This would be reduced to approximately 73 decibels at the eastern property line on 41st Avenue. It should be noted that this is a maximum level. The overall hourly Leq would be much lower.”

56-46

“The use of pneumatic tools would occur in irregular intervals. If it is assumed that pneumatic tools would be used 20 percent of the time, the hourly Leq at the property line would be approximately 65 dB from project operations. The threshold according to the General Plan at the property line is 69 decibels due to the higher ambient noise level in the project area due to existing traffic noise. This is 4 decibels below the allowed threshold at the property line. This is also within the conditionally acceptable range for a commercial use as outlined in Figure 6-2 of the County of Santa Cruz General Plan. Therefore, impacts would be less than significant. No mitigation measures would be required for the operation phase.”

The DEIR concludes that no mitigation would be required because any noise produced by the project will be less than significant.

This DEIR was written after the applicant’s May 2017 community meeting and after the Planning Department received numerous e-mails and letters objecting to the approval of the April 2017 Mitigated Negative Declaration.

Public comments were made both verbally at the meeting and in written correspondence that there were serious noise issues associated with Ocean Honda. Ocean Honda is located across Soquel Drive, within a few hundred feet of the proposed Nissan dealership.

These complaints came from Rodeo Estates Mobile Home Park, Soquel Garden Mobile Home Park and Greenbrae Lane residents. The complaints focused on the noises that came from

56-47



Honda's service center and included continual noise from car alarms, honking associated with finding cars, horns associated with locking cars, mechanics honking as they come around corners, beeping from back up sounds of forklifts and trucks, and, especially, the pneumatic devices which are used throughout the day.

The authors of this DEIR knew from these citizen complaints that noise from a car dealership automotive service bays is potentially a significant impact yet they chose to ignore this issue and did no analysis, asserting that the proposed project will not produce the same sort of disruptive noises throughout the day that occur just north of the proposed project.

Questions:

- **Who made the decision that operational noise from the service center would make no significant impacts?**
- **What analysis was used to make that analysis?**
- **Why was the assumption made that pneumatic tools and impact wrenches would be used only 20% of the time? What data of other information was used in making that assumption?**
- **Were neighbors of the Honda dealership interviewed or records reviewed regarding noise impacts complaints? Some residents tell us they have made complaints over a number of years to various government personnel and/or agencies.**
- **Since pneumatic device sound levels were not measured at the southern and western property boundaries, provide evidence or calculations that support the conclusion that impacts would be less than significant and no mitigation measures required.**

56-48

The ambient noise threshold cited here was based on a measurement made over 3 miles from this project site in a residential area. Logically, the actual ambient noise level at the highly-commercialized, car-congested Soquel Drive/41st Avenue intersection will be higher than the 69 dB used to make Impact calculations.

The DEIR states "The use of pneumatic tools in the service bays are expected to produce a maximum level of 85 decibels at 50 feet. This would be reduced to approximately 73 decibels at the eastern property line on 41st Avenue.

56-49

The noise study indicates "the conditionally acceptable range of dBA is 75" However this range is considered at the top of conditionally acceptable. The range included on Figure 6-1 indicates that for business, commercial and professional and residential the range for conditional use actually begins at 60 dBA and is unacceptable beyond 75 because mitigation is usually not feasible to comply with noise element policies."



Questions:

- **How would this assessment change if the ambient noise threshold is higher from the one used in this DEIR?**
- **The final DEIR should be required to do an actual noise study at the project site instead of using the dB SNL from a distant site.** A DNL greater than the 69 dB DNL means that additional noise generated by the project could become a significant impact.
- The service building in within 50 feet of the southern property line that abuts a small business district. **What will be the level of noise that will affect several small businesses there?**
- The eastern property line is 41st Avenue. Noise impacting the roadway would not be a problem. But 85 decibels at 50 feet will impact the small businesses on the southern property line. **Why was this potential issue not examined or even mentioned ?**
- **Why was the hourly Leq not given for the south or west property lines?**
- **Explain the process for or the conditions necessary to be for a noise level to be "conditionally acceptable"**
- **Were any sound measurements taken in the business area south of the site?**

56-49
cont.

We already know that noise from the Honda Dealership can be heard all the way up to the hilltops on Anna Jean Cummings Park to the Greenbrae neighborhood and the Rodeo Mobile Home Estates. Neighbors have complained about these noises for years.

Topography plays an important role in determining how far noise travels. Soquel is the bottom edge of the Santa Cruz Mountains and a number of hills are located close to the project site. Trees are not an effective way to abate noise and solid walls or berms sometimes just bounce noise to a different location. Soquel residents up in the hills Old San Jose Road, Rodeo Gulch, Cherryvale, Glen Haven and Fairway Drive can sometimes hears noise such as the announcer at the flea market or Soquel High and large trucks on Highway 1. These noise sources are several miles away but still discernible.

This entire noise study appears to have been pasted together from various manuals by Santa Cruz County Planning staff and not by a consultant, firm or group that specializes in environmental noise assessments. That's probably the major reason that this section is short on actual measurements and data and long on assumptions. It's regrettable that more attention was not paid to this issue and the close businesses and sensitive receptors barely mentioned.

56-50

If the Greenbrae or Rodeo Mobile Estates neighbor had any inkling of the disruption and regular annoyance that Ocean Honda would bring into their lives from the service department, they would have fought that development tooth and nail or, at least, tried to factors in rules and conditions to help abate the noise.

Our last question is this: **What recourse will local residents or other businesses have if this dealership is built and the new noise from it exceeds County thresholds and disturbs others?**



3.8 Transportation/Traffic

All of the conjectures made in this section for the nine existing study intersections are based on data collected over four hours on one day, Tuesday, October 18, 2016 (Kimley Horn, Appendix G, Page 12.)

"Weekday intersection turning movement volumes, not including the future Project driveways, were collected. These counts included vehicles, bicycles, and pedestrians. Volumes for intersections were collected during the AM and PM peak periods of 7:00-9:00 AM and 4:00-6:00 PM, respectively. These traffic counts were taken when local schools were in session and the weather was fair."

It is noted on Page 3.8-10 that *"the trips generated by a proposed development are typically estimated between the hours of 7:00-9:00 AM and 4:00-6:00 PM on a weekday. While the project itself may generate more traffic during some other time of the day such as around noon, the peak of "adjacent street traffic" represents the time period when the uses potentially contribute to the greatest amount of congestion and impacts."* Trip generation for the proposed project was calculated using the Institute of Transportation Engineer's publication, *Trip Generation 9th Edition*.

The Institute of Transportation Engineer's publication, *Trip Generation 9th Edition* is the most commonly used reference for traffic studies. **But it is not infallible.** Their data has been compiled from approximately 4,800 different studies voluntarily submitted since the 1960's, in various geographical locations, at various times of the day and the year and with various durations of data collection.

Data is not differentiated by where it was collected – a large city, a small town or a more rural area. Data is not differentiated when it was collected – it could have been submitted in 1965, 1975, 1985, 1995, or 2005. Another inherent weakness is that most traffic studies are extrapolated from what is essentially a moment in time. This entire section is based on numbers collected on one day for a total of four hours.

A more reliable traffic study will incorporate informed facts and figures about local conditions and not rely solely on numbers listed in a manual that's updated every 4 to 5 years. At best, assumptions are made; at worst, only guesses.

We believe that Soquel and other Santa Cruz County residents have a better understanding of how our roads function than the ITE publication relied on in this DEIR and those who created this traffic evaluation.

Traffic flows reasonably well westward from Soquel Village to Dominican Hospital from 7-9 AM. That is in large part because many who commute to San Jose from Soquel and Aptos areas generally leave earlier than 7 AM. Much of the AM peak traffic through the Soquel Drive corridor is due to school traffic. From Highway 1 by Dominican Hospital to Main Street in Soquel there are two private elementary schools, three public elementary schools and one public high school that are accessed from Soquel Drive. Only one school, Soquel Elementary, can be reached by a route that doesn't use Soquel Drive. There are usually major AM backups in Soquel Village because vehicles going to Soquel High have to access Old San Jose Road from the Porter Street intersection from three different directions – east, south and west.

Back-ups on the Soquel corridor (from Highway 1 to Park Avenue) start as early as 2:00 PM on weekdays. Soquel Drive is the only continuous direct route across the county other than

56-51



Highway 1. If anything impedes Highway 1 traffic in either direction at any time of any day of the week, Soquel Drive will suffer immediate congestion.

Questions:

- **Was the Institute of Transportation Engineer’s publication, Trip Generation 9th Edition the only reference used to estimate traffic impacts? If not, what additional references/programs were employed?**
- **Who made the various counts?**
- **What methods (manual or automatic) were used to collect data?**

56-51

Regulatory Framework

The writers of this document lay out the local and state regulations that determine whether or not a project will cause significant impacts that will degrade the environment. These are laid out on pages 3.8-7 to 3.8-9.

Senate Bill 743 mandates a change in the way that public agencies evaluate transportation impacts of projects under CEQA and supports AB 32, the California Global Warming Solutions Act of 2006, and SB 375, the Sustainable Communities and Climate Protection Act of 2008. *“Under the new CEQA Guidelines, aspects of project location and design that influence travel choices, and thereby improve or degrade air quality, safety, and health, must be considered.”*

*“The new CEQA Guidelines will no longer rely upon measurements of automobile delay, including LOS, in evaluating transportation impacts and replace LOS/delay metrics with Vehicle Miles Traveled (VMT), based on a goal of reducing statewide GHG emissions by 15% by the year 2020. The new CEQA Guidelines measure whether a project contributes to various state goals, such as reducing GHG emissions, developing multimodal transportation, preserving open spaces, and promoting diverse land uses and infill development. **Projects that are shown to decrease vehicle miles traveled — for example, bike lanes or pedestrian paths, or a grocery store that allows local residents to travel shorter distances to shop — may be automatically considered to have a less than significant impact under CEQA. Under the new CEQA Guidelines, projects may be able to mitigate transportation impacts by funding better transit, creating better access to transit, designing more walkable communities, or implementing other improvements that increase travel choices.***

56-52

*“The statewide revisions to the CEQA Guidelines were completed in mid-2017, and the implementation of the revised guidelines may be phased in over the course of two years.” **Therefore, SB 743 and the associated revised CEQA Guidelines are not being applied to the proposed project as related to the use of VMT rather than LOS.***

The Association of Monterey Bay Area Governments (AMBAG) released a Draft EIR on December 4, 2017 for public review and comment, for the proposed 2040 Metropolitan Transportation Plan / Sustainable Communities Strategy and Regional Transportation Plans that includes Santa Cruz County. Those Plans share the goal of supporting changes in the pattern that would reduce vehicle miles traveled (VMT) as well as congestion, in order to lower greenhouse gases from levels that might otherwise occur in the absence of such Plans. The Draft EIR incorporates by reference information about VMT in order to provide the higher-level “land use/transportation pattern” discussion related to vehicle miles traveled.



Questions:

- **Why was the Sustainable Santa Cruz County Plan, accepted by the Board of Supervisors on October 28, 2014, not used as a guiding plan for this project?**
- **Who in Santa Cruz County government made the decision not to use the revised CEQA VMT guidelines in evaluating this project?**
- **Have the revised CEQA VMT guidelines been used to evaluate any other Santa Cruz County (public or private) projects since the adoption of those guidelines in mid-2017?**
- **Have any other Santa Cruz County (public or private) projects been absolved from using the revised CEQA VMT guidelines as this one?**
- **Did Santa Cruz County's comments on AMBAG's Draft EIR for the proposed 2040 Metropolitan Transportation Plan / Sustainable Communities Strategy and Regional Transportation Plans reflect that Santa Cruz County would selectively not follow portions of these Plans for certain developments?**
- **What responsibilities accrue to Santa Cruz County as an AMBAG member to support the tenets of the Sustainable Communities Strategy in making land uses decisions that upgrade zonings from C-2 (Community Commercial) to C-4 (Light Industrial)?**
- **Will the State require repayment of the \$500,000 grant money given to Santa Cruz County if they make conscious decisions to ignore the Sustainable Santa Cruz County Plan?**

56-52
cont.

Goal 3.12 of the County of Santa Cruz General Plan Circulation Element aims to "ensure that development shall not create traffic which will exceed acceptable levels of service on surrounding roadways." This is supported by Policy 3.12.1, which states: "... LOS D as the minimum acceptable (where costs, right-of-way requirements, or environmental impacts of maintaining LOS under this policy are excessive, capacity enhancement may be considered infeasible). Review development project or proposed roadway improvements to the Congestion Management Program network for consistency with Congestion Management Plan goals."

Proposed development projects that would cause LOS at an intersection or on an uninterrupted highway segment to fall below LOS D during weekday peak hour will be required to mitigate their traffic impacts. **Proposed development projects that would add traffic at intersections on highway segments already at LOS E or F shall also be required to mitigate any traffic volume resulting in a 1% increase in the volume/capacity ratio of the sum of all critical movements. Projects shall be denied until additional capacity is provided or where overriding finding of public necessity and or benefit is provided.**

56-53

The 1% increase in the volume/capacity ratio of the sum of all critical movements threshold cited above in General Plan Policy 3.12.1 is no longer considered an appropriate threshold and is not used by the County due to past case law nullifying the ratio theory. As a result, the 1% threshold will not be applied to this project."

"Santa Cruz County Code. Section 15.12.030 of the Santa Cruz County Code states that all development projects shall pay a transportation and roadside improvement fee. **The fee**



amount for non-residential developments is determined on a basis of project generated traffic as reported as end trips. Transportation and roadside improvement fees are paid into separate traffic and roadside improvement trust funds for each General Plan planning area. Fees for the volume/capacity ratio 1% threshold for significance are no longer employed due to past case law nullifying the approach to determination of significance for cumulative impacts. . . . "These court rulings invalidated the use of a "ratio theory" or "comparative approach" criterion because they improperly measure a proposed project's incremental impact relative to the existing cumulative effect rather than focus on the combined effects of the project and other relevant past, present, and future projects."

Questions:

- **What other Santa Cruz County development projects have been absolved from this 1% ratio since January 2017?**
- **Why has General Plan Policy 3.12.1 not been either altered or removed from the Santa Cruz County General Plan if it is no longer considered an appropriate threshold?**
- **What metric is now being used by Santa Cruz County as the threshold for required mitigation for increased traffic volumes at intersections on highway segments already at LOS E or F?**
- **What metric is now being used to determine the transportation and roadside improvement fee required by Santa Cruz County Code? Section 15.12.030?**
- **If Santa Cruz County Code, Section 15.12.030 is no longer considered valid because of recent court cases, why has it not been either altered or removed from the Santa Cruz County General Plan?**
- **What formula was used to determine that the applicant would only have to pay \$14,500 for what is characterized as the Robertson Street mitigation?**

56-53
cont.

3.8.2 Environmental Impact Analysis

Pages 3.8-9 to 3.8-11 lays out processes used to measure and evaluate the traffic impacts of this project and states: *"This analysis relies partially on the Traffic Impact Analysis Report conducted for the project by Kimley Horn, which is included as Appendix G to this report."* (Note: The Kimley Horn report is 251 pages.)

Questions:

- **What does "partially" mean?**
- **What sections or conclusions of the Kimley Horn report were not used, altered, changed, or re-evaluated for this DEIR?**
- **Who made the decisions to use or not use portions of the Kimley Horn Report? What data or criteria were those decisions based on?**

56-54



Project Trip Distribution and Assignment

The rationale for anticipated Project Trip Distributions is found on Pages 3.8-11, 3.8-16 to 3.8-17: *"The trip distribution was developed based on consultation with Santa Cruz County staff, SCCRTC Average Daily Traffic Volumes, Caltrans Average Annual Daily Traffic volumes, and knowledge of the study area."*

This DEIR "expects" traffic going to the dealership will be distributed from these directions: *"33% of Project trips to travel on north Highway 1, 31% to travel south on Highway 1, 10% will travel to and from the site south of Highway 1 via 41st Avenue, 14% will travel to and from the site via Soquel Drive west of the site, 11% of trips will travel to and from the site via Soquel Drive east of the site, with approximately 1% of the trips traveling on north Porter Street and 2% traveling on south Porter Street."*

It is reasonable to assume that most customers going to the dealership would likely take the same routes as they came in on as they exit.

We believe these distribution percentages were just pulled out of the air and should be disregarded. There is no explanation of the methodology or verifiable information used to develop this assessment of trip distribution.

We know of no databases that can effectively determine where customers will come from to purchase Nissan vehicles at a regional Santa Cruz County dealership. It is common knowledge that people frequently travel to other cities or urban areas to purchase vehicles. There is also no way to know which local Nissan owners will have car problems or decide to come in for services at any given time.

A car dealership may have a reasonable expectation of where existing customers who schedule regular vehicle maintenance may live but anything more than that is purely speculative.

The percentages listed above add up to 102%, another sloppy detail which strengthens our distrust of these numbers. The fact that this traffic analysis was peer-reviewed by Mott MacDonald does not inspire confidence in their overall review.

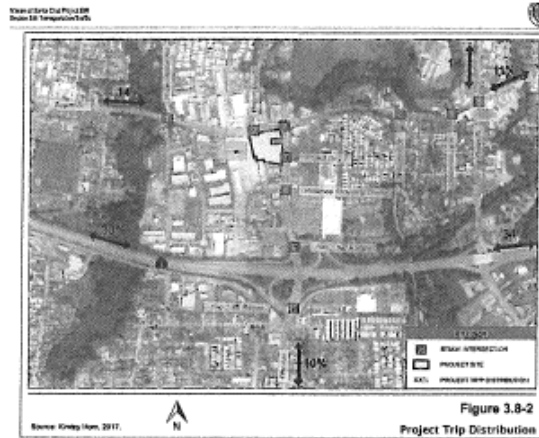
Questions:

- **Whose "knowledge" of the study area was used to make these assumptions?**
- **Give an explanation of what comprised the "knowledge of the study area."**
- **What methodology, database or verifiable information was used to develop this assessment of trip distribution?**

56-55



Agreement between visual and written Components



56-55
cont.

Three driveways are identified on the site plan (Figure 2-3, Page 2-7 and listed in Table 3.8-2, -4, -5, and -6) On Page 3.8-2, Numbers 2 and 7 are described as proposed Project driveways 1 and 2. Those two driveways are illustrated on Figures 3.8-1 and 3.8-2.

The Driveway listed as #2 is the westernmost driveway on Soquel Drive and the Driveway listed as #7 is on 41st Avenue. These are described on Page 3.8-2. Unfortunately, they are also described as *Project Driveway 1* (signified by the #2) and *Project Driveway 2* (signified by the #7) The written description on Page 3.8-11 that purports to explain how vehicles will enter and leave the project site consistently describes *Project Driveway 2* which is identified on the map as Driveway 7. This is confusing.

In a Feb 9th E-mail, Nathan MacBeth (Development Review Planner) responded to a question about the project driveways: *"The project proposes three driveways (two on Soquel Drive and one on 41st Ave). The primary driveways are the driveway on 41st Ave and the western most driveway on Soquel. The third driveway (eastern most driveway on Soquel) is necessary to preserve an existing easement serving the parcel which is not included in the proposed development. Vehicles entering and existing the site have the flexibility to use either (sic) of the three driveways. Deliveries would enter the site using the 41st Ave driveway and exit the western most driveway on Soquel."*

56-56

Errors of misidentifying Intersection 2 as signalized also occur on page 3.8-16: *"(Regulatory Setting), as its significance threshold at signalized intersections (Intersections 2 and 4)"* and *"Specifically, a significant impact to a signalized intersection (Intersections 2 and 4) would occur ..."*

These are a few examples of just plain sloppiness in this evaluation. The fact that these mistakes were not picked up when they were recommended in a Mitigated Negative Declaration in April 2017. They were again missed when the DEIR was written by County staff and also missed by Mott MacDonald's peer-review. This makes us wonder if anyone actually read or examined the initial traffic study or the traffic study in this DEIR with a critical eye.



Project Trip Distribution Assumptions

Project Trip Distributions conjectures are used to make other assumptions of how vehicles will enter the project. Even if Driveway 7 on 41st had been correctly identified in this analysis, we would still question the basic assumptions made in this DEIR.

"Figure 3.8-2...The Project Driveway on 41st Avenue (Driveway 2) is anticipated to be partially accessed via up to ten vehicles (AM Peak) making northbound u-turns at Soquel Drive and 41st Avenue (Intersection #3) and then making a southbound right-turn into Project Driveway 2 in the peak hour. ...It is anticipated that up to two vehicles (PM Peak) exiting Project Driveway 2 in the peak hour would make a southbound u-turn at the unsignalized Redwood Shopping Center driveway (Intersection #8) south of Project Driveway 2 since southbound u-turns are not permitted at the signalized Redwood Shopping Center intersection. U- turns are analyzed as left-turns since the HCM does not provide methodology for u-turn analysis.

56-57

Questions:

- **What data and formula was used to determine that cars coming north on 41st Avenue would be more likely to make a u-turn at the top of 41st Avenue and then a right-hand turn into the project area than a left hand turn onto Soquel Drive and a left hand turn into the dealership service area?**
- **How was the assumption made that drivers would be likely to make a u-turn at Intersection 7 if they wanted to head either east or west on Soquel Drive? It seems more likely that a car would exit directly onto Soquel Drive.**

County Planner MacBeth (Feb 9th E-mail) states that deliveries would enter the site on 41st Avenue and exit onto Soquel Drive.

Questions:

- **Where in the DEIR is it stated that deliveries will enter on 41st Avenue and exit on Soquel Drive?**
- **Does this include all deliveries, including vehicle transport trucks?**
The applicant promised at both of his community meetings that all large vehicle transit trucks will unload and load in the actual dealership site. It's illogical to assume that smaller vehicles like parts delivery vans will only use the 41st Avenue access, in part because the service department will be located off Soquel Drive. It would seem that the direction that a delivery truck is coming from would be the more determinant factor in which project driveway will be used.
- **How can large delivery trucks enter the site using the stated 41st Ave driveway?** It seems impossible for large delivery trucks and impractical for small delivery trucks to enter the dealership by driving north on the 41st Avenue and make a u-turn at the end of 41st Ave so they can turn right into the dealership

56-58



Factual Descriptions of Project Components

Factual descriptions of project components are critical to an honest evaluation of the environmental effects of a project and neither of these descriptions is accurate:

This is the DEIR's Description of the Soquel Drive/Robertson Street intersection: "This is a four-legged, all-way stop controlled (AWSC) intersection with marked crosswalks on the south and east legs. The southbound leg is a private driveway serving local businesses. The intersection has one shared left-turn, thru, and right-turn lane in the northbound and southbound directions; and one shared left-turn and thru lane and one shared thru and right-turn lane in both the eastbound and westbound directions." (Page 3.8-2)

This is part of the DEIR's Description of the Soquel Drive/Daubenbiss intersection: "This is a four-legged, signal controlled intersection with marked crosswalks on all four legs. The southbound leg is a private driveway serving the Santa Cruz Hope Church."

56-59

Questions:

- **Why is the Soquel Drive/Robertson Street intersection described as a four-legged, all-way stop controlled intersection when any observer will note that there is only a singular narrow private driveway with no stop sign directly opposite Robertson?**
- **Where are the "shared" southbound lanes on Soquel Drive / Robertson Street located?** Again, the north side of this intersection is a singular narrow private driveway.
- **Why does the description of the Soquel Drive/Daubenbiss intersection fail to note that the southbound leg is Daubenbiss Avenue and the northbound side is not just a private driveway but also the entrance to Hope Church and a public parking lot**

This DEIR contends that project impacts will be successfully mitigated by implementing changes at both the Robertson Street (Wharf Road) and Porter Street intersections.

Soquel Drive/Robertson Street

TRA-1: Soquel Drive/Robertson Street (Intersection #4) Uncertain feasibility therefore classified as Infeasible "Traffic at the Soquel Drive / Robertson Street intersection, which is currently operating at an unacceptable LOS E during the AM and PM peak hour, will continue to operate at LOS E or worse **during all future conditions**. To mitigate these significant impacts, the project applicant shall, prior to issuance of a building occupancy permit, pay \$14,200 (2.84% of the total unfunded improvement costs) toward the cost of construction of the following improvements:

56-60

- Install a traffic signal control.
- On Soquel Drive, restripe the westbound approach to one left turn lane and one thru lane, consolidate north driveways and close the north leg (southbound approach), converting the intersection to a signalized, three directional intersection. Until north driveways are consolidated, the north leg will remain open to provide access to the building(s) using the existing driveway. The analysis evaluated this intersection with three approaches (i.e., a signalized "T" intersection with east, west, and south legs). Existing traffic volumes on the



north approach are very low at (0 vehicles in the AM peak and 3 vehicles in the PM peak). **The intersection would also operate acceptably should the County decide to construct a signalized four-way intersection instead (i.e., with east, west, south, and north legs).**

- On Robertson Street, restripe the northbound approach from one lane to one left- and one right-turn lane. Limit the restriping to approximately 25 feet, due to the close spacing of the mobile home park driveway southwest of the intersection. **The design for this improvement will be challenging and the designer should exercise care to ensure that northbound and southbound traffic can be safely accommodated.** Analysis conservatively analyzed this intersection with one shared thru, left, and right lane." (pgs 3.8-21 – 3.8-22)

Questions:

- **Why does the title of this mitigation include the phrase "Uncertain feasibility therefore classified as Infeasible?"**
A simple reading suggests that the outcome of this proposed mitigation is so uncertain so it is classified as infeasible. **If there is no predictable positive result from implementation of this "mitigation," why is it considered mitigation?**
- **How will a payment of \$14,200 mitigate project impacts when an intersection, already operating at an unacceptable LOS E, will continue to operate at LOS E or worse during all future conditions?**
"The County of Santa Cruz Department of Public Works has placed the cost of the signalization closer to \$500,000. Because this signalization project is listed in the 2017/2018 CIP as unprogrammed, no funding for design or construction is currently available. The only available funding would be the project's fair share contribution of \$14,200 or 2.84% of the total unfunded improvement costs. Therefore, it is uncertain as to whether proposed Mitigation Measure TRA-1 could be implemented within the next five years. For this reason, the addition of project generated traffic trips to the intersection at Soquel Drive/Robertson Street (Intersection #4) in the PM peak hour under the Existing Plus Project and Near-term Plus Project conditions would be considered significant and unavoidable."(pg 3.8-23)
- **What metric or formula was used to estimate that Nissan project traffic would only contribute an additional 2.84% of traffic volume to the Robertson Street intersection?**
- **What methodology/analysis was used to determine that installing a traffic light will "improve" this intersection?**
- **Who made that decision?**
- **When was the determination first made that this intersection should be signalized?**
- **What information and analysis was used to conclude that these intersections would move the Level of Service C or D?**
Making an assertion neither informs nor proves an improvement. On Page 3.8-22 through 3.8-24, the language describing these "improvements" is couched with the use of the words "anticipated" and "infeasible."
*... "It is **anticipated** that, when the intersection of Soquel Drive/Robertson Street is signalized, Soquel Drive/Daubenbiss Avenue and Soquel Drive/Porter Street signal timings and coordination would be updated and optimized... "**Anticipated** Near Term Plus Project LOS at intersections #4 and #6 with implementation of Mitigation Measures TRA-1 and TRA-2 is shown in Table 3.8-8.
... However, due to the potential **infeasibility** of Mitigation Measure TRA-1 due to a currently unidentified or unavailable source of funding, impacts would be significant and **unavoidable.**"*
- **What other roads in Santa Cruz County have three traffic signals within a 750' road segment?**
Adding a new traffic signal will do nothing to relieve any additional eastbound afternoon traffic on Soquel Drive. If three traffic lights (over a 750' road section)

56-60
cont.



are sequenced and timed to move traffic faster, then eastbound Soquel Drive will essentially become a fast-moving thoroughfare with no regard for the fact that Soquel Village has small businesses, local residents, cyclists, and pedestrians. Soquel residents have made it abundantly clear over many public forums over many years that we have no desire to be a shortcut or alternate route for those seeking to avoid Highway 1 by speeding through our neighborhoods to reach their destinations past Park Avenue.

- **What methodology/analysis was used to determine that restriping the westbound approach to one left turn lane and one thru lane will improve traffic flow?**

This traffic analysis offers no evidence that this turn-lane will change or improve any traffic pattern. Many drivers use Robertson/Wharf Road as a regular alternate route rather than proceed up the hill to 41st Avenue. The single lane that exits Soquel Village westbound widens into two lanes just by Hope Church and a few hundred feet before Robertson. Generally, those wishing to turn left onto Robertson move to the left hand lane as soon as the road widens. It is likely that 95% of those who regularly drive this section of road believe that the current configuration of lanes works effectively and safely.

- **Who made the determination in this DEIR that the three private driveways on the north side of the intersection should be consolidated? This mitigation states "Until north driveways are consolidated" When and how will that be accomplished?**

- **Why was information from County staff about this intersection ignored?**

Jack Sohriakoff, Santa Cruz County Public Works traffic engineer notified Kimley-Horn staff in an e-mail (11/30/2016) that " *An EBLT (note – Eastbound Turn Lane) may not be recommended since this is essentially a T intersection with only small business and residences on the north side of Soquel Drive. A shared access for these uses may not be possible.*"

Additionally our understanding is that these three properties are zoned C-4 Light Industrial and federal law preclude their accesses being impeded.

- **What methodology/analysis was used to determine that restriping the northbound approach (Robertson by Alimur Mobile Home Park) to create a left turn lane and a right turn lane is even possible, much less improve traffic flow?**

The roadway is very narrow and constrained by mobile home park access road on one side and a sidewalk on the other.

- **What are the County's requirements of minimum lane width on a public roadway?**
- **Will creating three traffic lanes on the northbound leg of Robertson preclude having a dedicated bicycle lane on that same segment?**
- **What is the legal time frame for implementing a mitigation to relieve a project's significant negative impact?**
- **What is the legal time frame for evaluating the effectiveness of mitigation?**
- **What happens if the mitigation noted as speculative or potentially infeasible does not relieve the negative impacts of a project?**

The DEIR notes (pg 3.8-23) that of the approximately \$500,000 cost for this proposed mitigation, the project's tiny share of \$14,200 would be the only money available for implementation. No funding for design or construction is currently available and it is "uncertain as to whether proposed Mitigation Measure TRA-1 could be implemented within the next five years."

56-60
cont.



- This mitigation would create three traffic lights in 756.' **Where else in the County are three traffic lights on the same road segment separated by only 300' to 400'? What is considered the "best practices" or most recommended distance between traffic lights?**

56-60
cont.

The Robertson Street "mitigation" was described differently in the April 2017 Mitigated Negative Declaration recommended by Santa Cruz Planning staff. That document stated:

Mitigation Measures TRA-1: Soquel Drive / Robertson Street (Intersection #4) (AM and PM Peaks) (Existing & Near Term Conditions)

- *Install traffic signal control and construct left-turn pockets on Soquel Drive. (This analysis requires one eastbound left-turn pocket and westbound left-turn pocket)*

As was pointed out in public comments to the Mitigated Negative Declaration, the only way to create a dedicated eastbound turn lane would be to eliminate one of the eastbound through lanes and, more foolishly, a dedicated eastbound turn-lane would only serve a local business, Heather Glass.

56-61

Questions:

- **Who made the decision to change the Soquel Drive/Robertson Street "mitigation" in the Mitigated Negative Declaration to what now appears in the DEIR?**
- **What was that decision based on?**
- **How is it possible that the completely unworkable mitigation recommended in the Mitigated Negative Declaration was deemed able to mitigate any additional traffic impacts from the Nissan dealership?**

Soquel Drive/Porter Street

TRA-2: Soquel Drive/Porter Street (Intersection #6) *On Soquel Drive, the area on the south side west of Porter Street (adjacent to the curb) is currently signed as a loading zone from 8am to 5pm, Monday through Friday. When not in use as loading zone, this area currently operates as a de facto right-turn pocket. To mitigate AM and PM peak hour traffic impacts, the project applicant shall, prior to building occupancy permit, pay \$20,000 to the County of Santa Cruz to construct the following improvements:*

- *Through signage and restriping, convert the on-street loading zone on the south side of west leg (eastbound approach) into an eastbound right-turn pocket lane during peak hours, and optimize the signal phasing, cycle length, and splits.*
- *Restripe the existing bike lane to provide a right-turn with bike access, the lane should be combined into a 12-foot shared bike lane and right turn lane. The combined bike lane/turn lane treatment will include signage advising motorists and bicyclists of proper positioning within the lane*

56-62

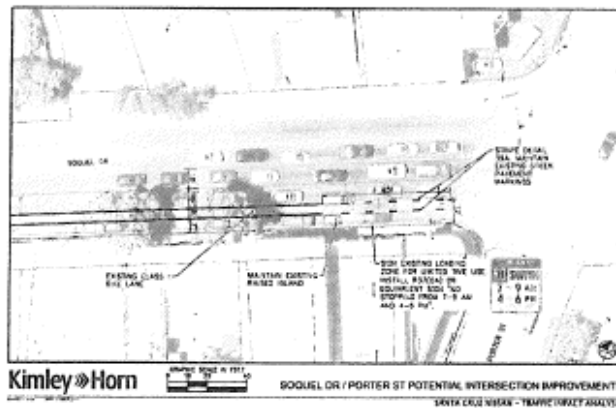
Questions:

- **What is the current General Plan Guidelines for the required width of vehicle lanes? What is the current General Plan Guidelines for the required width of a designated bike lane?**

The American Association of State Highway and Transportation (AASHTO) recommends "that right-turn lanes should be used only where warranted by a traffic study, as they present problems for both bicyclists and pedestrians. There are increased safety issues if right-turning cars and through bicyclists must cross paths, the additional lane width adds to the pedestrian crossing distance or if right-turn moves are made easier for motorists, which may cause inattentive drivers to not notice pedestrians on the right.

A through bike lane to the left of a right-turn lane should be striped with two 4" wide stripes and connected to the preceding bike lane with 3-foot dashes and 9-foot spaces. This allows turning motorists to cross the bike lane. A legend must be placed at the beginning of the through bike lane. Sign R4-4, BEGIN RIGHT TURN LANE, YIELD TO BIKES, may be placed at the beginning of the taper in areas where a through bike lane may not be expected.

On bike lane retrofit projects where there is insufficient room to mark a minimum 4-foot bike lane to the left of the right-turn lane, a right-turn lane may be marked and signed as a shared-use lane to encourage through-cyclists to occupy the left portion of the turn lane. This is most successful on slow-speed streets."



56-63

Because of the every weekday afternoon gridlock, drivers are likely tired and angry and just wanting to get home after work making this an inherently dangerous intersection for cyclists. And it is not a "slow" street. It seems to create a more dangerous situation if drivers feel that they have a "right" to turn right or they're anxious to make the light before cross-traffic starts.

- **Explain how "cycle length, phasing, and splits" will be accomplished.** This intersection already has four different splits. **How will the current signal system at this intersection change?**
- **What will "optimization" achieve?** There is a genuine concern in the community along Soquel Drive that "optimal" signalization will mean moving vehicles more quickly.
- **If motorists are already using the Loading Zone area as a "de facto" right-hand turn lane during the PM peak hours, how will this "mitigation" relieve additional project traffic?**
- **How many cars are estimated to use this dedicated right-hand turn lane during PM peak hours?** It appears that no more than three cars could use this



narrow shared lane at a time. If a cyclist is also in the shared lane, maybe only one or two cars could move over for the right-hand turn.

56-63
cont.

This proposed mitigation was also preceded by a different version of this mitigation in the April 2017 Mitigated Negative Declaration that the Planning Department had determined would mitigate any project impacts and recommended for approval. That document stated:

Soquel Drive / Porter Street (Intersection #6) (PM Peak) (Existing, Near Term, and Cumulative Conditions)

- *Construct one additional southbound left-turn pocket and optimize cycle length, phasing, and splits.*
- *The Project will pay a proportional fair share for improvements at Soquel Drive / Porter Street of 1.75% based on estimated Project AM and PM peak hour trips traveling through the intersection. The nexus for the fair share is based on all future growth in traffic, estimated at the intersection (from Existing to Cumulative conditions). The unfunded planned improvement cost is estimated to be in excess of \$1,000,000 and right-of-way would be required. The Project will pay a fair share fee of \$17,500 based on a \$1,000,000 improvement cost (Transportation Impact Analysis Page 2-3, Mitigated Negative Declaration)*

In public comments made in response to the Mitigated Negative Declaration, it was pointed out that a major error called for a southbound left-hand turning lane at Soquel/Porter. There is already a dedicated southbound left hand turn lane on the eastern side of this intersection (in front of the fire station) A southbound left-hand turn lane cannot exist at this intersection while traveling eastbound. At the time it was thought that perhaps the report's authors meant an additional northbound left-hand turn lane (up Old San Jose Road) at this intersection. Evidently the authors actually intended an eastbound right-hand turn.

56-64

It was a private citizen who picked up on this error. Santa Cruz County Planning staff failed to note the problem and instead concurred that this "southbound" left-hand turn lane would successfully mitigate additional traffic from the Nissan project. County staff evidently also advised the traffic consultants that the cost of this "improvement" would be unfunded and cost in excess of \$1,000,000. Somehow throughout this process they were able to compute that the applicant would have to pay only \$17,500 – under 2% of the cost. (The question is moot now since a different configuration is proposed in the DEIR but there is a strong public reaction to a private developer creating more traffic but only having to contribute \$17,500 to a \$1,000,000 project)

It becoming increasingly difficult to give much credence to the conclusions reached in this traffic analysis when consultants and County staff are unable to give clear descriptions of project components, cannot differentiate or clearly describe proposed project driveways and existing project area intersections, and seemed equally ready to endorse the impossible to achieve mitigations in the Mitigated Negative Declaration and the current DEIR. The fact that the County also had a separate engineering firm "peer-review" this document and that person also missed errors is disturbing.



Significance After Mitigation

This document contends that any impacts from the proposed project will be mitigated by the two proposed mitigation – the unfunded and unprogrammed signalization at Soquel/Robertson and, at Soquel/Porter, combining an existing short loading zone into a 12-foot shared bike and right turn lane and optimizing signal phasing, cycle length, and splits. The document itself say “Traffic at the Soquel Drive / Robertson Street intersection, which is currently operating at an unacceptable LOS E during the AM and PM peak hour, will continue to operate at LOS E or worse **during all future conditions.**” It fails to explain with any specificity how the changes to Soquel/Porter will improve the traffic there.

Highway 1 - In addition, the proposed project would result in potentially significant impacts to the segment of Highway 1 located north/west of 41st Avenue and the Highway 1 segment located south/east of 41st Avenue. These segments currently operate at LOS F in both the AM and PM peak hours. LOS D or better is acceptable under Caltrans significance criteria, and LOS E and F is considered unacceptable. **Any new trips added to Highway 1 at these segments is considered to be significant requiring mitigation.** However, no mitigation is available to reduce impacts to Highway 1. **Therefore, project impacts under Existing Plus Project and Near Term Plus Project conditions would be Class I, significant and unavoidable for Highway 1 segment operations.** Pg 3.8-17

56-65

But then the DEIR makes a bold statement – or maybe one of wishful thinking. It contends on Page 3.8-23 that both of these congested, problematic intersections will suddenly improve to acceptable Levels of Service in both the AM and PM peak hours.

Significance After Mitigation. Anticipated Existing Plus Project LOS at intersections #4 and #6 with implementation of Mitigation Measures TRA-1 and TRA-2 is shown in Table 3.8-7. With the implementation of the above improvements outlined in Mitigation Measures TRA-1 and TRA-2, the Soquel Drive/Robertson Street intersection would improve to LOS B in the AM and LOS D in the PM peak hours for Existing Plus Project, and Soquel Drive at Porter Street would improve to LOS C in the AM and LOS D in the PM peak hours for Existing Plus Project.

Questions:

- **What information and analysis was used to conclude that these intersections would move the Level of Service C or D?**
- **How will these changes at these two intersections negate the negative impacts of a project one-half mile away that puts additional cars a day onto to this already congested corridor?**

Daubenbiss Level of Service

A major question about the validity of this traffic study is illustrated in the Tables that illustrate Level Of Service (LOS). Examine Tables 3.8-3, 3.8-4, 3.8-5, and 3.8-6. Three of the study intersections (Soquel/Porter, Daubenbiss, Soquel/Robertson Street) exist within a road segment that measures 756’.

56-66



Questions:

- **How can the signalized Soquel/Porter and stop-sign controlled Soquel/Robertson Road intersections both be failing or near-failing intersections (LOS E and F) and yet Daubenbiss, a signalized intersection about equidistance between them is determined to be a LOS A?**
- **When and by whom were these assessments made?**

No one driving eastbound on Soquel Drive during PM peak hours will agree with the assessment here that this is a LOS A intersection (Defined as free flow with no delays... Users are virtually unaffected by others in the traffic stream)

The Daubenbiss traffic light is two lanes eastbound. Past the light is a short (one car length) dedicated southbound turn-lane that turns onto Daubenbiss. Then the roadway becomes three lanes – a dedicated northbound left-hand turn lane for Old San Jose Road that accommodate about 6 vehicles and two through lanes.

One of the biggest problems at Daubenbiss is that eastbound through traffic has to “fight” for location to get into one of the through lanes while drivers wanting to turn left (northbound) frequently hold up traffic flow because there isn’t room for them in the dedicated left-hand turn lane. It is not uncommon for a driver to have to wait through two or more light changes at Daubenbiss after clearing Robertson to finally get into the Porter Street section.

56-66
cont.

Project Trip Generation

This section is probably the most important for Sustainable Soquel to rebut. That is because this is the section we believe is most likely to be manipulated by the authors to favor the outcome they want. Dealing with traffic studies is daunting for anyone not a traffic engineer. Most people’s eyes glaze over at the plethora of numbers, figures and charts. This sometimes is used as an intentional way to structure a desired outcome in an environmental review.

Some of the following information is from an internet site called mikeontraffic.com.

Some of “the primary issues with using ITE data are:

- **Old and new data is mixed together.** Is a study of an office trip generation from the 1980s still accurate given today’s environment?
- **No breakdown of the area where the studies were collected.** Downtown is different than suburban is different than rural. Similarly, bike-friendly Minneapolis is different than car-centric Los Angeles is different than transit-heavy Manhattan.
- **An exact land use match is not always possible.** Fast casual restaurants like Chipotle fit nicely between the official land uses of Fast Food Restaurant and High Turnover (Sit-Down) Restaurant.
- **Many land uses only have one or two incomplete studies available for use.”**

“Combine these issues with the fact that many land uses have a very large standard deviation (a residential single family home has a standard deviation of 3.7 on a rate of 9.52 trips per dwelling unit, meaning the actual trip generation could be between 5.82 to 13.22 trips per dwelling unit), and it’s easy to see how trip generation is another TIS assumption that could be challenged.”

56-67



"The Institute of Transportation Engineers' (ITE) Trip Generation Manual could be considered the Bible of Traffic Impact Studies (TIS). Composed of thousands of voluntary study submissions over many decades, this book is the most comprehensive list of average traffic per various land uses in the United States. It is used by virtually all traffic engineers across the country." (Note: This is the major reference used in this DEIR) "As good as this source is, it's

not perfect." ITE itself says, "At specific sites, the user may wish to modify trip generation rates presented in this...In other words, take these rates with a grain of salt.

This DEIR considers only one proposed land use for this development and uses the Trip generation for Automobile Sales (Land Use #841) average trip rates to determine project trips for the 22,547-square foot proposed dealership. The problem here is that the authors have added together the square footage of two separate and distinct parts of the project – a 12,551 square foot auto dealership and a separate 9,996 square foot automotive service building.

In the ITT Manual cited, New Car Sales (Land Use #841) shows a rate of 2.62 trips for every 1000 square feet. Automobile Parts and Service Center (Land Use # 943) shows 4.46 for every 1000 square feet. Note that the ITT manual acknowledges that an auto service department generates almost twice as many trip as New Car Sales.

56-67
cont.

Questions:

- **Why does this DEIR reference Land Use #841 as Automobile Sales while the manual references #841 as New Car Sales?**
- **Why weren't the Auto Parts and Service Center's trips calculated separately from the Automotive Sales?**
- **Who made the decision to use only the Land Use #841 for both parts of the project?**
- **Does the rate given for New Cars Sales count only the square footage of the building? Does it also count the square footage of the site where the cars are displayed for sale?**
- **How many daily trips would occur if Land Use #841 and Land Use #943 had been used for the calculation?**

Trip credits are given for the existing homes based on Single-Family Detached Housing (Land Use #210) Trip credits for the commercial building and car wash on the ITE rates and counted study data on Tuesday 5/23. "The study counted 24-hours of the in and out trips of the Kings Paint & Paper store as well as the car wash for each of the three driveways that access the existing site."

The ITT manual has calculated trip rates for Hardware/Paint Store (Land Use # 816), 4.84 trips per 1000 square feet and Self-Service Car Wash (Land Use # 947), 5.54 per stall.

56-68

Questions:

- **Were the final counts for these two commercial uses calculated with the ITT Manual numbers or with the one-day 24-hour counts?**
- **Was a combination of the two methods used?**

Many members of the public have difficulty accepting the numbers given in this DEIR for the number of daily trips calculated for both Kings Paint and Paper and the Car Wash. This doubt is based on personal observations made during almost daily trips past these sites. Of particular

56-69



interest is what people see while stuck in the daily PM gridlock when cars inch past these businesses.

The counted study cited in this document was done by Quality Counts, LLC, a transportation data collection company. Conducted on Tuesday May, 23, 2017, "the study counted 24-hours of the in and out trips of the Kings Paint & Paper store as well as the Car Wash for each of the three driveways that access the existing site." From the DEIR: "The existing car wash generates 257 daily trips, 10 AM peak hour trips (4 in/6 out), and 25 PM peak hour trips (14 in/11 out)."

The configuration of the existing businesses allows a vehicle to pass through behind the paint store to the back of the car wash. That area also accesses the small road that runs behind the back of the homes on 41st Avenue and into the adjacent small business area that contains a Cross-fit gym, Discretion Brewery, and other small business and restaurants. A car going that way can enter 41st Avenue at the signalized Redwood Shopping Center light. During times of high congestion, a driver can avoid the Soquel Drive/41st Avenue light by turning into the road next to the car wash.

The tally sheets are in Appendix G in the Technical Appendices are difficult to understand for a lay person.

Here is some of what confuses us about the Car Wash numbers:

- Adding up the numbers in various columns for the Car Wash gives the following numbers: **Ins:** 129; **Outs:** 93; **Cut Throughs/Others:** 81.
- Matching up the **In** times with the **OUT** times, shows that some cars were there for literally seconds and others were there for over an hour.
- The earliest car wash **In** is listed at 4:55 am; the latest at 21:53 (9:53 p.m.)
- The earliest **OUT** is listed at 1:18 a.m; the latest at 22:31 (10:53 p.m.)

Questions:

- **What method(s) did Quality Counts LLC use?**
- **If automatic counters were used, which ones – portable, permanent or videotape?**
- **Where were the counting methods (observer locations) set or deployed?**
- **What are the car wash hours? Are car wash lights on 24 hours a day?**
- **It would be helpful to see the actual mathematic calculations used to create the trip numbers.**
- **What would be the trip counts if the ITT Land Use numbers were used instead of the Quality Counts LLC data?**

King's Paint and Paper is a long-time local serving business. Quality Counts LLC claims that they generated 265 car trips on Tuesday, May, 23, 2017. The business is open from 7:30am to 5 pm. Conversations with paint store staff at their new location in Capitola verify that they usually have, at most, 100 daily customers and usually they have fewer. Counting each customer as one trip in and one trip out, that would equal, at best, 200 trips a day – much less than what this traffic study claims.

Here is some of what confuses us about the paint store numbers:

- Adding up the numbers in various columns for the paint store gives the following numbers: **Ins:** 81; **Outs:** 118; **Cut-throughs/Others:** 90.
- The earliest **In** is listed at 6:46 am; the latest at 21:53 (9:53 pm)

56-69
cont.

56-70



- The earliest Out is listed at 7:23 am; the latest at 18:22 (6:22 pm)

Questions:

- **Why would 37 more vehicles leave the Paint Store than enter it?**
- **How did Quality Counts LLC determine the 90 cut-throughs?**
- **Where were the counting methods (observer locations) set or deployed?**
- **What would be the trip counts if the ITT Land Use numbers were used instead of the Quality Counts LLC data?**

56-70
cont.

For the public, it is difficult to find any obvious way of adding up these various numbers to reach a clear understanding of these traffic counts. It would be helpful to see the actual formulas and calculations. The conclusion that there will only be an additional 168 daily car trips is not accepted or believed by a wide majority of citizens examining this proposal.

It is important to note that making these numbers – the daily trips at the paint store and the car wash – high - and under-estimating the number of daily trips generated by the car dealership, paints an incredibly biased picture of the environmental impact of the proposed project.

56-71

The major issue in the Soquel community about this project is the additional traffic that will be added to an already grid-locked traffic corridor, especially in weekday afternoons.

Site Access

A major discussion of a serious issue was discussed in the April 2017 Mitigated Negative Declaration but is missing in its entirety in the DEIR. A new driveway is proposed on Soquel Drive. It is described in the Negative Declaration as providing *full access to the site for patrons, employees, and inventory drop-off*.

A 340' dedicated right-hand-turn lane would also be added at this location. Soquel Drive at 41st Avenue will then have three eastbound lanes, one shared turning lane, and two westbound lanes. This segment of Soquel Drive on the eastbound approach to 41st Avenue is part of the most congested intersection in the County. This additional project component **should** have triggered review in this document. It is inexplicable why the authors of this DEIR did not examine the effects of adding this major change to the existing roadway.

56-72

Questions:

- **Why was this Site Access and Circulation Impact Analysis not considered in the DEIR?**
- **Who made that decision?**

The Soquel Drive westernmost project driveway is the **only** full access to the site.

The April 2017 Mitigated Negative Declaration examined this driveway before the right-hand turn lane was added to the project. Here it that section:

**“Transportation Impact Analysis, Pg 44, Site Access and Circulation
SOQUEL DRIVE / PROJECT DRIVEWAY #1 (INTERSECTION #2)**

56-73



*The driveway located on Soquel Drive (Intersection #2) will provide full access to the site for **patrons, employees, and inventory drop-off**. The Project driveway (northbound approach) will be one stop controlled, shared left and right lane. The driveway will have one lane for traffic entering the site via Soquel Drive. A two-way left-turn lane currently exists in front of the proposed driveway, which will provide enough space for vehicles exiting the site (via northbound left-turn) and traveling to the site (available westbound left-turn storage is greater than 50 feet) to leave the flow of traffic and wait for gaps to complete the left-turns. The eastbound approach to the Soquel Drive / 41st Avenue intersection was observed to back up past this proposed driveway. **It is anticipated that eastbound motorists (waiting for red light to change) will provide courtesy gaps to vehicles wishing to enter or exit the site.***

56-73
cont.

These are some of the public comments that were submitted in May 2017 to the mitigated negative declaration:

"The traffic study assumes that the only full access driveway to the project area will be able to accommodate additional project traffic via the existing two-way left turn lane on westbound Soquel Drive. The distance from the 41st Avenue intersection to the proposed access driveway is under 290'.

The shared single center lane in the project area is currently used for right and left hand turns to Greenbrae Lane (a residential street), a small strip of mainly car repair shops and the new Soquel Tower Plaza shopping area to the north and King's Paint and a stand-alone car wash to the south.

The Nissan dealership will add additional vehicles to these existing uses. Most of the additional added Nissan dealer traffic will move through this driveway. The 41st Avenue entrance only allows right-hand turns into the dealership and right-hand turns out of the dealership."

*"This analysis assumes that there will be adequate space for vehicles traveling west to use the center lane to turn into the dealership. A large part of that assumption is that **"eastbound motorists (waiting for red light to change) will provide courtesy gaps to vehicles wishing to enter or exit the site."***

56-74

A singular problem is likely to occur during AM peak hours and was not addressed in either the Mitigated Negative Declaration or this DEIR. Employees and service customers traveling westbound Soquel may not be able to move in a timely fashion across the three eastbound lanes and the center shared turning lane depending on morning traffic (including school traffic from two private and two public elementary schools and Soquel High School.)

Relying on other drivers' goodwill to allow stacked-up vehicles to complete left hand turns into the dealership seems a rosy best-case scenario. Morning schedules can be very demanding on individual drivers either trying to get to work or their children to school and they may or may not allow a string of cars waiting to turn left to complete their turns. If cars are unable to move into the dedicated turn lane, then the left hand westbound through lane will become impacted creating additional traffic problems in a segment that actually flows relatively well during morning peak hours.

Relying on that same goodwill for PM drivers who wish to exit the dealership and travel westbound will also be problematic. It is currently almost impossible to make a left hand turn across two lanes of queued vehicles in the afternoon from the south side of Soquel Drive.

56-75



Adding an additional right-hand turn lane will make three lanes of grid-locked cars that must be crossed in either the AM or PM peak hours.

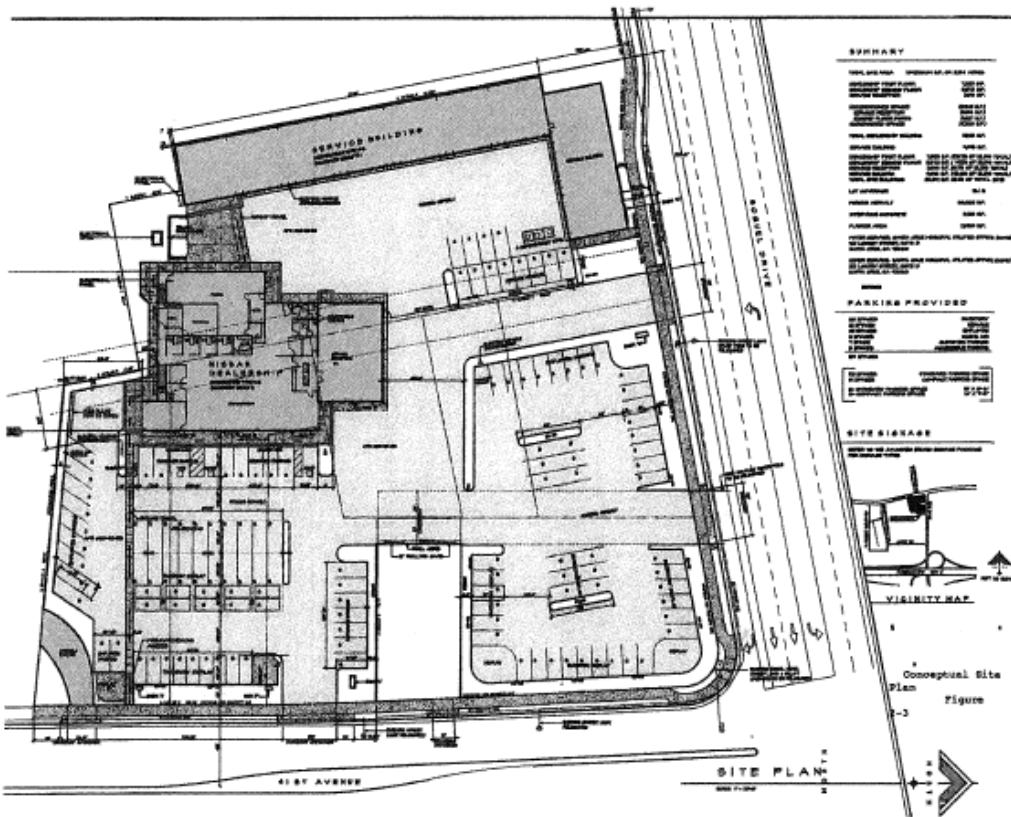
56-75
cont.

Questions:

- **Add a discussion and environmental assessment of the consequence of adding a new 340' right-hand turning lane.**

Site Circulation and Parking

There is little actual discussion in this DEIR of the internal circulation of this site or of the adequacy of on-site parking. These are things which have the potential to add major traffic congestion to both Soquel Drive and 41st Avenue and create neighborhood anger and irritation by having dealership staff and customers park off-site.



56-76



Here is Figure 2-3, the Conceptual Site Plan, to help illustrate the issues.
(A larger copy is the second fold-out page in the DEIR)

56-76
cont.

Parking and Interior Circulation

The number of parking spaces dedicated for Service seems extremely low at twelve spaces. There are six mechanic bays and two car prep spaces. Cars are frequently kept in the department while waiting for parts. Cars dropped off in the morning may not be picked up until the afternoon and may be parked in some of these spaces. Cars that are dropped off and waiting for service will be parked here.

The Applicant stated that he expects a dozen cars to be serviced daily in the first year and up to 24 to 30 cars a day starting in the second year. It seems to be a low business expectation to have six service bays and to service two cars in each bay a day, even for a new dealership. Twelve parking places seem to be inadequate for the expected service business.

Questions:

- How were twelve parking spaces determined to be enough for the service area?
- How many cars are expected to be serviced daily after the first year?
- How many cars are serviced daily at comparably-sized Nissan dealerships?
- How many cars is the applicant currently servicing daily at his Soquel Avenue location?
- What percentage of total business is the service component of a Nissan dealership? Measurement re Toyota and Honda
- How many "dead cars" awaiting parts are typically held in the service department for more than two days? How long can some of those waits be?
- If just two cars are kept overnight and 25 to 30 cars came in during one day for service, where the extra cars would be parked?
- What percentage of people wait while work is completed on their car?
- What percentage of people drop their cars off early in the day and come back later?
Customers dropping off cars often have another car coming to pick them up. The situation is reversed in the afternoon when someone drops a service customer off to pick up their car.
**Have these pick-up cars been factored into customer parking spaces?
Have these ride scenarios been factored into traffic studies?**
- Will the dealership provide a shuttle service? If so, how many daily trips does the shuttle service make? If so, is special parking allotted for a shuttle?
- Which driveway will customers be directed to for service for their car?
Which exit will they be directed to after service?

56-77



The Service Reception area and the Parts Department area are both located off the same internal driveway. There are no separate parking spaces adjacent to the parts department. If a service customer or a parts customer enters the driveway from either Soquel Drive or 41st avenue, it is unclear where they will park in the area in front of the service department.

Questions:

- **Where will a parts customer park?**
- **Where will customers waiting for a service rep wait?**
- **Explain how the different customers, service, parts and potential buyers will navigate the site.**

56-78

It is common knowledge from the local businesses near the Honda dealership that the dealership does not have sufficient employee parking. Some neighboring businesses have become angry and annoyed with Honda employees parking in those businesses' customers' spaces.

The applicant was quoted in an article in the Santa Cruz Sentinel in May 2017 stating that employee numbers would grow from 11 currently to 40 at the new dealership. The site plan currently shows approximately 15 employee parking spaces

Questions:

- **Show where the Nissan dealership will provide on-site parking for 40 employees.**

56-79

Another Unaddressed Traffic Study Question

This is another scenario that isn't accounted for in this traffic analysis:

New Car Sales: Customers shopping for a car often have other family members or friends meet at the car lot. Several people may be coming after work to meet up to view a potential car. Customers often return on several other days to discuss the finances or negotiate the sales price and to actually pick up the new purchase. Again, they are frequently accompanied by other people. Many new car purchases necessitate multiple car trips to the dealership. A test drive could mean that two cars will be left at the lot for an hour.

If just two different sets of people are looking or test-driving a car, there could easily be four cars parked in the customer/visitor parking spaces. The site plan shows approximately eight customer parking spaces and two van accessible spaces in front of the showroom.

A comment in this DEIR notes 9. *Other transportation evaluations:* "For comparison purposes, the traffic study for the Ocean Honda car dealership, with a building area of 38,300 square feet, provided thirteen customer parking spaces." **Did the authors of the DEIR investigate if the Honda dealership's thirteen customer parking spaces were sufficient for their needs or if there were problems because thirteen spaces were not enough?**

56-80



If just two different sets of people are looking or test-driving a car, there could easily be four cars parked in the customer/visitor parking spaces. The site plan shows approximately eight customer parking spaces and ADA accessible spaces in front of the showroom.

Questions:

- **What methodology was used to determine how many spaces would be needed for each dealership department?**
- **What will customer parking needs be for a car dealership that sells between 60 to 80 cars a month and service 25 to 30 cars a day? These are the numbers that the applicant has stated in his two community meetings.**
- **Is 2.6 acres considered an appropriately-sized site for a car dealership that anticipates the amount of anticipated business claimed by the applicant? We have been told that Nissan USA would actually like this sort of regional dealership have a site of 4+ acres.**

56-80
cont.

Site Circulation:

There are three project access driveways located on the site plan - two on Soquel Drive and one on 41st Avenue.

Questions:

- **Provide a Circulation Plan showing how all traffic for service, parts and new sales customers, parts department delivery trucks and over-sized vehicle transport trucks are anticipated to enter the property and exit and share with delivery trucks?**
- **What is the primary intended use of the eastern-driveway on Soquel Drive?**
- **What is the primary intended use of the western-most driveway on Soquel Drive?**
- **What is the primary purpose of the 41st avenue driveway on Soquel Drive.**
- **Are all internal driveways divided for autos going both directions?**
- **Show directional information for all the driveways.**
- **How was information about the various dealership access and egress components integrated and evaluated in this DEIR?**

56-81

Transport Trucks

Concerns were voiced during two community meetings held by the applicant in May 2017 and February 2018 that auto transport deliveries and auto parts deliveries to the Honda Dealership on Soquel Drive create added traffic congestion to this intersection.

"Transport trucks," "big rig trucks," "semi-trucks" and special delivery trucks arrive on a weekly basis to a car dealership at different times throughout the day. Because these large trucks cannot turn into their destinations, they park in the middle of the roadway. On Soquel Drive, they stop in front of the Honda dealership in the shared center turning lane several times a week, blocking the turning lane, hindering views from oncoming traffic for left turns and potentially interfering with emergency response vehicles during the peak traffic hours.

The applicant stated at two community meetings that he would "guarantee" that no transport trucks servicing his dealership would unload or on-load vehicles on the street. He stated that all transport vehicles would park within his dealership site.

He also stated at the February 2018 community meeting that he plans to sell 50 to 60 cars a month for the first year and up to 90 cars a month in future years. An auto-transport truck typically carries 6 to 8 cars. Selling 80 cars a month would require at least 10 or more transport deliveries a month so at least two transport trucks a week could be expected.

A verbal statement by the applicant/auto dealer at the community meeting and other research confirms that Nissan dealership expects to do one-third to half of the business as Honda dealerships does. The Honda dealership on Soquel Drive sells a minimum of 150 to 160 new cars. This relatively common knowledge within the automotive industry is why Nissan America urges its dealers to locate in close proximity to Honda dealerships.

Currently three to four transit trucks make deliveries to the Honda dealership. Adding another car dealership just across from the Honda dealership adds at least another two weekly trucks. **The two dealerships combined will bring a minimum of seven or eight vehicle transport car deliveries a week.**

Honda's transit delivery trucks already impact traffic on Soquel Drive several times a week. The trucks are so large that they do not pull into the dealership but park in the center shared turning lane. They are usually there for at least an hour for each delivery.



56-82

Questions:

- **How will these dealerships manage their deliveries if transports came at the same time? Has Santa Cruz Nissan been in any communication with Ocean Honda?**
- **Why haven't the impacts of these large transport trucks been factored into the traffic study?** These big-rig trucks are a given for any new car dealership.
- **How many trucks deliver cars to the Honda dealership each week? What impacts do they make on existing Soquel Drive traffic?**
- **Is there any method or system that can track or control vehicle transit truck delivery times?**
- **How would two delivery trucks be managed in the center lane at the same time?** It's our understanding that transport trucks' delivery times vary greatly and are determined by their own schedules. **If more than one truck arrives at the same time and the loss of a major part of the center turning lane for a space of time, what will the impact on Soquel Drive traffic? What will be the impact on other local businesses if their customers are unable to turn into them?**
- This DEIR has failed to analyze the environmental impacts of having two car dealerships in close proximity. Information of increased impacts should be knowable since most counties and cities set aside special areas that are developed into "auto rows." **What are the potential impacts of two dealerships in the Soquel Drive/41st Avenue?**

56-82
cont.

The DEIR does not address the variety of issues related to auto transport truck deliveries. There are no reference to the actual trucks, the frequency of deliveries, the turning radius needs, center lane parking impacts and size of trucks. An auto transport truck can range from 50' to 75' feet long, up to 11' feet wide, 13 to 14' tall, and weighing as much as 80,000 pounds.

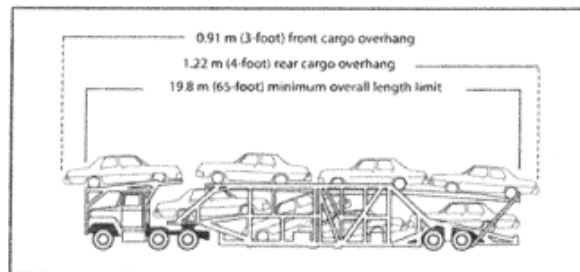
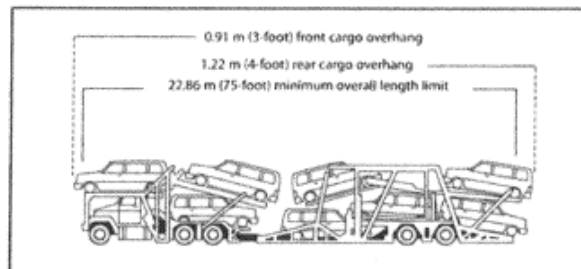


Figure 4. Conventional Automobile Transporter Combination



56-83



The following questions are based on over-sized truck concerns and the need to clarify the day-to-day operations and likely impacts associated with them.

Questions:

- List any applicable California and Santa Cruz County code requirements for street width and load restrictions regarding oversized trucks.
- Confirm if auto transport trucks would have a legal right to load or unload on the center lane of Soquel Drive.
- What is the legal weight, height, width and length of vehicle transport trucks in California?

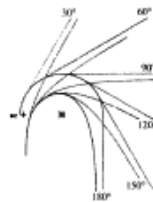
56-83
cont.

The DEIR does not discuss that 41st Avenue is a divided roadway with medium divider in some sections and an approximate width of 20 feet. **Confirm the actual width of each lane on 41st avenue traveling south in front of the proposed project.** This data from the CalTrans Design Manual describes the required minimum road width of 27 feet for an 18 meter (60') semi truck to make a 90 degree turn.

This information was developed through the CalTrans Design Manual. If there is any doubt please call CDT for assistance.

Minimum Angle Minimum Road Width	Minimum Road Width Requirements
30°	34' 0"
45°	24' 0"
90°	27' 0"
120°	27' 6"
150°	30' 0"
180°	33' 0"

55' Ax Semi-trailer Wheel Trucks
18 in Hubs



56-84

Questions:

- Provide information that shows how an auto transport truck, which may be up to 75' feet in length, will be able to make a right turn into or out of this project site onto 41st avenue.
- What is the maximum length truck that can navigate this ninety degree righthand turn.

There is some confusion as the roles of the three proposed project driveways. The 41st Avenue driveway only allows right-hand southbound turns into and out of the dealership. That is referenced as Driveway # 2 in the DEIR but identified on DEIR figures as 7.

There are two Soquel Drive proposed driveways. The westernmost one is referenced as Driveway #2 in the DEIR and identified on DEIR figures as 2. This is the only driveway with full access, allowing both right and left-hand turns into and out of the project site. The third driveway is closest to 41st Avenue and serves as a project driveway and a deeded easement to a separately owned parcel (APN 030-121-34)

56-85



In a Feb 9th E-mail, Nathan MacBeth (Development Review Planner) responded to a question about the project driveways: *"The project proposes three driveways (two on Soquel Drive and one on 41st Ave). The primary driveways are the driveway on 41st Ave and the western most driveway on Soquel. The third driveway (eastern most driveway on Soquel) is necessary to preserve an existing easement serving the parcel which is not included in the proposed development. Vehicles entering and existing the site have the flexibility to use either of the three driveways. Deliveries would enter the site using the 41st Ave driveway and exit the western most driveway on Soquel."*

Questions:

- **Confirm which driveway of the three listed on this project would be the ingress and egress for trucks. Delineate between smaller delivery trucks and large vehicle transit trucks.**
- **Confirm which driveways expected to be used for sales or service customers.**
- **Visually depict how an oversized truck will be able to exit Driveway #1 (Soquel Drive side) via a left hand turn onto westbound Soquel Drive.**
- **It is common knowledge that large semi-trucks or vehicle transport trucks cannot negotiate the northbound Highway 1 on-ramp from 41st Avenue. Explain how The configuration of this on-ramp affects the circulation flow of this project on local streets.**
- **Which Highway 1 on and off-ramps are able to be accessed by large vehicle transport trucks?**
- **All project driveways are two-way and two lanes. How will a 65' to 75' long transport truck or other large truck navigate through the property?**
- **Demonstrate how a transport truck, if it could enter from 41st Avenue, would physically drive through the site, making a right turn, left turn and second right turn (snake pattern) through the project site and out to Soquel Drive via Driveway #1. Show this in reverse if the transport truck enters on Driveway #1 and exits out Driveway #2.**
- **The landscape plan shows a shade tree canopy extending over the driveway and the parked cars. The trees are required by the county to provide shade, block glare and as compensation for removing the 46" Sequoia Tree. How would 14' foot tall transport trucks or large parts delivery trucks maneuver through this site without interference with the trees?**

56-85
cont.

The project description states the concrete driveways would be built with 2,500 PSI. Concrete used for significant weight loads requires asphalt or concrete with a minimum of 4,000 and even 5,000 PSI. Transport trucks can weigh up to 80,000 pounds. If the concrete specifications are only 2,500 psi, it appears that the applicant either underestimated or did not plan to have large transport trucks actually enter into his dealership for loading and unloading.

When community members first expressed concerns about these large trucks at the applicant's May 2017 Community meeting, he promised that he would bring those large trucks onto his dealership site for loading and unloading. He repeated that same promise at his February 8, 2018 community meeting.

The Santa Cruz County General Plan already addresses this issue, acknowledging that commercial and industrial loading can cause traffic and congestion problems.

56-86



Service Vehicles/Loading Space. Loading space shall be provided as required in SCCC 13.10.570 through 13.10.578, inclusive, for commercial and industrial uses. Loading areas shall be designed to not interfere with circulation or parking, and to permit trucks to fully maneuver on the property without backing from or onto a public street

Question:

- **How will this proposed project be modified to meet the specifications necessary to have these heavily weighted trucks access the site?**
- The applicant made his verbal promise before this DEIR was written. **Why wasn't that change discussed or analyzed in the DEIR?**
- **Will the applicant's verbal promise be codified into the project's Use Permit if approved? What happens if this promise isn't kept?** Certainly no one in the Soquel community or traveling on Soquel Drive knew that large vehicle transport trucks would block the shared center turning lane. Now that we know this is an issue that potentially makes the Soquel Drive even more congested and impacted, it is reasonable that we would want to avoid any additional increase in this activity.
- **Has the General Plan section cited above been met by this proposed project?**

56-86
cont.

Other Items

The site plan shows porous asphalt would be used for both the mechanic bay and loading dock area. **The porous asphalt is considered to have lower load-bearing capacity than conventional pavement which may be an issue in the loading dock area.** There is concern that this material should not be used on storm water "hotspots" with high pollutant loads because storm water cannot be pretreated prior to infiltration. No-source point pollutants such as oil, gasoline and other fluids used in cars are reasonably expected to be more likely to be spilt in an automotive repair facility. Perhaps the use of water-permeable and porous asphalt would be ill-advised in this area. **Was this potential pollution issue considered in the drafting of the site plan?**

56-87



Section 5.0 Project Alternatives

CEQA Guidelines require that alternatives could feasibly achieve most of the basic project objectives, but avoid or substantially lessen the project's significant environmental effects.

In identifying suitable alternatives, potential alternatives must be reviewed to determine whether they:

- *Can avoid or substantially reduce significant environmental effects;*
- *Can attain most of the basic project objectives;*
- *Are potentially feasible;*
- *Are reasonable and realistic.*

The alternatives discussed should be ones that offer substantial environmental advantages over the proposed project. The alternatives analysis discussed must be reasonable, and selected to foster informed decision-making and public participation.

Sustainable Soquel has difficulty even having to consider these alternatives because we find so much inherently wrong with all aspects of this project in this location. We believe that only Objective 1 is a truthful statement or rationale for building this development. We do know that the applicant wants to open up an auto dealership on eight lots that are not zoned for that industrial use and is asking the County to change its General Plan and other County Codes (like Signage guidelines) to allow him to do that.

We also know that The Santa Cruz County Economic Development Department and the Santa Cruz County Planning Department has aided and encouraged his efforts. Last year, the Santa Cruz Planning Department recommended the approval of a Mitigated Negative Declaration that was quietly, with no authentic public notice, moving through the system. That approval would have precluded this environmental review from taking place. The only reason this DEIR was prepared is because of loud public outcry from the Soquel community.

The objectives for the project, as listed in Section 2.0, Project Description, are as follows:

- 1. To provide a conveniently located, attractively designed automotive dealership and service center that will offer a full range of automotive models and services that satisfy the demand for new car buying opportunities within unincorporated Santa Cruz County.*
- 2. To provide Service Commercial development within an area currently designated as Community Commercial.*
- 3. To combine multiple small parcels into one large parcel that can be developed to provide a greater community benefit.*
- 4. To provide for the efficient redevelopment of an existing community commercial area that is currently underutilized with blighted properties, outdated commercial uses, and non-conforming uses.*
- 5. To provide commercial tax revenues to the unincorporated County of Santa Cruz.*

56-88



We have set out our larger arguments against Objectives 2, 3, 4, and 5 in another section (Project Description).

56-88
cont.

Succinctly, Objectives 2 and 3 are special favors that the applicant is asking from the County so he can locate his business in this particular location. Objective 4 has no relationship to this project and is misleading, in that it implies that this area will remain "blighted" if this project isn't approved.

The applicant himself disavowed Objective 5 at a public meeting stating emphatically that this was not his objective and he did not write it. The specious and incongruous Objective 5 prevents the lead agency the DEIR authors from evaluating any possible alternatives not located in the unincorporated part of Santa Cruz County.

The alternatives are listed and summarized below:

- Alternative No. 1: No Project/No Development
- Alternative No. 2: Proposed Project with APN 030-121-34
- Alternative No. 3: Mixed Use Development
- Alternative No. 4: Commercial Development
- Alternative No. 5: Offsite Nissan Dealership

In conducting the alternatives analysis consideration must be given as to how, and to what extent, an alternative can meet the project's basic objectives.

Alternative 1 5.2.1: *"The No Project/No Development Alternative assumes that the Proposed Project is not pursued, and that the project site remains in its current state...*

"...the project site would remain in its current condition and not be redeveloped..."

"Also, since no additional employees and customers would be traveling to the project as a result of the proposed development, impacts based on a per capita generation from new residents or employees resulting from the project would not occur under this alternative."

"These impacts include those primarily related to transportation/traffic. Existing Plus Project, Near-term Plus Project, and Cumulative Plus Project traffic trips generated by the Proposed Project would not occur, and therefore, would not impact the intersections of Soquel Drive at Robertson Street and Soquel Drive at Porter Street. In addition the added project generated traffic trips would not occur, and therefore would not impact Highway 1 north/west and south/east of 41st Avenue. Overall, impacts resulting from the No Project/No Development Alternative would be less than for the Proposed Project."

56-89

The improvement in Traffic LOS with the signalization of the intersection of Soquel Drive and Robertson Street would not occur, which is similar to the Proposed Project, if Mitigation Measure TRA-1 involving the signalization of the intersection of Soquel Drive/Robertson Street is assumed to be infeasible. In addition, the right-turn pocket proposed as Mitigation Measure TRA-2 at the intersection of Soquel Drive and Porter Street would not occur under the No Project/No Development Alternative resulting in a reduced level of service at that intersection. It should also be noted that frontage



improvements to include a right-turn pocket from northbound Soquel Drive to 41st Avenue and separated sidewalks on both Soquel Drive and 41st Avenue would not occur under this alternative. Also, none of the project objectives would be achieved. In summary, this alternative would avoid the mitigated less than significant impacts and significant and unavoidable impacts identified in this EIR, but would not produce certain benefits of the project.

This is valuable commercial property and it will be developed within the next few years. It was identified in the 2014 Santa Cruz Sustainable Plan as a critical piece of property to meet future community needs. It is on a very busy transportation corridor. A small shopping center just opened across Soquel Drive two years ago that was built on a similar under-utilized property.

Mitigation Measure TRA-1 is unscheduled, unfunded, unpopular in the Soquel Community and so highly speculative that its very title refers to it as Unfeasible. TRA-2, a very short right hand turn lane at Porter Street is already acknowledged as being used as a "de facto" turn lane now. Its total cost is \$20,000 for repainting and could be easily accomplished if it were determined that it would actually help this congested intersection.

The corner of Soquel Drive/41st Avenue was identified some years back as a property where whoever owns, upgrades or develops it will be obliged to construct a right-hand turn lane and sidewalks.

Questions:

- **Why does this DEIR claim that this property would not be developed if this project isn't built?**
- **What "impacts on a per capita generation" would not occur?** We do not understand the intent of this statement.
- **Explain and quantify the "certain benefits" of this project?**

Alternative No. 2: Proposed Project with APN 030-121-3

5.3.1 Description Under Alternative No. 2, development of the eight parcels included under the Proposed Project (Table 2-1) would occur as proposed with the addition of Assessor Parcel Number 030- 121-34, for a total of nine parcels.

This alternative should be disregarded for the purpose of this DEIR. The additional property has not been purchased by the applicant. He has stated in the January 4, 2018 Santa Cruz Sentinel, "We do not anticipate that this property will be part of our project and we will not be pursuing it further," Groppetti said." He reiterated that same sentiment in a February 8, 2018 Santa Cruz Sentinel article.

This alternative is the one adjudged as the environmentally superior. It gains its extra "+" that makes it better than any other plan because it is rated as more "aesthetically" pleasing. We note that Alternative 2 would result in a larger auto dealership than the proposed project examined in this DEIR.

The DEIR makes the following assumption: "It is not foreseeable to identify how the parcel might be developed in the future; under this scenario it is assumed that the existing single-family

56-89
cont.

56-90



structure and associated detached garage (which has been listed for sale for an extended time but with no change in its status) remains in its present condition.”

The more aesthetically pleasing part comes when the “existing dilapidated single-family structure and associated detached garage would be demolished” and made into additional parking for automobiles displayed for sale.

Questions:

- **Did anyone ever consult or talk to the owners of this parcel?**
- **If it’s not “foreseeable to identify how the parcel might be developed in the future,” then what information was used to make the assumption that the property would remain as it is now?** The property remains valuable (C-2) commercial property located in a busy business district.
- **How would a larger project “avoid or substantially reduce (the) significant environmental effects” of a smaller project?**

56-90
cont.

Both Alternatives 3 and 4 are intentionally designed to appear much more impactful and unappealing compared to the proposed project. This is regrettable and contrary to the intention of CEQA as stated here: “The alternatives analysis discussed must be reasonable, and selected to foster informed decision-making and public participation.”

5.4 Alternative No. 3: Commercial Use Development

5.4.1 “...no General Plan Amendment or Zone change would occur. The site would maintain its existing General Plan Land Use Designation of Community Commercial (C-C) and Zoning of Community Commercial (C-2).

“The Commercial Use Development concept, prepared with the assistance of a local design consultant, consists of 36,100 square feet of commercial space, with three separate buildings to include: Building A – single story with 3,968 square feet; Building B – first floor with 14,848 square feet and second floor with 10,628 square feet for a total square footage of 25,476 square feet; and Building C – single story with 6,656 square feet (Figure 5-2).”

“A total of 147 parking spaces would be proposed to meet the demand of the proposed commercial use. Two vehicle access points would be provided as for the Proposed Project. One would be provided from eastbound Soquel Drive and one from southbound 41st Avenue.”

“As with the Proposed Project, frontage improvements would include new curb gutter and standard ADA six-foot sidewalk along the entire project frontage of Soquel Drive and 41st Avenue. As under the Proposed Project, the Commercial Use Development Alternative would also provide approximately 15- feet for road right-of-way along the project frontage on Soquel Drive that would be required to construct a dedicated approximately 340 foot long right-turn pocket onto 41st Avenue from eastbound Soquel Drive.”

“The Commercial Use Development Alternative would likely support a 4,000 square foot restaurant in addition to 36,100 square feet of commercial retail.”

56-91



This alternative is a fantasy put together by the authors of the DEIR and their "local design consultant." Essentially it is a design planned to make the car dealership look like the best choice. Modifying phrases and words like "likely result," "may look like," and "would likely have" are used throughout different sections. Maximum usage is illustrated to make the impacts look worse than a regional car dealership.

The project area is comprised of eight (8) different lots. Each is zoned C-2. Each may be bought and developed by a different entity. General Plan and County Code will determine what can be built on each separate lot and require adherence to all applicable building codes such as setbacks from lot lines, window schedules, signage and parking - even if all of the lots were purchased for development by the same party, The Santa Cruz Sustainability Plan demonstrates many different ideas for this commercial area. The relatively new shopping area just north of the project site is a good example of the type of buildings and businesses that could be built on these properties.

The most egregious assumption this alternative makes is that if this area was developed according to the existing General Plan and the vision of the Sustainable Plan, project traffic would be almost three times greater than a regional car dealership.

The intent of the Sustainable Plan is to make changes to the General Plan and local ordinances so that Santa Cruz County to conform to California state law (SB375). The intent is to lessen Vehicles Miles Traveled (VMT) and lessen Greenhouse Gas Emissions.

The ratings of the five alternatives illustrated on Table 5-4 mark Alternative 3 as "inferior" to the proposed plan in Aesthetics and Visual Resources, Air Quality, Geology and Soils, Greenhouse Gas Emissions, Noise, and Transportation and Traffic.

Questions:

- **Identify the "local design consultant" referenced in this section.**
- **How much was this consultant paid?**
- **What sort of detailed plan or report was submitted by the consultant?**
- **Who in the Planning Department was most responsible for writing the Alternatives section of the DEIR?**

Under Aesthetics and Visual Resources, the final sentence is "*Although visual impacts from Alternative No. 3 would be less than significant, due to the minimum setback of the associated structures, visual impacts could be considered greater by some individuals under this alternative than for the Proposed Project.*"

Many individuals would find buildings more attractive than car lots.

Questions:

- **Why does Table 5-4 grade Alternative 3 as "inferior" for Aesthetics when the last sentence of that section clearly states a very subjective opinion?**
- **Why does Table 5-4 grade Alternative 3 as "inferior" for Aesthetics but acknowledge that the visual impacts would be less than significant?**

56-91
cont.

56-92



Under **Air Quality**, the assumptions made are based on the "imagined" commercial use design depicted here. It claims greater energy use and car trips will result in greater impacts to air quality. This again is contrary to the vision of the Sustainable Plan which has different commercial uses "imagined" for this property.

Question:

- **Why does Table 5-4 grade Alternative 3 as "inferior" for Air Quality while the discussion acknowledges that the impacts would be less than significant?**

56-93

We almost started laughing when we read the Geology and Soils section's rationale for rating Alternative 3 "inferior" to the proposed project. This is what is really written (and it's a quite an amazing stretch): *"Because this alternative would result in construction of additional square footage of commercial buildings at the project site, an increase in the number of persons would be exposed to these hazards; and therefore, impacts would be greater than under the Proposed Project. However, it is anticipated that compliance with applicable building codes would ensure impacts associated with this alternative would be less than significant as under the Proposed Project."*

Question:

- **Why does Table 5-4 grade Alternative 3 as "inferior" for Geology and Soils while the discussion acknowledges that the impacts would be less than significant?**

56-94

Greenhouse Gas Emissions are deemed greater of the subjective estimation of the square footage of the buildings and the amount of project traffic generated. However, the last sentence again concludes *"However, as with the Proposed Project, impacted related to greenhouse gas emissions would be less than significant."*

Question:

- **Why does Table 5-4 grade Alternative 3 as "inferior" for Greenhouse Gas Emissions but the discussion acknowledges that the impacts would be less than significant?**

56-95

Under the **Noise** discussion, the DEIR notes that *"impacts associated with noise would be similar to those described in Section 3.7, Noise with the exception of construction-related noise. Given the additional square footage of structures from that provided under the Proposed Project (13,500 square feet), construction-related noise would likely have a longer duration; and therefore would be slightly increased from that of the Proposed Project. As under the Proposed Project temporary construction-related noise impacts would be reduced to a less than significant level with the incorporation of mitigation measures" and "overall, impacts under this alternative would be slightly increased to the Proposed Project."*

Question:

- **Why does Table 5-4 grade Alternative 3 as "inferior" for Noise even as the discussion describes the noise as "similar" to the proposed project?**
- **If Alternative 3 construction noise would be reduced to less than significant with mitigation, describe how impacts will be "slightly increased?"**

56-96



The **Transportation and Traffic** discussion is also engendered by the size of the "fantasy" design outlined in this document. *"As a result, impacts associated with additional project-generated traffic trips on Highway 1 under this alternative would be considered significant and unavoidable as under the Proposed Project. Therefore, impacts to transportation/traffic would be of the same class, but of greater magnitude under this alternative."*

We acknowledge that any development at the project site bounded by Soquel Drive and 41st Avenue will bring more traffic to the roadways in the vicinity. We argue that the intention of the Sustainable Plan is to create local-serving retail and service businesses so that local residents do not have to travel as far in their cars or can reach those business areas by other means like public transit, walking or using a bicycle.

56-97

Question:

- **Was the sole reason Alternative 3 was rated "inferior" because the DEIR authors estimated a much greater number of cars?**

5.5 Alternative No. 4: Mixed Use Development: *"no General Plan Amendment or Zone change would occur. The site would maintain its existing General Plan Land Use Designation of Community Commercial (C-C) and Zone of Community Commercial (C-2). The Mixed Use Development concept was formulated with the assistance of a local design consultant, and includes 21,000 square feet of commercial space and 21,000 square feet of residential consisting of three separate buildings...A total of 28 housing units would occur within the residential portion of the project. A total of 147 parking spaces would be proposed to meet the demand (144 spaces) of the mixed use project alternative."*

We believe the reason Alternative 4 was included was to add another alternative specifically designed to make the proposed car dealership appear to be the environmentally superior choice.

The amount of development proposed by this alternative offers more than double the building square footage offered by the proposed project and almost half again as much square footage as Alternative 3. In addition to 21,000 square feet of retail space, this plan would also include 28 housing units.

56-98

Table 5-4 paints an even bleaker picture of this alternative by ranking it as inferior to the proposed project in eight categories - Aesthetics and Visual Resources, Air Quality, Geology and Soils, Greenhouse Gas Emissions, Noise, Public Service/Utilities, Recreation and Transportation and Traffic.

Questions:

- **Identify the "local design consultant" referenced in this section.**
- **How much was this consultant paid?**
- **What sort of detailed plan or report was submitted by the consultant?**
- **Who in the Planning Department was most responsible for writing the Alternatives section of the DEIR?**
- **Why does Table 5-4 grade Alternative 4 as "inferior" for Aesthetics when the last sentence of that section clearly states a very subjective opinion?**



- **Why does Table 5-4 grade Alternative 4 as “inferior” for Aesthetics but acknowledge that the visual impacts would be less than significant?**
- Table 5-4 grades Alternative 3 as “inferior” for Air Quality because of the enormous amount of building square footage and the even larger number of car trips this Alternative assumes would be a mixed-use project. **What would the impacts of a mixed-use project if those uses were built a much smaller scale on the eight separate lots following existing County regulations?**
- **Why does Table 5-4 grade Alternative 4 as “inferior” for Geology and Soils while the discussion acknowledges that the impacts would be less than significant?**
- **Why does Table 5-4 grade Alternative 4 as “inferior” for Greenhouse Gas Emissions but the discussion acknowledges that the impacts would be less than significant?**
- Table 5-4 grades Alternative 4 as “inferior” for Noise because it assumes an enormous amount of building square footage, an even larger number of car trips and road noise impacts to 28 multifamily residential units. **What would the impacts of a mixed-use project if those uses were built a much smaller scale on the eight separate lots following existing County regulations?**
- **Why does Table 5-4 grade Alternative 4 as “inferior” for Public Services and Utilities while the discussion acknowledges that, while the impacts would be greater than the Proposed Project, impacts will be less than significant?**
- **Why does Table 5-4 grade Alternative 4 as “inferior” for Recreation while the discussion acknowledges that “no impact would occur?”**
- From the DEIR: *“impacts associated with additional project-generated traffic trips on Highway 1 under this alternative would be considered significant and unavoidable as under the Proposed Project. Therefore, impacts to transportation/traffic would be of the same Class, but of a greater magnitude under this alternative for overall daily trips (but no differences in AM or PM peaks as compared to the Proposed Project).”* **Why does Table 5-4 grade Alternative 4 as “inferior” for Transportation/Traffic while the discussion acknowledges that, while some impacts will be the same and some will be of “greater magnitude” but there would no difference in AM or PM peak periods? Was the “inferior” rating based solely of the assumption that Alternative 4, as proposed, would put more cars on the road? What would the impacts of a mixed-use project if those uses were built a much smaller scale on the eight separate lots following existing County regulations?**

56-98
cont.

It would seem that applicant himself discounts Alternative 5. In a Santa Cruz Sentinel article, he is quoted as saying: *“The parcels at Soquel Drive and 41st Avenue, once developed, would best meet the needs of our customers.”* He has made it clear at his two community meetings that the only property he is interested in is the corner of Soquel Drive and 41st Avenue.

56-99

We believe that this alternative was included so the authors of the DEIR could go through the motions of proposing as alternate site. We doubt if there has been any serious search by the applicant, his representatives or the Santa Cruz County Economic Development staff to find another site for this private development project.



5.6 Alternative No. 5: Offsite Nissan Dealership “an alternative offsite location for the proposed dealership, assumes a location south of Highway 1 at the southwest corner of Soquel Avenue and Chanticleer Avenue in Live Oak (Figure 5-5). The site is not currently owned by the project applicant...The offsite alternative proposes similar improvements as the Proposed Project, although the site is over one-half acre smaller in size and the scale of improvements and/or car sales area would need to be reduced by about 20% to fit the site. The 1.92 acre site is currently designated Service Commercial (C-S) under the County of Santa Cruz General Plan and zoned Light Industrial (M-1)...As with the Proposed Project, a Zone change would be required to change the Zone district from M-1 to Commercial Services (C-4) in order to accommodate the proposed automobile sales and service use, but no change to the General Plan would be required because C-4 zoning would be consistent with the existing General Plan land use designation of Service Commercial (C-S).

56-100

This alternative is judged superior to both Alternatives 3 and 4. It is telling to see the Environmental Topics where it is judged inferior to the Proposed Project and the reasoning behind those choices.

Questions:

- Our understanding is that the acreage of the Soquel Avenue/41st Avenue site is only marginally acceptable to Nissan America for a regional car dealership. **What amount of acreage does Nissan America recommend for a stand-alone car dealership? Does Alternative 5 meet that standard?** We ask this question because, under CEQA, alternatives should feasibly obtain the proposed project’s objective. If this acreage is substandard for Nissan America, it should not be considered a feasible alternative.

The ratings of the five alternatives illustrated on Table 5-4 mark Alternative 5 as “inferior” to the proposed plan in Air Quality, Greenhouse Gas Emissions, Noise, and Transportation and Traffic.

Although this alternative is described as 20% smaller than the proposed project it states that there would be “a greater increase in net new operational vehicle trips.” This is accomplished by noting that this property is essentially vacant so they aren’t taking credit for traffic generated by a paint store or self-service car wash. As we contend in our questions on transportation, we believe the numbers calculated as existing trips were exaggerated to make the additional traffic impacts on the Soquel Drive corridor appear less impactful.

We find it incredible ironic that Alternative 5 expresses “numerous sensitive receptors to the south and southwest of the site” when the DEIR ignored the four mobile home parks that are all within 600 feet of the Proposed Project site.

56-101

This alternative is also judged to create more greenhouse gas emissions because of the increase in vehicle trips. It’s also interesting that there is a discussion of the congestion and high volume of traffic in the roadways surrounding this alternative site. We contrast that with little information about the daily gridlock that occurs on both Soquel Drive and 41st Avenue on a daily basis.

We do not believe that this alternative was ever considered as an actual feasible alternative and has been examined in only a cursory way.



Addendum:

This DEIR has Figures, Tables and Appendices. We have been unable to locate in either the main document or in any of the Technical Appendices anything named **Attachment**.

We have looked for Attachments because the DEIR references, in four different locations, Attachment I. This attachment evidently outlines and describes the location, size and color of all signage.

It's ironic that the Planning Department is seeking to make a sign exception for this applicant that we can only assume will allow more square-footage or size than current County Code permits. The same Planning Department went after several small Soquel Village businesses last year for displaying small A-frame sidewalk signs, threatening "offenders" with fines.

We do know from the staff report for the May 10, 2017 Planning Commission meeting (which was cancelled) that the sign exception Planning staff sought increasing the allowed 50 square feet of signage to 200 square feet. Their justification was that "the location of the proposed buildings and configuration of the project site support the need..." The actual square footage of the signs they list is 202 square feet but they also note that the "200" square feet of signage will be in "addition to a 6-foot high monument sign located at the entrance along 41st Avenue"

Pg ES-2: The project also includes a sign exception to increase the allowed square footage of signage. The location, size and color of all signage is outlined in the proposed sign plan (Attachment I).

56-102

Pg 2-6 The project also includes a sign exception to increase the allowed square footage of signage. The location, size and color of all signage is outlined in the proposed sign plan (Attachment I).

Pg 2-20 Sign Exception. The project includes a sign exception to increase the allowed square footage of signage. The proposed sign plan (Attachment I) indicates the location, size and color of all signage. The project would be conditioned to ensure that lighting associated with signage and the site would not result in excessive glare leaving the site.

Pg 3.1-10 The project includes a sign exception to increase the allowed square footage of signage. The proposed sign plan (Attachment I) indicates the location, size and color of all signage. The project would be conditioned to ensure that lighting associated with signage and the site would not result in excessive glare leaving the site.

Questions:

- **Where is Attachment I?**
- **How can this sign exception be examined if it is not included in the DEIR or associated documents?**
- **What other County private businesses have been given similar sign exceptions within the last two years?**



Test Driving Cars:

At the February 8, 2018 community meeting a citizen voiced concerns that his residential road of Rodeo Gulch has dangerous one way sections, windy and narrow roads and can be dangerous to drive. He related this has already been a problem with Honda sales people bringing potential customers on test drives coming up his road. Other citizens in other forums and in written complaints have made the same complaint. Evidently the Honda dealership has agreed to not have test drives on Rodeo Gulch.

Mr. Groppetti was asked if he would also promise to not test drive on this Rodeo Gulch and he affirmed that with the audience.

The Soquel community has many rural roads that are similar to Rodeo Gulch – narrow, windy and some with dangerous sections. Many of those roads are also inherently unsuitable for drivers who, for example, want to see how a car handles a tight curve or how much acceleration it has.

We've also heard from friends that live near the current Nissan dealership and other car dealership on Soquel Avenue in Santa Cruz that car mechanics regularly drive through neighborhoods to determine problems with cars.

Test driving a car before purchase is expected by every car buyer. Test drives are an integral part of almost every car purchased at a dealership. Many more cars will be test driven than sold.

Questions:

- **Were traffic studies ever considered for non-sold vehicles?** Non sold-vehicles would include test drives for prospective purchasers and test drives by mechanics driving cars out of the service department.
- **How many test drives are likely to occur in a month?**
- **How many test drives can be expected by mechanics be in a month?**
- **Has the dealership determined where they would take prospective customers on test rides?**
- **What is the expected route to be taken after 2:00 on weekdays when traffic is at its worse?**
- **What routes would be taken on weekends?**
- **What routes would be taken by mechanics needing to test drive cars? Have those test drives been factored into traffic studies?**

This is a matter of concern because the applicant made a similar promise to not having vehicle transport trucks park in the middle of Soquel Drive. He promised that all vehicle deliveries would be accomplished on his property.

After careful examination of the DEIR, we have come to the conclusion that, as sincere as he may have been when he made the promise about the transport trucks, it appears impossible for him to keep.

What happens if the applicant makes verbal promises to the community but doesn't adhere to them later? Are these items that can be factored in a use permit? What can the community rely on for enforcement of promises made about test rides?

56-103

56-104



Miscellaneous Additional Questions

1. Page 2-19 of the DEIR states that the project will "satisfy the demand for new car buying opportunities within unincorporated Santa Cruz County." Is this a mathematically calculated market "demand", or are these just words that are meant to *suggest* there is such demand? How do we know it exists and/or to what extent? | **56-105**

2. Page 2-19 states there is "greater community benefit" in combining small land parcels into one large parcel --- with no supporting evidence. What is the "greater community benefit"? | **56-106**

3. Page 2-19 states that an objective of the project is "To provide commercial tax revenues to the unincorporated County of Santa Cruz." What is the estimated commercial tax revenue projected to be for this project for the first 5 years of operation? | **56-107**

4. Has the project applicant provided projected tax revenues for this project to any county official(s)? | **56-108**

5. Page 134 (3.4-10) the document states. "On September 23, 2010, CARB adopted final regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The Monterey Bay Air Resources District (MBARD) was assigned targets of a 0% reduction in GHGs from transportation sources from 2005 levels by 2020 and a 5% reduction in GHGs from transportation sources from 2005 levels by 2035." | **56-109**

Will the authors of the DEIR update the above information with the recently released Updated Targets by ARB, published in October of 2017:
https://www.arb.ca.gov/cc/sb375/final_staff_proposal_sb375_target_update_october_2017.pdf

6. Section 3.4-11 states, "CARB is currently working to update the Scoping Plan to provide a framework for achieving the 2030 target. The updated Scoping Plan is expected to be completed and adopted by CARB in 2016," – will the author(s) of the DEIR update this sentence with the most recent information, considering we are now in 2018? | **56-110**

Response to Comment Letter E-56

Vivian Fenner-Evans; Anita Gabriel; Jan Kampa; Liz Levy; Robert Morgan; Lisa Sheridan; Katherine Sweet

56-1 Comment noted. The purpose and legal authority of the EIR is discussed on page 1-1 of the Draft EIR.

56-2 Comment noted.

56-3 Comment noted. It should be noted however, that the SSCC plan was accepted by the Board of Supervisors on October 28, 2014 as stated on page 1.2 of the Draft EIR. Also, it should be made clear that the Board of Supervisors directed staff to return to the Planning Commission and the Board during the Summer of 2015 with a proposed work program that would identify which suggestions in the Plan should be considered for further development and implementation; with the additional direction that staff return in September 2015 instead of Summer 2015. The direction was not to codify the visions it contains into County statutes and law as stated.



- 56-4 Comment noted. No specifics are provided on how the Draft EIR is lacking.
- 56-5 Comment noted.
- 56-6 On November 2, 2016, a project review consultation was submitted to the Planning Department for the proposed dealership. A formal application (161443) for the proposed development was submitted on December 19, 2016. The project requires a rezone of the project site from Community Commercial (C-2) to Service Commercial (C-4) because the existing C-2 zoning precludes automobile dealerships. Technical information related to application 161443 was submitted between December 19, 2016 and the circulation of the initial study for public review on April 4, 2017. Application 161443, and its contents, is available for review in the Planning Department Records Room. One week prior to application 161443 being heard by the Planning Commission, the Planning Department became aware that the applicant had acquired additional parcels with the anticipation of incorporating them into the proposed development. The application was subsequently pulled from the Planning Commission agenda. Due to the change in scope of the project and identified traffic impacts to Highway 1, Planning Department staff concluded that an EIR would be required for the current proposal (171179). On June 21, 2017 a formal application was submitted for the current proposal. The Draft EIR was prepared by Planning Department staff. All technical documents submitted by the applicant were peer-reviewed under the direction of the Planning Department. The cost to the applicant for the preparation of the Draft and Final EIR is not relevant to this EIR process.
- 56-7 Comment noted. Also see response to comment No. 56-3 above.
- 56-8 Comment noted.
- 56-9 Comment noted. County of Santa Cruz Planning Department staff is unable to provide information prior to the submittal of the proposed project. Andy Constable, Economic Development Manager works for the County Office of Economic Development and was not involved in the preparation of the Draft or Final EIR. A request for email correspondence between Andy Constable, the Planning Department and the applicant is being processed under a Freedom of Information Act request.
- 56-10 Public notification regarding application 171179 was distributed to residents and property owners within 1,500 feet of the project site per the direction of the Planning Commission on May 10, 2017. The applicant has held two community meetings regarding the proposed development which included a noticing radius of 1,500 feet.
- 56-11 Comment noted. Summary of the project description from the Transportation Impact Analysis included as Appendix G to the Draft EIR.
- 56-12 Comment requests information related to a previous application 161443 which is outside of the scope of the EIR. The Sustainable Santa Cruz County Plan (SSCCP) is a Planning and Feasibility Study, and not an adopted policy or regulatory document, it is



- relevant to discuss the plan in the EIR due to the extensive public involvement and interest in the plan. : See Table 3.6-4 (Assessment of Relationship of Proposed Project to the Sustainable Santa Cruz County Plan Guiding Principles), Focus Area 3: Upper 41st Avenue.
- 56-13 Section 2-2 of the Draft EIR is intended to provide a clear description of the project location. Section 15124(a) of the CEQA Guidelines, states, “*The precise location and boundaries of the proposed project shall be shown on a detailed map, preferably topographic. Location of the project shall also appear on a regional map.*” Figures 2-1 and 2-2 of the Draft EIR contain the Regional Location Map and Project Vicinity map, respectively. The location of the project is shown on both the regional and vicinity maps. In addition, a conceptual site plan is provided as Figure 2-3 that shows the locations of the project at the southwest corner of Soquel Drive and 41st Avenue. The project location focuses on immediately surrounding land uses and zoning.
- 56-14 Comment noted.
- 56-15 Comment noted.
- 56-16 Comment noted.
- 56-17 Comment noted.
- 56-18 Comment noted.
- 56-19 Comment noted. See Project Objectives. The location for Alternative No. 5 (Offsite Nissan Dealership) was selected in order to meet the project objectives.
- 56-20 The project objectives are based on the applicants desire to develop the project site as a car dealership with service area. The Santa Cruz County Planning Department was not involved in the applicant’s decision to locate the proposed development at the project site.
- 56-21 See response to comment 47-3. Further, the SSCC Plan is a Planning and Feasibility Study, and not an adopted policy or regulatory document. The SSCC Plan is relevant to discuss in the EIR due to the extensive public involvement and interest in the plan. See Section 5.0 Project Alternatives. See also Executive Summary, Project Description and Section 2.4 Project Features regarding combination of subject parcels in the Draft EIR.
- 56-22 See Table 3.6-4 (Assessment of Relationship of Proposed Project to the Sustainable Santa Cruz County Plan Guiding Principles) in the Draft EIR.
- 56-23 Comment noted.
- 56-24 See Section 2.3 Existing Site Characteristics.
- 56-25 The applicant has clearly chosen the project area for his business venture within the unincorporated County of Santa Cruz. He has consciously decided he would like to relocate his business from its current location in the City of Santa Cruz to the



- unincorporated area of Santa Cruz County. Therefore, it is clear that tax revenue from his proposed relocated business would be contributed to the unincorporated County of Santa Cruz. The project objectives were prepared by the County of Santa Cruz Planning Department acting as lead agency in cooperation with the project applicant.
- 56-26 The number of car dealership employees is based on the applicant's expected needs to operate the proposed car dealership and service area. The number of total employees is anticipated to be 40 though this number could fluctuate over time. It is anticipated that 19 employees would work a typical shift. Information related to the number of expected car sales to residents and non-residents of the unincorporated portions of Santa Cruz County is not evaluated in the EIR in that this information is not reasonably available or related to a potential environmental impact.
- 56-27 Potential tax revenue was not evaluated in the Alternatives Analysis (Section 5.0) in that it is not reasonably related to a potential environmental impact.
- 56-28 Comment noted.
- 56-29 See Table 3.6-2 Policy Consistency: County of Santa Cruz 1994 General Plan Santa Cruz County. Regional commercial uses are intended to meet the commercial service needs of the various communities in the County. The project proposes roadside improvements which enhance the walkability surrounding the project site (See Table 3.6-4 Assessment of Relationship of the Proposed Project to the Sustainable Santa Cruz County Plan Guiding Principles). Regarding affordability of vehicles sales, this information was not evaluated in the EIR as it is not reasonably related to a potential environmental impact.
- 56-30 Comment noted. See General Plan Land Use Designations on Figure 3.6-2 that depicts surrounding land uses composed of C-C and C-S uses. The SSCC Plan is a Planning and Feasibility Study, and not an adopted policy or regulatory document. Discussion in Table 3.6-2 (Policy Consistency: County of Santa Cruz 1994 General Plan reflects the current land use designations adjoining the project site to the west and south as well as parcels located across Soquel Drive and 41st Avenue as indicated in Section 3.1.1 b (Existing Visual Character).
- 56-31 Comment noted.
- 56-32 Comment noted.
- 56-33 Comment noted. The SSCC Plan is a Planning and Feasibility Study, and not an adopted policy or regulatory document. See Table 3.6-4 Assessment of Relationship of the Proposed Project to the Sustainable Santa Cruz County Plan Guiding Principles.
- 56-34 The SSCC Plan is a Planning and Feasibility Study, and not an adopted policy or regulatory document.



- 56-35 Through the implementation of traffic mitigations TRA-1 (if determined feasible with regard to identifying/committing funding for implementation) and TRA-2, traffic congestion and air quality are expected to improve. The installation of sidewalks in an area which is currently deficient and or lacking will improve the walkability surrounding the project site. The project proposes installation of bike racks to encourage workers to utilize alternate modes of transportation that automobiles.
- 56-36 See Discussion in Section 3.1.1b. Existing Visual Character and Table 3.6-2 Policy Consistency: County of Santa Cruz 1994 General Plan, specifically, LU-2.1.4 (Siting of New Development), LU-2.1.6 Public Services Adequacy.
- Comments requesting additional clarification regarding Table 3.6-4 Assessment of Relationship of the Proposed Project to the Sustainable Santa Cruz County Plan Guiding Principles, see discussion under Section 3.6 Land Use and Planning (Sustainable Santa Cruz County Plan).
- 56-37 The SSCC Plan is a Planning and Feasibility Study, and not an adopted policy or regulatory document. Comments requesting additional clarification regarding Table 3.6-4 Assessment of Relationship of the Proposed Project to the Sustainable Santa Cruz County Plan Guiding Principles, see discussion under Section 3.6 Land Use and Planning (Sustainable Santa Cruz County Plan)
- 56-38 The SSCC Plan is a Planning and Feasibility Study, and not an adopted policy or regulatory document however, Figure 4-8 of the SSCC Plan indicates the project is located along a transit corridor with Existing non-residential character. Site and Building design is characterized on page 4-7 of the SSCC Plan which states: The design character of a site is defined by building placement, parking location and design, landscaping, building orientation, and vehicle, bicycle, and pedestrian circulation. Figure 4-3 compares the site and building design in two distinct places: Soquel Village and Upper 41st Avenue. In Soquel Village, buildings abut the front sidewalk with main entries oriented to the street and parking located behind buildings. Along Upper 41st Avenue, buildings are placed towards the rear of the site to accommodate vehicle circulation and large parking lots. Further, Figure 4-8 of the SSCC Plan does not identify the project site as a location where new mixed use might be appropriate (See page 4-18 of the SSCC Plan (Focused Development and Community Character).
- 56-39 Comment noted.
- 56-40 The applicant has held two community meetings regarding the proposed development. Transcript from the May 31, 2017 community meeting is on file with the County of Santa Cruz Planning Department and available at the following web link: <https://santacruz Nissan.com/Community-Meeting-Feedback>
- Transcript from the February 8, 2018 community meeting is on file with the County of Santa Cruz Planning Department.



- 56-41 The proposed General Plan Land Use Designation amendment and rezoning would be consistent with the existing pattern of commercial development in the vicinity of the proposed development. These changes are proposed for the project site alone and would not affect parcels in the vicinity that are not included in the proposal. The proposed design is consistent with the pattern of development in the vicinity with respect to location and design of landscaping, building orientation, and vehicle, bicycle, and pedestrian circulation.
- 56-42 Section 3.7.2 Impacts on page 3.7-9 of the Draft EIR provides significance thresholds for noise pursuant to Appendix G of the CEQA Guidelines. Number 1 states, "*Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.*" The standards established by the County of Santa Cruz are contained in Table 3.7-4, Maximum Allowable Noise Exposure for Stationary Noise Sources." The maximum daily average hourly noise level (Leq) at the property line is 50 Leq between the hours of 7 am and 10 pm. Page 3.7-12 of the Draft EIR states, "Noise sensitive land uses in the project vicinity include mobile homes, single-family residences and multi-family residences, the closes of which are approximately 600 feet from the project site." Page 3.7-11 states, "*The use of pneumatic tools would occur in irregular intervals. If it is assumed that pneumatic tools would be used 20 percent of the time, the hourly Leq at the property line would be approximately 65 dB from project operations. The threshold according to the General Plan at the property line is ~~69~~68 decibels due to the higher ambient noise level in the project area due to existing roadway noise (see Appendix P). This is a 43 decibels below the allowed threshold at the property line. This is also within the conditionally acceptable range for a commercial use as outlined in Figure 6-2 of the County of Santa Cruz General Plan.*" At the nearest sensitive receptor 600 feet from the site, the noise level at the property line of the sensitive receptor would be approximately 47 dB Leq. It should be noted that the ambient noise at the property lines of nearby sensitive receptors is likely higher due to nearby roadway noise than the 50 dB hourly Leq daytime threshold outlined in Table 3.7-4 of the Draft EIR. Footnote 5 of the table states, "*Allowable levels shall be raised to the ambient noise levels where the ambient levels exceed the allowable levels.*" Therefore, impacts would be less than significant. No mitigation measures would be required for the operation phase."
- 56-43 The Community Commercial (C-2) zoned property is located immediately to the south of the proposed project site as outlined in the Table 2-2 of the Draft EIR. The Draft EIR focused on nearby sensitive receptors as discussed on page 3.7-7 of the Draft EIR. The ambient noise level in and around the project site was estimated at 69 dB DNL using noise data collected by Charles M. Salter Associates in 2016 on Soquel Drive at Twin Palms Drive. An onsite noise measurement was taken (see response to comment E-56-44). This is a conservative 24 hour average noise level rather than a potentially



higher hourly Leq noise level. Using ~~69~~68 dB Leq as the ambient noise threshold (see footnote 5 of Table 3.7-4 of the Draft EIR), the 65 dB hourly Leq outlined above in response E-56-42 would be 43 decibels (due to added distance from the service area) below the allowed threshold at the property line. Therefore, no significant noise impact would occur to adjacent commercial businesses from project operations. In addition, operational noise generated from the project would be projected towards the east of the project site rather than the south due to the east-facing service bays.

- 56-44 The County of Santa Cruz Planning Department as CEQA lead agency made the decision to use the existing recent noise data that was available to the County Planning Department rather than conduct new noise measurements that would not contribute much to the analysis. The ambient noise level in and around the project site was estimated at 69 dB DNL using noise data collected by Charles M. Salter Associates in 2016 on Soquel Drive at Twin Palms Drive. This is a conservative 24 hour average noise level rather than a potentially higher hourly Leq noise level. Traffic noise in the project vicinity and much of Santa Cruz County is the primary noise source, and traffic volumes in the project area are substantially higher than the location of the noise measurement at Twin Palms Drive and Soquel Drive. The higher the ambient noise level determined in the project area, the higher the noise threshold (see footnote 5 of Table 3.7-4 of the Draft EIR).

A new baseline noise measurement was taken at the project site on April 2, 2018 at 2815 41st Avenue 40 feet from the roadway centerline. The hourly Leq at that location was 68 dBA Leq with an Lmax of 89 dBA, Lmin of 57 dBA, and a peak of 110 dBA. Measurements were taken at 5:15 pm during peak hour traffic. Section 3.7.2(b) of the Draft EIR has been revised and is included in Section 3.0 of the Final EIR. As a result, the threshold according to the General Plan at the property line is 68 dBA Leq rather than 69 dBA Leq as stated in the Draft EIR (see Appendix P). This is 3 decibels below the 68 dBA Leq threshold rather than 4 decibels as stated in the Draft EIR. However, the change is not significant and remains below the threshold. Therefore, no significant impact would occur.

- 56-45 Comment noted regarding the San Lorenzo Lumber site. The site is currently zoned SU. The trip generation for the proposed project has not changed from what was provided in the Draft EIR. As stated on page 3.7-13 of the Draft EIR, *“The proposed project is expected to generate 43 AM peak hour, 59 PM peak hour, and 728 average daily trips on weekdays. Consistent with standard Santa Cruz County traffic engineering practices, the proposed project is credited for replacing the existing uses on the project site, namely four existing single family homes, a self-serve car wash, and a retail paint store, resulting in a trip credit of 48 in the AM peak hour, 33 in the PM peak hour, and 560 average daily trips. Therefore, the traffic analysis concluded that the proposed project would generate a net of -5 AM peak hour trips, 26 PM peak hour trips, and 168 daily trips. Figure 3.8-2 in Transportation/Traffic depicts how these*



project generated trips would be distributed on area roadways. A decrease of 5 AM peak hour trips and an increase of 26 PM peak hour trips distributed among the area roadways would not result in a significant increase in area noise levels on sensitive receptors. The added trips would not result in a measurable increase the decibel level. Table 3.7-2 of the Draft EIR states that an increase of 1 dB would be allowed with an existing ambient noise level of ~~69~~68 dB Leq (see Appendix P).

Because no measurable increase in the ambient decibel level would occur from the added project vehicle trips, no significant impact would occur as concluded on page 3.7-13 of the Draft EIR.

- 56-46 Comment noted regarding Impact NOI-1.
- 56-47 See Response to E-56-43 above. Noise impacts from project generated noise would be less than significant.
- 56-48 The project site is located between 600 and 800 feet from the nearest sensitive receptors in the project area. The proposal involves a Nissan Dealership on the southwest corner of Soquel Drive and 41st Avenue and is not a proposal for the Honda Dealership on the north side of Soquel Drive adjacent to Rodeo Mobile Estates. Noise impacts at the described distance from sensitive receptors would not be considered significant. Please see response to comment E-56-43.
- 56-49 Please see response to comment E-56-44. Please see response to E-56-42. The project would not generate noise levels as high as 75 dB Leq. Page 3.7-11 states "*The use of pneumatic tools would occur in irregular intervals. If it is assumed that pneumatic tools would be used 20 percent of the time, the hourly Leq at the property line would be approximately 65 dB from project operations.*" This level is below the existing ambient noise level of 68 dBA Leq (see Appendix P). See response to comments E-56-42. Noise levels that are conditionally acceptable would be allowed under a use permit issued by the planning department and approved by the Planning Commission and Board of Supervisors when required. No noise measurements were taken at the adjacent car wash to the south of the site. It generates noise from the onsite automated car wash with a blower, and several outdoor vacuum cleaners that are located near the south project site boundary.
- 56-50 Comment noted. The site is zoned C-4 and will generate some noise during car maintenance and repairs. Excessive noise would not be expected. Noise from Honda in excess of what is allowed under the General Plan and their Use Permit would be the responsibility of Code Enforcement. The same course of action would apply to violations from the proposed Nissan Dealer.
- 56-51 Comment noted. Page 2 of the Transportation Impact Analysis contained as Appendix G to the Draft EIR states, "The Project will generate 43 AM peak hour, 59 PM peak hour, and 728 average daily trips on weekdays, based on Institute of Transportation



Engineers (ITE) Trip Generation 9th Edition data and methodologies. Consistent with standard Santa Cruz County traffic engineering practices...”

- 56-52 Comment noted. Please see response D-1-1. The adopted 1994 County of Santa Cruz General Plan requires that the County of Santa Cruz evaluate traffic impacts using Level of Service. Although VMT may be used in the future following amendment to the General Plan Circulation Element, it is not appropriate for this project or any other project at this time. Comments on the AMBAG 2040 MTP/RTP are not related to this project. Figure 4-12 – 2035 Land Use Pattern – Santa Cruz County in the AMBAG 2035 Sustainable Communities Strategy depicts the project site and surrounding areas as “Industrial/Institutional rather than “Suburban/Commercial/Mixed Use. It should be noted that the land uses mapping depicted in the SCS are conceptual. Land Use authority of the project area remains with the County of Santa Cruz. The County is not potentially subject to a requirement to reimburse the Grant.
- 56-53 It should be noted that the 1% threshold contained in General Plan Policy 3.12.1 allows project to cumulatively add trips to a roadway intersections that are currently at LOS E or F as long as the contribution of trips is below the 1% volume to capacity ratio. Page 3.8-8 of the Draft EIR discusses past case law nullifying the approach to determination of significance of cumulative impacts in Kings County Farm Bureau v. City of Hanford, etc. No other projects are being subject to this portion of Policy 3.12.1 since January 2017. The County of Santa Cruz is currently working on updating the Circulation Element of the General Plan that would revise this policy. Any increase in vehicle trips added to an intersection at LOS E or F is considered significant under CEQA and would require mitigation. The transportation and roadside improvement fees are calculated based on increased proposed project traffic generated as measured by trip ends. Section 15.12.030 of the County Code is still valid. Please see response E-16-3 for a discussion on the applicant’s fair share contribution to the signalization of Soquel Drive at Robertson Street.
- 56-54 Section 3.8 Transportation/Traffic under (a) Methodology should delete “partially.” The analysis relies on the Traffic Impact Analysis Report conducted by Kimley Horn. It should be noted however, that the traffic report was peer reviewed by the County Traffic Engineer as well as Mott MacDonald (see page6-9 of the Draft EIR). The Kimley Horn Report results have not been altered or changed. They have been summarized into the Draft EIR.
- 56-55 Page 3.8-11 of the Draft EIR states, “The trip distribution was developed base on consultation with Santa Cruz County staff, SCCRTC Average Daily Traffic Volumes, Caltrans Average Annual Daily Traffic volumes, and knowledge of the study area.” Kimley Horn transportation engineers have years of experience analyzing traffic impacts in Santa Cruz County; and therefore, have “knowledge of the study area.”



- 56-56 Comment noted. The correction has been made to state (Intersections 4 and 6) rather than (Intersections 2 and 4).
- 56-57 Comment noted. See response to Comment 56-55 above regarding project trip distribution methodology.
- 56-58 Delivery trucks would be instructed to enter the site via the project driveway on 41st Avenue unload in the specified onsite unloading zone and exit via the driveway on Soquel Drive. The project site has been designed to accommodate ingress, onsite unloading, and egress of a 65-foot long vehicle transport truck. Transport trucks would likely exit Highway 1 at Soquel Drive exit enabling them to make a right-hand turn onto 41st Avenue and into the project driveway.
- 56-59 The intersection at Soquel Drive and Robertson will need to accommodate the driveway as a fourth leg of the intersection if signalized. Although not marked with a left and through arrow as a signalized intersection would be, the center lanes in both the eastbound and westbound directions function as left and through lanes. The southbound lanes are located on the Robertson Street leg of the intersection. Vehicles turning left from Soquel Drive westbound onto Robertson Street or right from Soquel Drive eastbound onto Robertson Street or through from the north leg driveway onto Robertson Street would travel southbound.
- 56-60 Comment noted. The Draft EIR stated “Uncertain feasibility therefore classified as infeasible” due to uncertain funding sources to complete installation of the signal at the intersection of Robertson Street and Soquel Drive. The payment by the applicant of \$14,200 is the project’s fair share contribution to impacts at the already impacted intersection of Soquel Drive and Robertson Street. The entire mitigation cost is estimated to be \$500,000 to signalize the intersection. Table 3.8-7 (page 3.8-23) of the Draft EIR shows the Mitigated Existing Plus Project Conditions Intersection Level of Service. The signalized intersection would operate at LOS B in the AM and LOS D in the PM peak hours with the proposed project. The near term with project conditions have been determined to be significant and unavoidable because mitigation would not be completed (i.e., the intersection of Soquel Drive and Robertson Street would not be signalized) even though the project would be constructed and operational. The 2.84 percent of the traffic volume of the intersection of Robertson Street and Soquel Drive was calculated by Kimley Horn traffic engineers. The Transportation Impact Analysis has been included as Appendix G to the Draft EIR. This percentage is based on the project trip generation and trip distribution through the intersection. The Transportation Impact Analysis was used to determine that signalizing the intersection of Soquel Drive at Robertson Street would improve the intersection LOS. The traffic consultant Kimley Horn, County Traffic Engineer, peer review traffic consultant Mott MacDonald, and Planning Department concluded that the intersection LOS would improve with a traffic signal. Aptos Village has similar signalization as Soquel Village.



LOS C and D still involves some level of congestion in Soquel Village during the AM and PM Peak hours. Speeding would be difficult and is a law enforcement issue if it occurs. The driveways on the north side of the intersection at Robertson Street and Soquel Drive would need to be consolidated into a single driveway in order to construct a single north leg of the proposed four leg intersection. The properties located at the north leg of the intersection are zoned C-2 Community Commercial and not C-4 Service Commercial. Restriping on Robertson Street near the Alimur Mobile Home Park was determined by Kimley Horn traffic engineer, County Traffic Engineer, peer review traffic engineer Mott MacDonald, and the County Planning Department. The proposed signalized intersection signalization improvements have not yet been designed. It would be designed to meet the county requirements for minimum lane width. Bicycle lanes would be accommodated on Soquel Drive with the signalization improvements. Please see response to comment E-36-29 for discussion of overriding findings. The traffic lights would be designed to be consistent with County DPW design criteria.

56-61 The comment is not relevant to the current proposal. The requested information was a part of a previous project and is not a part of the current project proposal.

56-62 The County of Santa Cruz Design Criteria states, "When feasible, lane widths would be adjusted to account for striping width and provide for enhanced bike lane width up to 1.8 m (6 ft)." The design would be consistent with County Design Guidelines.

56-63 There would be no changes regarding current phasing and splits. The cycle length may be modified in order to better accommodate traffic demand.

Optimization will be implemented mainly to improve traffic flow during peak hours. At such time, vehicular speeding is not expected given high traffic volumes; however, if vehicular speeding becomes an issue at times other than peak times, the traffic signals could be set to operate at current parameters.

The time for the "No Parking Area" at the loading zone would be extended during peak times. By doing so, additional vehicles would be able to make right turns during such times.

It is estimated that approximately 100 vehicles per hour would make right turns during the PM peak hours.

56-64 The comment is not relevant to the current proposal. The requested information was a part of a previous project and is not a part of the current project proposal.

56-65 See Appendix G Transportation Impact Assessment of the Draft EIR. The proposed intersection improvements would completely mitigate both proposed project generated traffic impacts when implemented in addition to much of the existing traffic conditions.



- 56-66 Comment noted. See response to comment E-36-31. The assessment is contained in the Transportation Impact Analysis contained in Appendix G of the Draft EIR.
- 56-67 the 9th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual (used in this analysis) calls out Land Use #841 as “Automobile Sales.” The 10th Edition separates new from used and calls out #841 as Automobile Sales (used) and #840 as Automobile Sales (new). Counting Auto Parts Sales in addition to #841 Automobile Sales would be double counting. The Automobile Sales category includes a component of this use. The trip generation is calculated using the trip rate of 32.3 per 1,000 square feet of floor area. 22,547 square feet of floor area multiplied by 32.3 equals 728 vehicle trips generated by the proposed project.
- 56-68 The ITE numbers were originally considered, but the Planning Department requested that actual 24 hour counts be completed for the project for the existing Car Wash and Commercial Building. These data for these traffic counts is included in Appendix G to the Draft EIR under the Existing Conditions Traffic Counts appendix. The ITE numbers were not used because actual counts were taken on May 23, 2017.
- 56-69 Using ITE Trip Generation Rates for the entire site rather than actual counts for the commercial building and car wash would result in 212 net project trips generated. The vehicle trip counts were conducted by a video camera at each driveway (see Appendix G of the Draft EIR) and analyzed by a technician. The Car wash is operational 24 hours per day with night lighting. The trip numbers are contained under “Existing Conditions Traffic Counts” in Appendix G of the Draft EIR“
- 56-70 Comment noted. There are three driveways that could be used by the car wash, paint store, the previous residential areas, and cut through trips. NDS placed cameras at each driveway to record and then manually observe the vehicle activity (e.g. going and coming). The counts were collected from 12 AM to 12 AM. When the counts started, NDS observed that some vehicles were parked at the paint store and car wash. When the counts ended the following day, it was also observed that some cars remained parked. There is always variability in data collections like this, particularly with so many driveways and opportunities for cut through traffic. The data was reviewed by Jack Sohriakoff (County of Santa Cruz Senior Transportation Engineer, now retired), and peer reviewed by Mott MacDonald traffic engineers. These reviews determined that the data was reasonable and representative of what was happening at the project site. The 90 cut through trips were determined by analyzing the vehicles entering a driveway and exiting another driveway several seconds later.
- 56-71 Comment noted. Site access and circulation was considered in the Draft EIR. Table 3.8-4 Existing Plus Project Conditions Intersection Level of Service, Table 3.8-6 Near Term Plus Project Conditions Intersection Level of Service, and Table 3.8-10 Cumulative Plus Project Conditions Level of Service show intersection No. 2 Project



Driveway 1 and Intersection No. 7 Project Driveway 2 Level of Service for the AM and PM peak hours.

- 56-72 Comment noted. The Transportation Impact Analysis and Draft EIR did consider the addition of the approximately 340-foot long right turn pocket. Figure 9 – *Existing Plus Project Lane Geometry and Traffic Control* contained in the Transportation Impact Analysis clearly shows an added right turn pocket from eastbound Soquel Drive onto southbound 41st Avenue. The same is shown on Figures 13 and 17 for the Near Term Plus Project and Cumulative Plus Project scenarios, respectively.
- 56-73 Comment noted. It should be noted that the Initial Study circulated for public review in early 2017 was analyzing a different project proposal under a different application and is no longer under consideration.
- 56-74 Comment noted. Please see response to Comment No. E-56-73.
- 56-75 Comment noted. Please see response to Comment No. E-56-72.
- 56-76 Comment noted. Please see Section 2.4 Project Features of the Draft EIR. It should be noted that the correct number of proposed parking spaces is 129 rather than 154 as shown. This has been corrected in the Final EIR (see Section 3.0). Section 3.8 Transportation/Traffic of the Draft EIR discusses ingress and egress through the project site.
- 56-77 The proposed development would provide 129 parking spaces to accommodate inventory as well as service and visitor parking. Vehicles entering and exiting the site may utilize either of the three driveways. Deliveries would be required to enter the site using the 41st Ave entrance and exit through the western most driveway on Soquel Drive. Internal directional signage would provide for safe and clear circulation of the site. Parking for employees and visitors would be clearly marked.
- 56-78 See response to comment E-56-77.
- 56-79 See response to comment E-56-77. See Appendix G of the Draft EIR, Traffic Impact Analysis (Page 17) for breakdown of parking distribution. The project proposes 25 employee parking spaces. It is anticipated that approximately 19 employees would work a typical shift. The parking demand was peer reviewed by Mott McDonald Transportation Planning and found to be appropriate based on the level of services that would be provided by the proposed dealership.
- 56-80 See response to comment E-56-79.
- 56-81 See response to comment E-56-77 and E-56-84. Further internal directional signage would provide for safe and clear circulation of the site.
- 56-82 See response to comment E-56-58.
- 56-83 See response to comment E-56-58.



- 56-84 The ingress and egress of auto transport trucks are shown in the project plans as having adequate space from 41st Avenue and Soquel Drive. The project plans consider the turning radius for a 65-foot long auto transport truck. It is anticipated that the trucks delivering Nissan vehicles to the dealership will be no longer than 65 feet in length.
- 56-85 See response to comment E-56-81.
- 56-86 See response to comment E-56-58.
- 56-87 The project plans include installation of an impermeable liner around the proposed service bays.
- 56-88 Comment noted.
- 56-89 Comment noted. The purpose of the No Project/No Development Alternative is to provide an environmental analysis of a scenario where the site would remain in its current condition and no new development would occur on the site in the near term. It does not preclude future development of the site under a different proposal. If this alternative is ultimately chosen by the Board of Supervisors, a future applicant could always propose a different development for the site under a new project application. The proposed project would create employment opportunity at the project site as well as attract customers. These employment opportunities would not occur and auto dealership customers would not be attracted under this alternative; and therefore, any impacts associated with these new employees and customers would not occur. Certain benefits of the project would include the construction of frontage and offsite improvements such as sidewalks on both Soquel Drive and 41st Avenue, the construction of a right-turn pocket from Soquel Drive onto 41st Avenue, and the removal of dilapidated structures on the project site.
- 56-90 The County of Santa Cruz Planning Department has reached out to the property owner of Assessor Parcel Number 030-121-34 several times. Assessor Parcel Number 030-121-34 is currently for sale. This alternative is a reasonable alternative that could occur if the County of Santa Cruz, the current owner or a future owners decides to pursue amendment of the land use designation and rezone the site to be consistent with the dealership land use and zoning, if the project is approved. This alternative would also address the potential acquisition of the 9th parcel if it were to be acquired in the future by the applicant. The addition of the parcel to the project area under this scenario would be similar to the proposed project, but would remove the blighted and dilapidated structures and rezone the property to C-4 with a General Plan Amendment to Service Commercial (C-S). Please see Section 5.3 of the Draft EIR for a complete discussion of this alternative.
- 56-91 Comment noted. The County of Santa Cruz as Lead Agency for CEQA authored the Alternatives Analysis in the Draft EIR. The architect (Matthew Thompson of Thatcher & Thompson Architects) who drafted the site designs for Alternatives 3 and 4 was



- under contract with, and under the direction of the County of Santa Cruz Planning Department. Figures 5-2 (Commercial Use Option) and 5-4 (Mixed Use Option) of the Draft EIR contain all of the information provided to the County of Santa Cruz by the architect.
- 56-92 It was determined to be a greater impact to aesthetics than that of the proposed project due to the fact that under Alternative No. 3, a minimum setback of two story commercial buildings would front the project frontage on both Soquel Drive and 41st Avenue. Very little opportunity for landscaping would be available under this alternative and it would wall off the project frontage with a minimum setback (see discussion in Section 5.4.2(a) of the Draft EIR and Figure 5-3).
- 56-93 Comment noted. The reason air quality and greenhouse gas emissions impacts are considered greater under Alternative No. 3 than for the proposed project is simply due to an increase in traffic trips and building square footage over the proposed project. Mobil sources of emissions are the primary source of air pollutants in Santa Cruz County. Although considered to be less than significant, Table 5-1 – Commercial Use Development Trip Generation, shows that Alternative No. 3 would generate a net total of 625 daily trips, and the proposed project would generate a net total of 168 daily trips. Additional daily vehicle trips over the proposed project would result in additional air pollutants.
- 56-94 Comment noted. Please see discussion under Section 5.4.2(f) of the Draft EIR on page 5-16. Although less than significant, the construction of additional square footage of structures would increase the number of persons exposed to geologic hazards.
- 56-95 Comment noted. Please see response to Comment E-56-93.
- 56-96 Due to the increase in building square footage, the construction period would be substantially longer than under the proposed project. As a result, temporary construction noise impacts would occur over a longer duration as stated in Section 5.4.2(f) of the Draft EIR on page 5-18. Construction noise impacts would be “slightly increased” over the proposed project due to the increase in the duration of construction.
- 56-97 No. See Table 5-4 of the Draft EIR. Alternative No. 3 was determined to be inferior in the following areas from that of the proposed project: Aesthetics, Air Quality, Geology and Soils, Greenhouse Gas Emissions, Population and Housing, and Transportation/Traffic.
- 56-98 Please see response to comment E-56-91. Please see Section 5.5.2 of the Draft EIR for a complete discussion of Aesthetics and Visual Resources, Geology and Soils, Greenhouse Gas Emissions, Public Services and Utilities, Recreation, and Transportation/Traffic.
- 56-99 Comment noted.



- 56-100 The location of Alternative No. 5 – Offsite Nissan Dealership, was determined to be a feasible site, with regards to size of the parcel, in that the proposed alternative site is similar in size to the original proposed Application No. 161443.
- 56-101 Comment noted. Please see response to comment E-56-91. See Section 5.6 of the Draft EIR on page 5-29 of the Draft EIR for a complete analysis of this alternative.
- 56-102 Comment noted. See Appendix N in the Final EIR for the sign plan. Also see response to comment E-19-1.
- 56-103 Comment noted. See trip generation estimates in Appendix G of the Draft EIR. Page 3.8-10 of the Draft EIR states, “Trip generation was developed for this project using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition. Automobile Sales (Land Use #841) average trip rates were used to determine project trips for the 22,547-square foot proposed dealership.” The ITE numbers take into account all types of trips for this type of business. Test drives would likely be on Soquel Drive, 41st Avenue, or Highway 1.
- 56-104 See response to comment 56-84.
- 56-105 This comment is not related to a potential environmental impact and is outside of the scope of this EIR. Please see response to comment D-1-3.
- 56-106 Please see response to comment E-16-6. Also see Table 3.6-2 of the Draft EIR (Policy Consistency: County of Santa Cruz 1994 General Plan).
- 56-107 Projected tax revenue is outside the scope of this EIR.
- 56-108 This comment requests information that is outside the scope of this EIR.
- 56-109 Comment noted. Please see response to Comment E-62-7 below.
- 56-110 Comment noted. Please see response to Comment E-62-7 below.



Comment Letter E-57

Jan Kampa

February 20, 2018

Honorable Supervisors of Santa Cruz County

Todd Sexauer, Environmental Coordinator

Dear Supervisors and Mr. Sexauer:

Attached are my questions regarding the Santa Cruz Nissan Dealership Proposed Project. As you may derive from my commentary, my opinion is that not only is the proposed auto dealership inappropriate for the favored location (Soquel Drive/41st Avenue), but that the Draft Environmental Impact Report (DEIR) is generated with a clear bias:

57-1

- *Alternative No. 2: Proposed Project with APN 030-121-34* essentially advocates for a *larger* auto dealership vs. the originally proposed *smaller* auto dealership. That is, the “alternative” project is the dealership project.

57-2

- The Proposed Project, *Alternative No. 2*, is promoted based on mitigations that are not feasible—yet is deemed “environmentally superior” to other Alternatives.

57-3

- CEQA provides guidance in considering alternatives within a “reasonable range of potentially feasible alternatives.” Yet, *Alternatives No. 3 and No. 4* (Commercial Use, and Mixed Use Development, respectively) are grossly enlarged and expansive which generated unfavorable data. As a result, the dealership is tailored to “look” more attractive. (Further, Don Gropetti supports this conclusion in a postcard, “*Important Information About the Proposed Rezoning For Santa Cruz Nissan*,” mailed to the community on February 11, 2018.)

57-4

It is difficult to accept that *Statements of Overriding Consideration*—required because of significant and unavoidable impacts of the proposed project—can sanction developments that will only increase negative environmental conditions that the Soquel community is presently coping with. More building, more development, more air and noise pollution, more traffic, etc., seems to be not only tolerated—but encouraged!—to generate sales taxes and profiteering dollars. What’s the cost for depreciating our community’s quality of life?

57-5

Thank you for considering my questions and comments. Supervisors, please find it in your heart to say NO to the Proposed Project and equally injurious Project Alternatives presented in the DEIR.

Regards,

/s/ Jan Kampa

Jan Kampa
3120 Hardin Way
Soquel, CA 95073

Dist:

todd.sexauer@santacruzcounty.us
john.leopold@santacruzcounty.us<john.leopold@santacruzcounty.us>
zach.friend@santacruzcounty.us<zach.friend@santacruzcounty.us>
ryan.coonerty@santacruzcounty.us<ryan.coonerty@santacruzcounty.us>
greg.caput@santacruzcounty.us<greg.caput@santacruzcounty.us>
bruce.mcpherson@santacruzcounty.us<bruce.mcpherson@santacruzcounty.us>



Questions on the Draft Environmental Impact Report to Todd Sexauer, Environmental Coordinator, for the Nissan of Santa Cruz Project, State Clearinghouse #2017072002

(Note: Literal citations from the Draft EIR are in italics or quotation marks. Underscores are my edits.)

1.2 Recent Project Site Background and History

The Sustainable Santa Cruz County (SSCC) Plan of 2014, though not a "regulatory document," is being touted as compliant with the project site, as *"The project site was not projected for change, and is shown in the SSCC as retaining its existing Community Commercial (C-C) Land use designation."*

57-6

Q. How can the aforementioned statement be true when the project will require land use redesignation and zoning changes?

1.3 Environmental Impact Report Scope and Content

"The Alternatives section of the DEIR (Section 5.0) is prepared in accordance with Section 15126.6 of the State CEQA Guidelines and focuses on potentially feasible options that are capable of eliminating or reducing significant adverse effects associated with the proposed project while feasibly attaining most of the project's basic objectives."

57-7

Q. Alternatives (excluding Alternative No. 2) have nothing to do with a car dealership. How can alternatives, i.e., retail commercial, commercial/residential mixed use, etc., be considered as attaining most of the "project's" basic objectives?

"An "added parcel" project alternative is also evaluated to consider reasonably foreseeable action(s) by the County and/or applicant to add APN 030-121-34 to the list of parcels that would be redesignated and rezoned by the County, and potentially also be added to the automotive dealership project site."

57-8

Q. Is this true? (Reference Don Groppetti's comment in 4 January 2018 Santa Cruz Sentinel article: "We do not anticipate that this property will be part of our project and we will not be pursuing it further.")

"A fifth "alternate location" alternative is also evaluated, which consists of the proposed project development occurring at a site located on the Soquel Avenue frontage road."

57-9

Q. This alternative is a non-starter, as according to the cited San Cruz Sentinel article, Don Groppetti essentially discounted this location with his comment, "the parcels at Soquel Drive and 41st Avenue, once developed, would best meet the needs of our customers." How can this alternative even be presented for consideration if the developer is disinterested in this location?

1.6.7 County of Santa Cruz Project Decision

A lead agency may: a) disapprove a project because of its significant environmental effects; b) require changes to a project to reduce or avoid significant environmental effects; or c) approve a project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted."

57-10

Q. Will residents and communities adversely affected by significant and unavoidable consequences of the Proposed Project have access to the Statements of Overriding Considerations prior to the Board of Supervisors public hearing on the Proposed Project?

3.5 Project Objectives

One objective states that the Project will *"...satisfy the demand for new car buying opportunities within unincorporated Santa Cruz County."*

57-11

Q. What is the significance of satisfying the "unincorporated" county's need?



Another objective is *“To provide Service Commercial development within an area currently designated as Community Commercial.”*

Q. How can this be cited as an objective, as it is a byproduct of the Proposed Project land use redesignation?

57-12

Another objective is to provide a greater community benefit by combining multiple small parcels.

Q. How can a car dealership cite this feature as an objective, when any other community-approved project in other locations could do the same?

57-13

Another objective is to provide commercial tax revenues to the unincorporated County of Santa Cruz.

Q. The home of Groppetti Automotive is in Visalia, California. The proposed dealership is identified as *“Santa Cruz Nissan.”* Will sales tax revenues be solely devoted to “unincorporated” Santa Cruz county? If not, this “objective” statement requires revision.

57-14

3.1.2 Impact Analysis

b. Project Impacts and Mitigation Measures

Threshold 3: Substantially degrade the existing visual character or quality of the site and its surrounds.

Q. A paragraph cites, *“The proposed development would be consistent with the range of architectural styles and intensities with the types of construction of other commercial structures found in the vicinity (e.g., Ocean Honda).”* Why is Ocean Honda specifically mentioned—when its location is further away than businesses in proximity to the proposed dealership—like those in Soquel Tower Plaza? Is the community expected to accede to another dealership in the area because, after all, Ocean Honda’s across the street?

57-15

3.2 Air Quality

3.2.1 Environmental Setting

b. Air Pollutants of Primary Concern

--It is cited, “Localized carbon monoxide “hotspots” can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal Ambient Air Quality Standards (AAQS) of 35.0 parts per million (ppm) or the state AAQS of 20.0 ppm.”

--Further, ambient air quality is not recorded for 2014, 2015, and 2016 per Table 3.2-3: Ambient Air Quality. The table’s footnote states: “3. Carbon monoxide data is not available for select years.”

--Per Impact AQ-4 Increased vehicle trips from the proposed project may degrade service levels at study area intersections such that carbon monoxide (CO) hotspots would be aggravated. Impacts related to CO hotspots would be Class III, less than significant.

--Areas with high vehicle density, such as congested intersections and parking garages, have the potential to create high concentrations of CO, known as CO “hot spots,” which can expose sensitive receptors to substantial pollutant concentrations. See above in Section 3.2.2(a) (Methodology and Significance Thresholds) for CO hotspot analysis thresholds. Specifically, hot spots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal AAQS of 35.0 ppm or the state AAQS of 20.0 ppm.

57-16

--The proposed project is an automotive dealership and service center in an urban setting within the Soquel planning area. Operation of the proposed project would not be expected to generate substantial vehicular traffic or substantial heavy duty truck traffic along nearby roads or near major stationary sources of CO according to the traffic analysis by Kimley Horn.

--As discussed in Section 3.8, Transportation/Traffic, two intersections in the study area that operate at LOS D or lower in near term conditions (which includes estimated traffic conditions in the Year 2018) include the Soquel Drive and Robertson Street intersection, located 1,300 feet east of the project site, and the Soquel Drive and Porter Street intersection, located 2,300 feet east of the project site.



--The Soquel Drive and Robertson Street intersection currently operates at LOS E during the AM peak hour and LOS F during the PM peak hour, which is already unacceptable according to County of Santa Cruz General Plan Policy 3.12.1. As discussed in Section 3.8, Transportation/Traffic, under both the Existing plus Project scenario and the Near Term plus Project scenario, the proposed project would increase delay at these intersections. Based on the County impact criteria, the proposed project would have a significant impact at this intersection and Mitigation Measure TRA-1 is required.

57-17

Q. Since mitigation is not feasible on certain intersections—especially those with unacceptable LOS—how can localized carbon monoxide “hotspots” be controlled? And, how can “No mitigation is required” possibly be stated simply because “Impacts would be less than significant without mitigation.”?

Q. Recent studies have identified the health risks for residents living close to busy and congested auto traffic routes. How can increased levels of air pollution be acceptable for residents who live in close proximity to the project—especially those around Robertson Street?

57-18

Q. How can the community accept the following statement under AQ-3: *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). CalEEMod was used to calculate the project’s long-term operational emissions based on the proposed land uses and the number of new vehicle trips generated.* The answer? *“...the proposed project would be consistent with long-term regional air quality planning efforts, as discussed in Impact AQ-1, and does not exceed applicable construction- or operation-related thresholds, as discussed in Impacts AQ-2 and AQ-3.”* And, in closing, the community should be mollified by reading, *“...the proposed project would not have a cumulatively considerable impact with regard to criteria pollutants. Therefore the project’s contribution to cumulative regional air quality impacts would not be cumulatively considerable.”?*

57-19

3.4 Green House Gas Emissions

3.4.1 Environmental Setting

e. Regulatory Setting

Sustainable Santa Cruz County Plan. The Sustainable Santa Cruz County Plan was approved as a planning and feasibility study in January 2015 by the Board of Supervisors with the primary goal of reducing GHG emissions while simultaneously improving other aspects of community life including increasing walkability in the area, limiting urban sprawl, supporting alternative modes of transportations, and strengthening local economies (Santa Cruz County, 2015). The planning study describes a vision, guiding principles, and strategies that can lead to a more sustainable development pattern in Santa Cruz County. The Plan is intended to be consistent with the County’s Climate Action Strategy.

57-20

Q. How can one read and accept this statement with the understanding that mitigation may not be possible in all areas? The goals of the SSCCP clearly conflict with the identified impacts of the Project. How many Class III Less than Significant impacts have to occur before the cumulative effects permanently harm/destroy the neighboring community’s Quality of Life?

3.6 Land Use and Planning

3.6.1 Environmental Setting

b. Project Site Setting

While the SCCC Plan is a planning and feasibility study, and not an adopted policy or regulatory document, it is relevant to discuss in this EIR due to the extensive public involvement and interest in that Plan.

57-21

Q. In view of the above statement/question, what does “relevancy” mean here? How much weight does “relevancy” apply to the decision making in the face of “extensive public involvement and interest”?



3.6.2 Impact Analysis

b. Project Impacts and Mitigation Measures

Policy Consistency. As shown in Tables 3.6-2 and 3.6-3, and as described in a summary under LU-2, the proposed project would be consistent with the relevant policies of the 1994 General Plan and the 1990 Soquel Village Plan with the implementation of required mitigation measures, with the exception of Transportation/Traffic.

Footnote 1 It should be noted that the proposed project is located entirely outside of the Soquel Village plan area with the exception of the proposed mitigation at Soquel Drive and Robertson Street, and Soquel Drive and Porter Street. As a result, only Soquel Village Plan goals and policies related to these improvements have been discussed.

Q. Many elements that affect policy consistency depend on mitigation—which has, for Transportation/Traffic been deemed unfeasible. Therefore, how can the Project be considered feasible in view of the Soquel Village Plan?

57-22

c. Cumulative Impacts

“Highway 1 is identified as operating at LOS F in AM and PM peak hours. The cumulative impact on Highway 1 discussed in Section 3.8, Transportation/Traffic, cannot be mitigated through measures proposed by this project, and no traffic impact fee program has been established by Caltrans to mitigate cumulative impacts to the highway. As a result, this impact is considered significant and unavoidable, however this is classified as a transportation impact and not a land use impact because the applicable land use policy contemplates adoption of a Statement of Overriding Consideration for this type of condition and adoption of such a Statement would provide the consistency with the land use policy.”

Q. Adoption of a Statement of Overriding Consideration for a traffic situation that will be further exacerbated by this Project is supposed to mollify thousands of daily commuters on Highway 1?

57-23

There is much discussion on the added traffic impacts on the intersections of Soquel Drive and Robertson Street, and Soquel Drive and Porter Intersections. Mitigation Measures TRA-1 and TRA-2 have been identified, and discounted based on no available funding. Further, “...it is uncertain as to whether proposed Mitigation Measure TRA-1 could be implemented within the next five years.”

Q. Based on the recognition that TRA-1 can’t be considered due to lack of funding, is the community expected to accept a ruling that “Cumulative impacts would be less than significant with the adoptions of a Statement of Overriding Considerations”? A written declaration makes worsened LOS at Soquel Drive/Roberson Street somehow acceptable to the community?

57-24

3.8 Transportation/Traffic

3.8.1 Environmental Setting

Existing Study Intersections. The following intersections shown on Figure 3.8-1 are analyzed as part of this study:

“Access to the project site is provided primarily by both Soquel Drive and 41st Avenue. Access to 41st Avenue is provided by Highway 1, which is located approximately 1,100 feet south of the project site.”

Q. Why is relatively-quiet Porter Gulch Road analyzed for traffic impact and Gross Road (southern intersection closest to Highway 1 southbound interchange) not studied for LOS impact? Gross Road is the “last” major intersection controlling southbound traffic on 41st Avenue beyond the Highway 1 interchanges. Signalization phasing, cycle lengths and splits on traffic intersections from Soquel Drive southbound on 41st Avenue do not seem to address this typically congested intersection—especially with Home Depot’s increased traffic volume.

(Traffic congestion in this area is further discussed in *Alternative No. 5: Offsite Nissan Dealership*, as follows: *“...Based on field observations, these intersections already experience very high traffic volumes during the PM weekday and weekend periods, particularly at the intersections of Soquel Avenue/Soquel Drive, Soquel Avenue/Gross Road, and Gross Road/41st Avenue.”*)

57-25

57-26



Q. Traffic counts notwithstanding, how is it possible that Intersection No. 5 (Soquel Drive/Daubenbiss Avenue) is consistently rated LOS A and B when it is directly in the middle of two intersections (Intersection No. 4: Soquel Drive/Robertson and Intersection No. 6: Soquel Drive/Porter Street) that operate at unacceptable LOS E and F under existing conditions?

57-26
cont.

3.8.2 Environmental Impact Analysis

a. Methodology

Q. Table 3.8-3: Project Trip Generation cites 38 daily trip rates for 4 SFDs that are—and have been—vacant by bona fide renters for some time. How can dealership trip credits be taken?

57-27

Q. Table 3.8-3: Project Trip Generation cites 257 daily trip rates for the self-serve carwash. Anyone familiar with the area finds the cited 5/23/17 counted study excessive. Recounting is probably moot at this point, though the car wash is still in business. Therefore, can this count be revisited and substantiated?

57-28

Q. Anyone familiar with the area would challenge the notion that based on current usages of the property, an auto dealership will result in only 168 more daily trips than what currently experienced. Again, are counts skewed?

57-29

Section 4.0 Other CEQA Considerations

4.3 Energy Effects

"In addition, the increase in vehicle trips associated with the project would increase fuel consumption within Santa Cruz County."

57-30

Q. In the quest to reduce greenhouse gas emissions and encourage pedestrian and bicycle travel, how can this project be judged favorably with its added demand for energy?

4.4 Significant and Unavoidable Impacts

Q. How can the following outcomes be acceptable—even with Statements of Overriding Considerations:

4.4.1 Highway 1 Segment North/West of 41st Avenue Existing and Near Term Operations:

Negative impact ends with, *"As no feasible mitigation measure is available, this impact is significant and unavoidable."*

4.4.2 Highway 1 Segment South/East of 41st Avenue Existing and Near Term Conditions: Again, Negative

impact ends with, *"As no feasible mitigation measure is available, this impact is significant and unavoidable."*

4.4.3 Highway 1 Segments North/West and South/East of 41st Avenue Cumulative Conditions: Again,

Negative impact ends with, *"As no feasible mitigation measure is available, this impact is significant and unavoidable."*

57-31

4.4.4 Highway 1 Segments Determination for Existing, Near Term, and Cumulative Conditions:

"...additional trips impacting both segments of Highway 1 at 41st Avenue cannot be mitigated by the proposed project; and therefore, are considered to be significant and unavoidable."

4.4.5 Soquel Drive at Robertson Street (Intersection #4) Existing , Near Term, and Cumulative Conditions:

"The addition of project generated traffic trips to the intersection at Soquel Drive/Robertson Street (Intersection #4) in the PM peak hour under the Existing Plus Project and Near-term Plus Project conditions would be considered significant and unavoidable."



Section 5.0 Project Alternatives

5.7.1 Environmentally Superior Alternative

Alternative No. 2, Proposed Project with APN 030-121-34 can be considered the **environmentally superior alternative** because it would reduce most environmental impacts and meet all of the project objectives.

Table 5-4: Comparison of Environmental impacts of the Alternatives in Relation to the Proposed Project

	Environmental Topic	Proposed Project	Alternative				
			No. 1 No Project/No Development	No. 2 Proposed Project with APN 030-121-34	No. 3 Commercial Use Development	No. 4 Mixed Use Development	No. 5 Offsite Nissan Dealership
a.	Aesthetics and Visual Resources	=	-	+	-	-	=
b.	Agricultural and Forestry Resources	=	=	=	=	=	=
c.	Air Quality	=	+	=	-	-	-
d.	Biological Resources	=	+	=	=	=	+
e.	Cultural Resources	=	+	=	=	=	+
f.	Geology and Soils	=	+	=	-	-	=
g.	Greenhouse Gas Emissions	=	+	=	-	-	-
h.	Hazards and Hazardous Materials	=	-	=	=	=	=
i.	Hydrology and Water Quality	=	+	=	=	=	=
j.	Land Use	=	=	=	=	=	=
k.	Mineral Resources	=	=	=	=	=	=
l.	Noise	=	+	=	-	-	-
m.	Population and Housing	=	+	=	=	=	=
n.	Public Service/Utilities	=	-	=	=	-	+
o.	Recreation	=	=	=	=	-	=
p.	Transportation/Traffic	=	+	=	-	-	-
q.	Tribal Cultural Resources	=	=	=	=	=	=
r.	Overall	=	+	+	-	-	-

Notes:
 + Superior to the Proposed Project
 - Inferior to the Proposed Project
 = Same or very similar to the Proposed Project.

57-32

Table 5-4 lists each of the potentially significant impacts that have been identified for the Proposed Project, and then also shows the level of impact for the impact area under each of the alternatives with an indication of whether the impact is the same or very similar (=), **is either superior (+)**, or **inferior (-)** under the alternative than the Proposed Project.



Q. *Alternative No. 1: No Project/No Development* has a plus (+) sign assigned, indicating “*Superior to the Proposed Project,*” for 10 attributes (out of 17) in contrast to 1 plus sign for *Alternative No. 2*. How can *Alternative No. 2* be considered “superior”?

57-32
cont.

Q. *Alternative No. 2* has 1 plus sign for the “Aesthetics and Visual Resources” attribute based on the premise that Parcel 030-121-34 will be included in the Project. The parcel is still on the market, and Don Groppetti has been quoted as saying, “We do not anticipate that this property will be part of our project and we will not be pursuing it further.” (Ref. SC Sentinel 4 January 2018 article, “Soquel Residents: Give Us a Small-Scale Neighborhood Project, Not a Car Dealership.”) If this is so, how can *Alternative No. 2* even be considered? Without parcel APN-030-121-34 included, isn’t this alternative a non-starter?

57-33

5.4 Alternative No. 3: Commercial Use Development

Q. How can the community accept an alternative that dwarfs the size and scope of the proposed dealership? Putting a 36,100 square foot –two-story building along the frontages of both Soquel Drive and 41st Avenue hardly matches adjacent businesses. Yes, the 2014 Sustainable Santa Cruz County Plan has a photo simulation of the “commercial use development” concept, yet this behemoth structure would cast shade on The UPS Store and Soquel Tower Plaza across the street! Lastly, the DEIR states, “3. As depicted in Figure 5-3, public views from both Soquel Drive and 41st Avenue would be dominated by the commercial building frontages that are setback from the frontage property line approximately 10 feet. Public views would be dominated by commercial building frontages? This is a clear admission of the deleterious effect of this Alternative on the aesthetics and visual resources of the neighboring community. (See next section for amplifying details.)

57-34

3.1 Aesthetics and Visual Resources

3.1.1 Environmental Setting

e. Regulatory Setting

County of Santa Cruz Code

Chapter 13.11 states, It shall be the objective of new development to enhance or preserve the integrity of existing land use patterns or character where those exist and to be consistent with village plans, community plans and coastal special community plans as they become adopted...New development, where appropriate shall be sited, designed and landscaped so as to be visually compatible and integrated with the character of surrounding areas.”

57-35

Q. The aforementioned section is also complemented with goals of implementing landscaping in the public views. How can *Alternatives No. 3* and *No. 4* comply with the new development requirements?

5.5 Alternative No. 4: Mixed Use Development

Q. Even with the desirability of adding more housing to the county, how can the community accept an alternative that not only dwarfs the size of the dealership—but also the commercial use development alternative? *Alternative No. 4: Mixed Use Development* has a total gross building area of 42,000 square feet—but reduces the restaurant size to 3,000 SF. Further, the DEIR acknowledges, “*Although impacts from Alternative No. 4 would be less than significant, due to the minimum setback of the associated structures, visual impacts could be considered greater by some individuals under this alternative than the Proposed Project.*”

57-36

Q. How can *Alternative No.4* be presented for consideration, when in aforementioned *Table 5-4: Comparison of Environmental Impacts, Alternative No. 4* gets the worst grades of the five alternatives? How can it be considered a “feasible” alternative?

57-37



5.6 Alternative No. 5: Offsite Nissan Dealership

5.6.2 Impacts

p. Transportation/Traffic

Q. After reading the following statement, why is there no traffic study or counts for this Alternative as with other Alternatives?

"As compared to the Proposed Project, this alternative would result in significantly more traffic on the roadway network. Because this Alternative No. 5 site is located on a frontage road bordering Highway 1, nearly all of trips to and from this site would have to travel east and west on Soquel Avenue, significantly affecting the intersections of Chanticleer Avenue, 17th Avenue, Soquel Drive, and Gross Road, as well as Gross Road and 41st Avenue. Based on field observations, these intersections already experience very high traffic volumes during the PM weekday and weekend periods, particularly at the intersections of Soquel Avenue/Soquel Drive, Soquel Avenue/Gross Road, and Gross Road/41st Avenue. Implementation of the Proposed Project at the Alternative No. 5 location would further impact these already significantly impacted roadway intersections, and there are no identified feasible mitigation measures that would improve those intersections and roads, meaning that impacts would be significant and unavoidable during peak hours at these three intersections.

57-38

Q. How can Alternative No. 5: Offsite Nissan Dealership be presented for consideration, when Don Groppetti states, in the aforementioned Santa Cruz Sentinel article, that his property research concluded, "The parcels at Soquel Drive and 41st Avenue, once developed, would best meet the needs of our customers." This sends a message that he's essentially stated his disinterest in this location, for obvious reasons: The location doesn't offer the same visual impact and access as the property on Soquel Drive/41st Avenue, and the frontage road with existing mixed-use businesses wouldn't offer the same auto shopping experience, as perhaps, the Soquel Auto Plaza dealerships.

57-39

<End of questions and commentary.>

Response to Comment Letter E-57

Jan Kampa

- 57-1 See response to comment E-36-1.
- 57-2 See response to comment E-36-2.
- 57-3 See response to comment E-36-3.
- 57-4 See response to comment E-36-4.
- 57-5 See response to comment E-36-5.
- 57-6 See response to comment E-36-11.
- 57-7 See response to comment E-36-12.
- 57-8 See response to comment E-36-13.
- 57-9 See response to comment E-36-14.
- 57-10 See response to comment E-36-15.
- 57-11 See response to comment E-36-16.
- 57-12 See response to comment E-36-17.
- 57-13 See response to comment E-36-18.
- 57-14 See response to comment E-36-19.



- 57-15 See response to comment E-36-20.
- 57-16 See response to comment E-36-21.
- 57-17 See response to comment E-36-22.
- 57-18 See response to comment E-36-23.
- 57-19 See response to comment E-36-24.
- 57-20 See response to comment E-36-25.
- 57-21 See response to comment E-36-26.
- 57-22 See response to comment E-36-27.
- 57-23 See response to comment E-36-28.
- 57-24 See response to comment E-36-29.
- 57-25 See response to comment E-36-30.
- 57-26 See response to comment E-36-31.
- 57-27 See response to comment E-36-32.
- 57-28 See response to comment E-36-33.
- 57-29 See response to comment E-36-34.
- 57-30 See response to comment E-36-35.
- 57-31 See response to comment E-36-36.
- 57-32 See response to comment E-36-37.
- 57-33 See response to comment E-36-38.
- 57-34 See response to comment E-36-39.
- 57-35 See response to comment E-36-40.
- 57-36 See response to comment E-36-41.
- 57-37 See response to comment E-36-42.
- 57-38 See response to comment E-36-43.
- 57-39 See response to comment E-36-44.



Comment Letter E-58

Lisa Sheridan

February 20, 2018
Santa Cruz County Planning Department
Environmental Coordinator Todd Sexauer
701 Ocean Street
Santa Cruz, Ca. 95060
Todd.sexauer@santacruzcounty.us

Re: Nissan Dealership Draft Environmental Impact Report (DEIR):

To Whom It May Concern:

The Draft Environmental Impact Report may have had every box checked, however the report is a far cry from providing a through picture or analysis needed, to ascertain the implications of building an auto dealership project on this corner. | 58-1

Equal in size to two football fields, this project proposal is just a stone's throw away from four mobile home parks and a long list of street arteries, which serve the Soquel housing communities. For those of us who live here we have no other option but to cross through this intersection daily. We drive this corridor as commuters, for children's school routes, to our doctors and hospital, for recreation and as access to goods and services. It would be almost impossible for thousands of residence of Soquel to entirely avoid this intersection in our daily lives. | 58-2

To isolate this intersection and weigh its primary value as economic revenue source for the county is short-sighted. Incorporating the objectives of the Sustainable Plan would be forward thinking and "justice" for those of us who hope to live here into the next few decades. | 58-3

The adoption of the Sustainable Plan's 'visions, guiding principles and strategies" into the General Plan is now two to three years overdue from its proposed adoption timeline. Before we bypass our own objectives lets get the Sustainable Plan incorporated into the General Plan. | 58-4

Please respect the process we began in 2013 and the 16 months of community workshops, the \$650,000 spent and the sound wisdom, which went into the Sustainable Plan. | 58-5

Place a moratorium on radical General Plan amendments such as this until the final phase of the Sustainable Plan can be complete. | 58-6

Best Regards,


Lisa Sheridan

A member of the Sustainable Plan Advisory Group for Soquel Neighbors



Response to Comment Letter E-58

Lisa Sheridan

- 58-1 Comment noted.
- 58-2 Comment noted.
- 58-3 Comment noted.
- 58-4 Comment noted. Also see response to comment E-36-26.
- 58-5 Comment noted. Please see above response to comment E-58-4.
- 58-6 Comment noted.

Comment Letter E-59

Karen Poret

From: mcdanifer@aol.com
Sent: Tuesday, February 20, 2018 4:34 PM
To: Todd Sexauer
Subject: Nissan Dealership presently on Soquel Avenue--observations from the existing business

Mr. Sexauer-

I live on the corner of Pacheco and Melrose Avenues in Santa Cruz. Since the Nissan dealership has occupied the corner lot of San Juan and Soquel Avenues it has been an "iffy" relationship in our neighborhood. | 59-1

I realize this has nothing to do with the proposal for the business move to Soquel Drive and 41st Avenue, however, it may be worth mentioning how they have dealt with issues we have brought up since their occupancy on Soquel Avenue. | 59-2

The worst "offense" are several employees who drive the yellow van for customer service purposes. Rarely do they stop at the stop signs on the corners of Melrose Avenue when they drive through. | 59-3

Clean up of the sidewalk and surrounding areas was quite an ordeal last year until a follow up was made with a City of Santa Cruz code compliance employee. | 59-4

We are proud of our neighborhood and work hard to keep it so. | 59-5

If their present actions are any indication of what is to be, this may be worth adding to your list of complaints before the dealership attempts to occupy the site. | 59-6

Thank You!

Sincerely,
Karen Poret

Response to Comment Letter E-59

Karen Poret

- 59-1 Comment noted.
- 59-2 Comment noted.
- 59-3 Comment noted.
- 59-4 Comment noted.
- 59-5 Comment noted.
- 59-6 Comment noted.



Comment Letter E-60

Kelly Caborn

From: Kelly Caborn [mailto:kelly.caborn@gmail.com]
Sent: Tuesday, February 20, 2018 8:14 PM
To: Todd Sexauer <Todd.Sexauer@santacruzcounty.us>
Cc: sustainablesoquel@gmail.com; John Leopold <John.Leopold@santacruzcounty.us>
Subject: Proposed Nissan Dealership is the wrong use for the property

Dear Todd,

Your contact information has been posted as the contact to register questions/concerns regarding this project and the accompanying DIR report. | 60-1

Please let me know if you are indeed that contact, or if you'd be so kind as to direct me to the correct contact. | 60-2

I've read through the report and I did not find a proposed solution or plan to address the increased traffic a car dealership will add to what is already one of the worst daily traffic jam spots in Santa Cruz County. | 60-3

I did see mention of a developer contribution of \$14k, but I can't imagine how that will solve an already horrendous traffic problem. What specifically is being proposed to mitigate traffic between the Soquel traffic jam hours of 2:30-7:00 o.m., and how will the proposed traffic projects be funded? | 60-4

It seems to me that without a well-funded plan for a new turn-only Lane onto 41st Ave, which must also include additional 41st Ave road widening and new on ramps onto Highway 1, I'm unclear as to how the increased traffic from this dealership will be addressed? | 60-5

Another issue that would need to be addressed is a situation where large double axel or larger trucks delivering to the Honda dealership, park in the middle of an already traffic snarled corridor, blocking one of two Soquel lanes that often exacerbate traffic and jams up the roads for miles. Is there a plan to address and assure that this will Not happen with the proposed Nissan dealership? | 60-6

We live on Amigo Road off Rodeo Gulch. Monday through Friday, between the hours of 2:30pm until sometimes 7:00 pm, we become landlocked, unable to get out onto Soquel Ave because of bumper to bumper traffic. | 60-7

This is not only an inconvenience that affects our ability to conduct our life and business, it is a danger.

Our family has experienced multiple instances, because of Daily Soquel traffic jam and being unable to get out or without significant delay, of being unable to get to urgent or important business or medical matters | 60-8

Additionally, the Honda dealership and other dealerships off 41st Avenue test drive hundreds of test drives on Rodeo Gulch and other local residential roads.

Specifically on Rodeo Gulch, this 'this fundamental car dealership business model' creates additional risk and danger by encouraging unfamiliar drivers to drive on what is already a dangerous road and contributes to significant deterioration to a road that is in ill repair; multiple washouts and road sink holes have washed out large sections of the road forcing the road to close, becoming inaccessible that has created permanent one lane closures in multiple sections on the road. | 60-9

Rodeo Gulch has many areas where even though it is 2 lanes, it is difficult for 2 cars to pass in multiple areas and there are many daily occurrences of near misses and potential head-on collisions as one comes around a blind narrow corner and finds either a truck or car coming head-on in one's lane.

This road cannot and should not be risked and used as a test lane for car dealership use that will further deteriorate the road and disrupt residents quality of life and their rights to the access, use and enjoyment of their properties and businesses.



Especially given the fact that residents in this area are assessed hefty annual tax to pay for road repair and maintenance for Soquel roads and specifically Rodeo Gulch. This road is not only fragile and poorly maintained, for some residents this road provides the only access to their homes and the risk is too great.

60-9
cont.

Additionally, a private business with a business model that will generate a large increase in local area traffic, Does Not benefit local residents and compounds an already difficult road access and maintenance problem. Is this issue being addressed and what is the plan to fund and mitigate this issue?

60-10

Car dealerships are destination retail locations, not dependent on walk by or drive by traffic for their target market, and many studies have shown that these types of business are better suited in areas that are not in the heart of residential areas.

60-11

Indeed the overall growth and use plan for Santa Cruz County, specifically the development of Soquel Ave and Soquel Drive, illustrates a plan and states a goal for mixed residential and light commercial development, which is being sold as helping to contribute and help develop (in a positive manner) the surrounding residential communities. How will the approval and the addition of this car dealership benefit residents, help build the surrounding neighborhood community and fit with those stated goals and previously presented growth plan for Santa Cruz County?

60-12

Thank you for your time and I'll look forward to your response.

Sincerely,
Kelly Caborn
Kelly.caborn@gmail.com

Response to Comment Letter E-60

Kelly Caborn

- 60-1 Comment noted.
- 60-2 The contact information for submission of comments provided to you is correct.
- 60-3 Comment noted. If determined to be feasible by decision-makers (funding for implementation is committed to by the Board of Supervisors), the proposed Mitigation Measure TRA-1 that calls for the signalization of the intersection of Soquel Drive at Robertson Street, which is currently stop controlled, would be implemented. The existing signals at Soquel Drive at Daubenbiss Avenue and Soquel Drive and Porter Street would be synchronized with the new signal at Robinson Street to avoid queueing of vehicles through the intersection of Robertson Street and Soquel Drive, enabling ingress and egress during peak hours. This improvement would be expected to be constructed within a period of approximately five years of project approval. A temporary significant and unavoidable impact would remain during the period between project operations and construction of the traffic signal upon availability of the required funds. The proposed project would also provide frontage improvements that would construct an approximately 340-foot long right turn pocket from eastbound Soquel Drive onto southbound 41st Avenue when the project is constructed. This improvement allow many more vehicles to turn right onto 41st Avenue than under the current scenario. The improvement would help to reduce the queue of vehicles waiting at the intersection during red lights and other delays during peak hours.
- 60-4 Comment noted. Please see Comment E-60-3 above. The applicant's contribution of \$14,200 (2.84% of the total unfunded improvement costs) is a fair share contribution based upon the project's contribution to the already impacted intersection of Soquel Drive and Robertson Street (see page 3.8-21 of the Draft EIR). The remaining cost of signalization would need to be provided by the County of Santa Cruz to fully fund the



- improvement. The signalization improvement cost could be fully funded within the next five years through traffic impact fees and possible grant funding, if the Board of Supervisors determines that to be a feasible scenario and improvement.
- 60-5 The project proposes to construct a 340 foot long right turn pocket from eastbound Soquel Drive onto southbound 41st Avenue at the time the project is constructed. New onramps onto Highway 1 are not proposed. Please see response to Comment E-60-3 above.
- 60-6 The project proposes to unload new vehicles onsite. Offsite unloading of vehicles is not proposed.
- 60-7 Comment noted.
- 60-8 Comment noted.
- 60-9 Comment noted. Vehicle test drives are expected to be on Soquel Drive, 41st Avenue, and Highway 1.
- 60-10 Please see Section 3.8 Transportation/Traffic of the Draft EIR. Also see response to comment E-60-3.
- 60-11 Comment noted.
- 60-12 See Table 3.6-4 (Assessment of Relationship of Proposed Project to the Sustainable Santa Cruz County Plan Guiding Principles), Focus Area 3: Upper 41st Avenue in the Draft EIR.



Comment Letter E-61

Forrest Cambell

From: Forrest Cambell <fcambell@gmail.com>
Sent: Tuesday, February 20, 2018 4:56 PM
To: Todd Sexauer
Subject: Proposed Nissan Dealership

Dear Mr. Sexauer,

My office is located at the intersection of Cory & 41st Ave. My home is located off Old San Jose Rd. I am accutely aware of the traffic congestion in this section of the County. | 61-1

I am in opposition to the proposed Nissan dealership as the proposal does very little to mitigate the existing traffic problems in this area. These problems are not exclusive to “commute” time as the traffic can be backed up through out the day with motorist, pedestrians and large trucks all vying for use of the same area. Adding more commercial use will only exacerbate this problem. | 61-2

I appreciate the desire to invest and improve this corridor but I don’t believe this is the solution. | 61-3

Furthermore, it is my understanding the County Supervisors have endorsed and accepted a Sustainable Plan for development. I don’t believe this proposal meets the goals and objectives of this plan. | 61-4

I would prefer to see a commercial residential usage be permitted for this area which sought to enhance pedestrian access, providing safer methods for cyclists and pedestrians as well as a solution to mitigate existing traffic problems. | 61-5

Forrest Cambell

Response to Comment Letter E-61

Forrest Cambell

61-1 Comment noted.

61-2 Comment noted. Also see response to comment E-60-3.

61-3 Comment noted.

61-4 Comment noted. Also see response to comment E-60-12.

61-5 Comment noted.



Comment Letter E-62

Elizabeth Levy

February 20, 2018

Todd Sexauer, Environmental Coordinator
Santa Cruz County Planning Department
701 Ocean Street
Santa Cruz, Ca. 95060
Todd.sexauer@santacruzcounty.us

Re: Draft Environmental Impact Report (DEIR) for the Proposed Nissan Dealership

Dear Mr. Sexauer,

The DEIR states under “Areas of Known Controversy” that the Santa Cruz County Board of Supervisors “accepted” the Sustainable Santa Cruz County (SSCC) Plan on October 28, 2014. The SSCC Plan under “Next Steps” states the following:

“Many other steps will need to be taken by the County in the future in order to identify whether and how to move forward with the suggestions in this Plan. Each of the earlier chapters of this Plan have presented many suggestions for actions the County could consider to better support a sustainable future for Santa Cruz. As a ‘first step,’ the County will need to select which of the ideas to pursue, analyze these approaches, and carry out environmental review before any of the ideas could be adopted as new General Plan policies or County Code amendments”.

“It is anticipated that the County will develop a proposed set of General Plan Sustainability Updates involving the Land Use, Circulation, and Community Design Elements of the General Plan, along with implementing code amendments. Identification of which ideas to pursue is expected to occur during Summer 2015, and then work on the details of the proposed regulations would commence. Once adopted after CEQA review, which could occur by Fall/Winter 2016, the County regulatory framework would support implementation of this Plan’s vision by the County, property owners, and agencies involved with land use, transportation, and public infrastructure. Continued coordination with other governmental agencies, such as the Santa Cruz Regional Transportation Commission (SSCRTC) and Santa Cruz Metro, as well as water and sanitation districts, will be needed.” [Emphasis added]

62-1

The Sustainable Santa Cruz County Plan was written as a response to SB375 (the Sustainable Communities and Climate Protection Act of 2008) that requires municipalities to produce plans that better coordinate land use and transportation planning with the ultimate goal of reducing workers’ long commutes and the greenhouse gases (GHG) those commutes produce. Cities and counties up and down the state have produced sustainability plans, which are then fed into larger regional plans authored by Metropolitan Planning Organizations (MPO) such as AMBAG. The California Air Resources Board reviews those MPO plans to determine whether they will, if implemented, meet the region’s target GHG reductions.

This state-guided scenario is a reasonable, methodical way for communities to correct many of the problems of past development and urban sprawl, for what remaining buildable land there is.

Following phone calls to the Santa Cruz County Planning Department, I was able to determine that none of the steps listed above in the SSCC Plan to identify and adopt those



Updates to the Santa Cruz County General Plan, slated to occur in 2015 and 2016, have been taken. I interpret this to mean that none of the building or development that has been planned or undertaken since October 28, 2014 has had the oversight or blessing of those many entities listed in the SSCC Plan. This also suggests that AMBAG must use Santa Cruz County's 1994 General Plan maps and regulations to feed into its MTP/SCS plan. Therefore, in Santa Cruz County, a supposed bastion of sustainable, green ethic, the current status of our projection for land use and transportation planning in 2040 appears to rely on a twenty-four year old 1994 General Plan, with little or no input from the SSCC Plan, SSCRTC, Metro, water and sanitation districts, or property owners.

62-1
cont.

My questions regarding the process by which the Nissan proposal jumped to the top of the To-Do list for the Santa Cruz County Planning Department, resulting in the various statements in this DEIR, are the following:

1. Does the Planning Department work on projects in a chronological fashion or do certain projects take precedence?
2. Who determines the precedence of projects?
3. Why did the Planning Department fail to implement its SSCC Plan's Next Steps?
4. Who decided that the Nissan DEIR would take precedence over the SSCC Plan?
5. What is the normal procedure for determining who or what company/organization will write the DEIR for any project?
6. Were any outside consultants contacted to submit bids to write the DEIR for the Nissan project?
7. Was any pressure exerted on you or others in the Planning Department to "hurry up" the environmental review process for the Nissan project?
8. Who made the decision to use the Santa Cruz County Planning Department to write the Nissan project DEIR?
9. Who will write the final EIR for the Nissan proposal?

62-2

In addition, I have a few questions regarding the DEIR document:

1. Page 2-19 of the DEIR states that the project will "satisfy the demand for new car buying opportunities within unincorporated Santa Cruz County." Is this a mathematically calculated market "demand" or are these just words that are meant to suggest there is such demand? How do we know it exists and/or to what extent?
2. Page 2-19 states there is "greater community benefit" in combining small land parcels into one large parcel --- with no supporting evidence. What is the "greater community benefit"?
3. Page 2-19 states that an objective of the project is "To provide commercial tax revenues to the unincorporated County of Santa Cruz." Why is tax revenue a topic in an environmental review document? Has the project applicant provided projected tax revenues for this project to any county official(s)?

62-3

62-4

62-5



4. What is the estimated commercial tax revenue projected to be for this project for the first 5 years of operation? | 62-6

5. Page 134 (3.4-10) of the document states: “On September 23, 2010, CARB adopted final regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The Monterey Bay Air Resources District (MBARD) was assigned targets of a 0% reduction in GHGs from transportation sources from 2005 levels by 2020 and a 5% reduction in GHGs from transportation sources from 2005 levels by 2035.” | 62-7

Will the authors of the DEIR update the above information with the recently released Updated Targets by ARB, published in October of 2017 with new targets of 3% and 6%, respectively:
https://www.arb.ca.gov/cc/sb375/final_staff_proposal_sb375_target_update_october_2017.pdf

6. Section 3.4-11 states, “CARB is currently working to update the Scoping Plan to provide a framework for achieving the 2030 target. The updated Scoping Plan is expected to be completed and adopted by CARB in 2016.” Will the author of the DEIR update this sentence with the most recent information, considering we are now in 2018? | 62-8

The proposed Nissan plan will add vehicle-trips to an already heavily-impacted area, will increase air and noise pollution, will provide only a handful of local jobs, and could lead to an increase in pedestrian and bicycle accidents. More importantly, the proposal is in direct conflict with the goals of the SSCC Plan and its specific recommendations for Upper 41st Avenue. It is not remotely consistent with the range of concept designs in the SSCC Plan, despite its claims. | 62-9

For these reasons, I strongly oppose changing the zoning of the 41st Avenue/Soquel Drive parcel to Service-Commercial (C-4) to accommodate the Nissan project and insist that any new development in Focus Area 3 instead conform to the recommendations of the SSCC Plan, which envisions pedestrian-friendly retail fronting 41st Avenue, which would serve visitors and employees of a modern office park development, supporting what we in Soquel would much prefer, namely the “walkable and inviting urban environment” described in the SSCC Plan. | 62-10

I look forward to your responses.

Sincerely,

Elizabeth Levy
Soquel, CA

Response to Comment Letter E-62

Elizabeth Levy

62-1 Comment noted. Also see response to comment E-36-26.

62-2 Applications submitted to the County of Santa Cruz are processed in accordance with the Permit Streamlining Act. The timeline for implementation of the various phases of the Sustainable Santa Cruz County Plan are responded to in E-36-26. Questions about how projects are processed by the Planning Department, the level of staffing and



- priority of work program efforts, and whether staff or a consultant would prepare the EIR are out of the scope of this EIR. 62-3 The comment refers to the Applicant's objective for the proposed dealership. The County of Santa Cruz is unable to provide information related to demand for car sales as this is not within the scope of this EIR.
- 62-4 Please see response to comment E-55-1.
- 62-5 The comment refers to the Applicant's objective for the proposed dealership. The County of Santa Cruz is unable to provide information related to the projected tax revenue as this is not within the scope of this EIR.
- 62-6 Please see response to comment E-62-5.
- 62-7 Comment noted. The California Air Resources Board (CARB or Board) is scheduled to consider adopting updates to regional greenhouse gas emissions reduction targets for California's Metropolitan Planning Organizations as required by the Sustainable Communities and Climate Protection Act of 2008 (SB 375) on March 22, 2018. Section 3.4.1(e) of the Draft EIR has been updated to reflect this updated information. The link to the updated regional greenhouse gas emissions reduction targets is https://www.arb.ca.gov/cc/sb375/sb375_target_update_final_staff_report_feb2018.pdf.
- 62-8 Comment noted. The statement on page 3.4-11 has been updated to reflect the updated CARB proposed action.
- 62-9 Comment noted. Please see Section 3.2 Air Quality, 3.7 Noise, and 3.8 Transportation/Traffic of the Draft EIR for a complete discussion of project impacts and mitigation measures. See Table 3.6-4 (Assessment of Relationship of Proposed Project to the Sustainable Santa Cruz County Plan Guiding Principles), Focus Area 3: Upper 41st Avenue.
- 62-10 Comment noted.



Addenda and Errata to the Draft EIR

This section of the Final EIR for the Nissan of Santa Cruz Project presents specific text changes made to the Draft EIR since its publication and public review. The changes are presented in the order in which they appear in the original Draft EIR page number. Text deletions are shown in ~~striketrough~~, and text additions are shown in underline. The changes incorporated into this EIR correct minor errors or clarify information. The following revisions do not change the intent or overall results of the analysis or reduce the effectiveness of mitigation measures presented in the Draft EIR. In fact these changes are intended to provide clarity.

Executive Summary

Revisions to Executive Summary

The text on pages ES-1 of the Executive Summary of the Draft EIR is hereby revised as follows:

The site would provide ~~154~~129 parking spaces to accommodate inventory as well as service and visitor parking. Discretionary approvals would include a General Plan Amendment, Rezoning, Commercial Development Permit, Preliminary Grading Approval Permit, and Sign Exception and Roadway/Roadside Exception.

The text on pages ES-2 of the Executive Summary of the Draft EIR is hereby revised as follows:

The proposed project would install light fixtures during site development to provide visibility and security lighting during nighttime hours for the proposed automotive dealership. Sixty-four light fixtures would be mounted on 46 poles at a height of 15 feet to illuminate the parking/display areas and dealership. All lighting would be directed downward onto the site and shielded such that there would not be overspill onto adjacent properties. All light fixtures would have light-emitting diodes (LEDs) and would meet energy code requirements of the California Building Code. These lights would range in power from 80 to 395 Watts and would have a neutral color temperature of 4000K. Outside of approved hours of operation, all lighting (including sign lighting) would be turned off with exception of minimal lighting necessary to provide security of the site. If necessary, dimmers and shields would be installed and/or fixtures would be relocated to eliminate glare and or excessive light from leaving the site. The project also includes a sign exception to increase the allowed square footage of signage. The location, size and color of all signage is outlined in the proposed sign plan (~~Attachment I~~Appendix N).

The text on pages ES-3 of the Executive Summary of the Draft EIR is hereby revised as follows:

The project proposes to retire unneeded existing Santa Cruz Water Department (SCWD) water services extending onto the project site from 41st Avenue. A new ¾-inch water service would be installed from 41st Avenue to serve the facility. In addition, an existing ¾-inch water service would be retrofitted into an irrigation service for the facility. A 6-



inch fire service backflow device would also be installed at the northwest corner of the project site near the project frontage that would also provide fire service to the 7,5009,996 square foot service area. An 8-inch fire service water line would also be installed that would be reduced to serve an onsite 6-inch fire hydrant. An additional 6-inch fire hydrant would be installed along the 41st Avenue frontage. A 4-inch sanitary sewer line would be installed from 41st Avenue, and existing electric, gas, and communication services would be assumed.

The text on page ES-9, Table ES-1, CUL-(b): Unanticipated Discovery of Cultural Resources.

CUL-2(b): Unanticipated Discovery of Cultural Resources. Pursuant to Section 16.40.040 of the Santa Cruz County Code, and consistent with State Health and Safety Code §7050.5 and Public Resources Code Section 5097.98, if at any time during site preparation, excavation, or other ground disturbance associated with the project, human remains are discovered, the responsible person shall immediately cease and desist from all further site excavation and notify the sheriff-coroner and Planning Director. If the coroner determines that the remains are not of recent origin, the applicant shall implement a Phase 2 subsurface testing program to determine the resource boundaries, assess the integrity of the resource, and evaluate the site's significance through a study of its features and artifacts. The results and recommendations of the Phase 2 study shall determine the need for additional construction monitoring. If the site is determined insignificant, no further archaeological investigation or mitigation would be required.

The text on page ES-10, Table ES-1, HAZ-1: Hazards and Hazardous Materials.

HAZ-1: Pursuant to Cal OSHA regulations, project applicants shall have each structure within the planning area within Assessor Parcel numbers 030-121-08, 030-121-12, and 030-121-13 inspected by a qualified environmental specialist for the presence of ACMs in compliance with 40CFR Part 61M and LBPs prior to obtaining a demolition permit from the County of Santa Cruz Planning Department. If ACMs and LBPs are found during the investigations, project applicants with the planning area shall develop a remediation program to ensure that these materials are removed and disposed of by a licensed contractor in accordance with all federal, state and local laws and regulation, subject to approval by the MBARD, and the Santa Cruz County Environmental Health Department, as applicable. Any hazardous materials that are removed from the structures shall be disposed of at an approved landfill facility in accordance with federal, state and local laws and regulations.

The text on page ES-12, Table ES-1, Impact LU-1: Land Use and Planning

Based on the current project, if approved by the County the Proposed Project would be substantially consistent with applicable land use policies of the County of Santa Cruz 1994 General Plan, and would not conflict with land use policies that are in effect to avoid or mitigate environmental effects on environmental and natural resources. Therefore, impacts would be Class III, *less than significant*.



The text on page ES-15, Table ES-1, Impact TRA-1: Transportation/Traffic

Impact TRA-1

Implementation of the proposed project would result in potentially significant impacts to the Soquel Drive/Robertson Street intersection, and the Soquel Drive/Porter Street intersection under Existing Plus Project and Near Term Plus Project conditions. With the identified mitigation measures, both intersections would move to acceptable levels of service C or D. LOS D is the minimum acceptable to the County of Santa Cruz where additional enhancements to achieve LOS C may be considered infeasible. However, due to lack of identified available funding, the required mitigation measure to reduce significant impacts to the intersection of Soquel Drive at Robertson Street may be considered infeasible, and if so the impact would be significant and unavoidable. If the mitigation is determined to be feasible, there would be a temporal significant and unavoidable impact until Mitigation Measure TRA-1 is implemented. The temporal impact would begin with project operations and end with signal construction, a period not to exceed five years. In addition, the proposed project would result in potentially significant impacts to the segment of Highway 1 located north/west of 41st Avenue and the Highway 1 segment located south/east of 41st Avenue. These segments currently operate at LOS F in both the AM and PM peak hours. LOS D or better is acceptable under Caltrans significance criteria, and LOS E and F is considered unacceptable. Any new trips added to Highway 1 at these segments is considered to be significant requiring mitigation. However, no mitigation is available to reduce impacts to Highway 1. Therefore, project impacts under Existing Plus Project and Near Term Plus Project conditions would be Class I, *significant and unavoidable* for Highway 1 segment operations.

Significance after Mitigation

It should be noted that the complete cost to signalize the intersection of Soquel Drive at Robertson Street is estimated at \$373,612 in the 2017/2018 County of Santa Cruz Capital Improvement Program (CIP). However, updated cost estimates by the County of Santa Cruz Department of Public Works have placed the cost of the signalization closer to \$500,000. Because this signalization project is listed in the 2017/2018 CIP as unprogrammed, no funding for design or construction is currently available. The only available funding would be the project's fair share contribution of \$14,200 or 2.84% of the total unfunded improvement costs. Therefore, it is uncertain as to whether proposed Mitigation Measure TRA-1 could be implemented within the next five years. For this reason, the addition of project generated traffic trips to the intersection at Soquel Drive/Robertson Street (Intersection #4) in the PM peak hour under the Existing Plus Project and Near-term Plus Project conditions would be considered significant and unavoidable. If the mitigation is determined to be feasible, there would be a temporal significant and unavoidable impact until Mitigation Measure TRA-1 is implemented. The



temporal impact would begin with project operations and end with signal construction, a period not to exceed five years.

1.0 Introduction

Revisions to Section 1.1, "Purpose and Legal Authority"

The text on page 1-1 of Section 1.1, "Purpose and Legal Authority," of the Draft EIR is hereby revised as follows:

The scope of this EIR concentrates on the potentially significant impacts of the Project on ~~seven~~eight environmental issue areas: aesthetics and visual resources, air quality, cultural resources, greenhouse gas emissions, hazards and hazardous materials, land use and planning, noise, and transportation and traffic. The proposed Project has incorporated measures for the protection of migratory birds and bats, and therefore Biological Resources has been included in Section 1.4, Environmental Effects found Not to be Significant. All other impact areas were determined to either have no impact or have a less than significant impact and are also discussed in Section 1.4 of this EIR.

Revisions to Section 1.4, "Environmental Effects found Not to be Significant"

The text on pages 1-10 and 1-11 of Section 1.4.7, "Public Services and Utilities," of the Draft EIR is hereby revised as follows:

Need for New or Physically Altered Governmental Facilities.

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 on public facilities; certain transportation impacts would require mitigation and some are significant and unavoidable as described in the Transportation/Traffic Section 3.8 of the Draft EIR.

The project site currently contains three single family residences, a commercial building, and a car wash. The combined annual water use is 1,492 gallons of water per day or 544,580 gallons per year. The proposed project would contain a showroom building, service building, car washing bay and landscaping. The total daily water consumption is estimated at 1,005 gallons per day or 367,000 gallons per year. The proposed project would result in a net reduction of 487 gallons per day or 177,580 gallons per year. In addition, the project will be designed to comply with Santa Cruz Municipal Code Section 16.02.040(h) and Chapter 16.16. Therefore, impacts to water supply would be considered less than significant.



2.0 Project Description

Revisions to Section 2.4, “Project Features”

The text on Page 2-5 of Section 2.4 Project Features of the Draft EIR is hereby revised as follows:

The site would provide ~~154~~129 parking spaces to accommodate inventory as well as service and visitor parking. Discretionary approvals would include a General Plan Amendment, Rezoning, Commercial Development Permit, Grading Permit and Sign Exception.

The text on Page 2-6 of Section 2.4 Project Features of the Draft EIR is hereby revised as follows:

The proposed project would install light fixtures during site development to provide visibility and security lighting during nighttime hours for the proposed automotive dealership. Sixty-four light fixtures would be mounted on 46 poles at a height of 15 feet to illuminate the parking/display areas and dealership. All lighting would be directed downward onto the site and shielded such that there would not be overspill onto adjacent properties. All light fixtures would have light-emitting diodes (LEDs) and would meet energy code requirements of the California Building Code. These lights would range in power from 80 to 395 Watts and would have a neutral color temperature of 4000K. Outside of approved hours of operation, all lighting (including sign lighting) would be turned off with exception of minimal lighting necessary to provide security of the site. If necessary, dimmers and shields would be installed and/or fixtures would be relocated to eliminate glare and or excessive light from leaving the site. The project also includes a sign exception to increase the allowed square footage of signage. The location, size and color of all signage is outlined in the proposed sign plan (~~Attachment I~~Appendix N).

Revisions to Section 2.4 Project Feature, Figure 2.8, “Proposed Utility Plan”

The Figure on Page 2-17 of Section 2.4 Project Features of the Draft EIR is hereby revised as follows:

Figure 2.8 – Proposed Utility Plan has been replaced with the correct figure to depict a Utility Plan rather than a Drainage Plan. See Figure 1-8 on page 1-19 of the Final EIR.

Revisions to Section 2.6, “Required Discretionary Actions and Approvals”

The text on Page 2-20 of Section 2.6 Required Discretionary Actions and Approvals of the Draft EIR is hereby revised as follows:

Sign Exception. The project includes a sign exception to increase the allowed square footage of signage. The proposed sign plan (~~Attachment I~~Appendix N) indicates the location, size and color of all signage. The project would be conditioned to ensure that lighting associated with signage and the site would not result in excessive glare leaving the site.



3.0 Environmental Setting, Impacts & Mitigation Measures

3.1 Aesthetics and Visual Resources

Revisions to Section 3.1.2 (a), “Project Impact and Mitigation Measures”

The text on pages 3.1-10 of Section 3.1.2, “Project Impacts and Mitigation Measures,” of the Draft EIR is hereby revised as follows:

The project includes a sign exception to increase the allowed square footage of signage. The proposed sign plan (~~Attachment I~~Appendix N) indicates the location, size and color of all signage. The project would be conditioned to ensure that lighting associated with signage and the site would not result in excessive glare leaving the site. A photometric plan (~~Attachment B~~Appendix O) indicates that lighting would not leave the project site. The project also proposes the installation of dimmers and shields and/or the relocation of fixtures to eliminate glare and/or excessive light leaving the site. Therefore impacts would be less than significant.

3.2 Air Quality

Revisions to Section 3.2.2, “Impact Analysis”

The text on pages 3.2-13 of Section 3.2.2, “Impact Analysis, MBARD Thresholds of Significance,” of the Draft EIR is hereby revised as follows:

- During construction:
 - Cause a violation of PM₁₀ AAQS at nearby or upwind of sensitive receptors, based on whether the project would:
 - Emit greater than 82 lb./day of PM₁₀ if located nearby or upwind of sensitive receptors (note: projects which require minimal earthmoving on 8.1 or more acres per day or grading and excavation on 2.2 or more acres per day are likely to exceed this threshold); or
 - Use equipment that is not “typical construction equipment” as specified in Section 5.3 of the MBARD CEQA Guidelines.
 - There shall be no visible emissions whatsoever from building removals as specified in MRBARD Rule 439, 3.1 Visible Emissions.
 - As necessary to prevent visible emissions, sufficiently wet the structure prior to removal. Continue wetting as necessary during active removal and the debris reduction process as specified in MRBARD Rule 424.
 - Demolish structure inward toward building pad. Laydown roof and walls so that they fall inward and not away from the building as specified in MRBARD Rule 424.
 - Commencement of removal activities are prohibited when the peak wind speed exceeds 15 miles per hour as specified in MRBARD Rule 424.



Revisions to Section 3.2.2, “Impact Analysis”

The text on pages 3.2-18 of Section 3.2.2, “Impact Analysis, MBARD Recommended Measures,” of the Draft EIR is hereby revised as follows:

The following is added following the last bullet.

- There shall be no visible emissions whatsoever from building removals as specified in MRBARD Rule 439, 3.1 Visible Emissions.
- Use of equipment that conforms to Air Resources Board’s Tier 3 or Tier 4 emissions standards when feasible.
- Use of alternative fuels such as compressed natural gas, propane, electricity or biodiesel whenever feasible.

Revisions to Section 3.2.2, “Impact AQ-4”

The text on pages 3.2-20 of Section 3.2.2, “Impact Analysis, Impact AQ-4,” of the Draft EIR is hereby revised as follows:

The Soquel Drive and Robertson Street intersection currently operates at LOS E during the AM peak hour and LOS F during the PM peak hour, which is already unacceptable according to County of Santa Cruz General Plan Policy 3.12.1. As discussed in Section 3.8, Transportation/Traffic, under both the Existing plus Project scenario and the Near Term plus Project scenario, the proposed project would increase delay at these intersections. Based on the County impact criteria, the proposed project would have a significant impact at this intersection and Mitigation Measure TRA-1 is required to reduce that impact to a less than significant level.

3.3 Cultural Resources

Revisions to Section 3.3.2 (b) Project Impacts and Mitigation Measures, “CUL-(b).”

The text on page 3.3-17, CUL-(b): Unanticipated Discovery of Cultural Resources.

CUL-2(b): Unanticipated Discovery of Cultural Resources. Pursuant to Section 16.40.040 of the Santa Cruz County Code, and consistent with State Health and Safety Code §7050.5 and Public Resources Code Section 5097.98, if at any time during site preparation, excavation, or other ground disturbance associated with the project, human remains are discovered, the responsible person shall immediately cease and desist from all further site excavation and notify the sheriff-coroner and Planning Director. If the coroner determines that the remains are not of recent origin, the applicant shall implement a Phase 2 subsurface testing program to determine the resource boundaries, assess the integrity of the resource, and evaluate the site’s significance through a study of its features and artifacts. The results and recommendations of the Phase 2 study shall determine the need for additional construction monitoring. If the site is determined insignificant, no further archaeological investigation or mitigation would be required.



3.4 Greenhouse Gas Emissions

Revisions to Section 3.4.1 (e) "Regulatory Setting."

The text on pages 3.4-10 and 11, under "California Regulations" of the Draft EIR is hereby revised as follows:

Page 3.4-10

Senate Bill (SB) 375, signed in August 2008, enhances the state's ability to reach AB 32 goals by directing CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles for 2020 and 2035. In addition, SB 375 directs each of the state's 18 major Metropolitan Planning Organizations (MPO) to prepare a "sustainable communities strategy" (SCS) that contains a growth strategy to meet these emission targets for inclusion in the Regional Transportation Plan (RTP). On September 23, 2010, CARB adopted ~~final~~ regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The California Air Resources Board (CARB) considered and adopted updates to regional greenhouse gas emissions reduction targets for California Metropolitan Planning Organizations as required by the Sustainable Communities and climate Protection Act of 2008 (SB375) at their March 22., 2018 Board meeting.

Page 3.4-11

On April 29, 2015, Governor Brown issued an executive order to establish a statewide mid-term GHG reduction target of 40% below 1990 levels by 2030. According to CARB, reducing GHG emissions by 40% below 1990 levels in 2030 ensures that California will continue its efforts to reduce carbon pollution and help to achieve federal health-based air quality standards. Setting clear targets beyond 2020 also provides market certainty to foster investment and growth in a wide array of industries throughout the State, including clean technology and clean energy. CARB is currently working to update the Scoping Plan to provide a framework for achieving the 2030 target. The updated Scoping Plan is expected to be completed and adopted by CARB in ~~2016~~2018 (CARB ~~2015~~2018).

3.5 Hazards and Hazardous Materials

Revisions to Section 3.5.2 (b) "Project Impacts and Mitigation Measures."

The text on page 3.5-18, under "Impact HAZ-1" of the Draft EIR is hereby revised as follows:

The proposed project would result in the demolition of four residential homes and associated structures at the project site, which may contain asbestos and/or lead. Property records obtained from the County of Santa Cruz Assessors Office stated that structures within the planning area were constructed between 1915 and 1948. The Phase I Environmental Site Assessment prepared by Sierra Delta Consultants LLC on April 21, 2016 (~~Attachment J~~Appendix K) excluded ACMs (asbestos-contained materials) and LBPs (lead based paints) from the evaluation. Therefore it is assumed that ACMs and LBPs are associated with these structures. Potential release of ACMs and LBPs during demolition



activities is considered a potentially significant impact. Implementation of the following mitigation measures ensures that this impact is reduced to a less than significant impact.

The text on page 3.5-19, under “Mitigation Measures” of the Draft EIR is hereby revised as follows:

HAZ-1: Pursuant to Cal OSHA regulations, project applicants shall have each structure within the planning area within Assessor Parcel numbers 030-121-08, 030-121-12, and 030-121-13 inspected by a qualified environmental specialist for the presence of ACMs in compliance with 40 CFR Part 61M and LBPs prior to obtaining a demolition permit from the County of Santa Cruz Planning Department. If ACMs and LBPs are found during the investigations, project applicants with the planning area shall develop a remediation program to ensure that these materials are removed and disposed of by a licensed contractor in accordance with all federal, state and local laws and regulation, subject to approval by the MBARD, and the Santa Cruz County Environmental Health Department, as applicable. Any hazardous materials that are removed from the structures shall be disposed of at an approved landfill facility in accordance with federal, state and local laws and regulations.

3.6 Land Use and Planning

Revisions to Section 3.6.1 (b) “Project Site Setting, Sustainable Santa Cruz County Plan.”

The text on pages 3.6-6 and 7, under “Sustainable Santa Cruz County Plan” of the Draft EIR is hereby revised as follows:

Page 3.6-6

Sustainable Santa Cruz County Plan. The Sustainable Santa Cruz County Plan (SSCC Plan) is a planning study (accepted by the Board of Supervisors on October 28, 2014) that describes a vision, guiding principles, and strategies that can lead to a more sustainable development pattern in the County unincorporated area (County of Santa Cruz, 2014). Over time, implementation of the concepts and strategies reviewed in the study would lead to reduced greenhouse gas emissions and increased community quality of life through coordinated land use and transportation policies and investments. The Plan presents strategies at the “plan level” (the urbanized area), as well as at the “neighborhood activity center”, “corridor infill” and “village center infill” levels. The goals and strategies are organized around four main goals: vibrant centers, housing choice, livable community design, and increased transportation connections. Focus Areas were selected at the start of the project as vehicles for deeper study and illustration of planning concepts, and the Upper 41st Avenue area was one of those focus areas. While the SCCGSSCC Plan is a planning and feasibility study, and not an adopted policy or regulatory document, it is relevant to discuss in this EIR due to the extensive public involvement and interest in that Plan.

In the SCCGSSCC Plan, the site of the proposed car dealership is depicted in the West Soquel Drive Community Diagram on page 4-37 as a Commercial area, reflecting its existing designation and zoning. In contrast, adjacent lands to the west of the site were



depicted as an Employment area, reflecting an idea that the area including the South Rodeo Gulch and Research Park and large lumberyard properties could become a more job-dense employment area in the future (SCCGSSCC page 4-33 also shows how increased transportation connections could be added within this possible future Employment center). Figure 7-9 of the SCCGSSCC shows the Upper 41st Avenue Focus Area, with regard to possible future General Plan land use designations that could implement the goals and strategies of the SCCGSSCC. Again, the site of the currently proposed car dealership project is shown to retain its existing Community Commercial designation; the areas of possible change include the above-described Employment center being designated with a new “Workplace Flex (C-WF)” designation, and properties along the west side of South Rodeo Gulch Road being designated “Workplace Flex with a Live/Work Overlay”. Figure 7-10 shows possible future new circulation improvements; none are specifically called out on the site of the proposed car dealership project but new connections are illustrated within areas to the west.

Page 3.6-7

While the project site was not specifically identified for possible future land use and circulation changes by the SCCGSSCC, the Guiding Principles for Transportation in SCCGSSCC Chapter 5 does reflect general feedback from residents: that it should be easy and safe to walk or bike from one neighborhood or commercial center to another, with new connections supplementing the existing network of sidewalks and bike facilities. For those less able to walk or ride a bike, it is important to improve street connectivity and bus frequencies.

Proposed Land Use Designation. As detailed in Section 2.0, *Project Description*, the proposed project consists of a 2.6 acre automobile dealership that includes a 12,551 square foot automobile dealership building and a 9,996 square foot service facility along with 154129 parking spaces. The project area is located adjacent to land designated by the General Plan as Community Commercial (C- C) on the east, west and south sides, with both Service Commercial (C-S) and C-C located immediately north of the project site. The project proposes to amend the General Plan from Community Commercial (C-C) to Service Commercial (C-S), as summarized in Table 3.6-1.

Revisions to Section 3.6.2 (b) “Project Impacts and Mitigation Measures.”

The text on page 3.6-35, under “Significance after Mitigation” of the Draft EIR is hereby revised as follows:

Significance after Mitigation. With implementation of the mitigation measures identified in Section 3.3 *Cultural Resources*, Section 3.5 *Hazards and Hazardous Materials*, Section 3.7 Noise, and Section 3.8 *Transportation/Traffic*, of this EIR, impacts would be less than significant. Consistency with Level of Service Policy 3.12.1 would call for the Board of Supervisors as decision-making body to adopt a Statement of Overriding Considerations in conjunction with an approval of the proposed project; certain transportation/traffic



impacts would remain significant and unavoidable as related to lack of feasible mitigation and/or delayed implementation of mitigation.

3.7 Noise

Revisions to Section 3.7.2 (b) “Project Impacts and Mitigation Measures.”

The text on page 3.7-11, under “Impact NOI-1” of the Draft EIR is hereby revised as follows:

Operation of the dealership would involve six operating service bays with the use of pneumatic tools and impact wrenches, an oil change bay, car wash bay, restrooms, lounge, and oil and tool storage areas. The use of pneumatic tools in the service bays are expected to produce a maximum level of 85 decibels at 50 feet. This would be reduced to approximately 73 decibels at the eastern property line on 41st Avenue. It should be noted that this is a maximum level. The overall hourly Leq would be much lower. The use of pneumatic tools would occur in irregular intervals. If it is assumed that pneumatic tools would be used 20 percent of the time, the hourly Leq at the property line would be approximately 65 dB from project operations. The threshold according to the General Plan at the property line is ~~69~~ 68 decibels due to the higher ambient noise level in the project area due to existing traffic noise (see Appendix P). This is a 43 decibels below the allowed threshold at the property line. This is also within the conditionally acceptable range for a commercial use as outlined in Figure 6-2 of the County of Santa Cruz General Plan. Therefore, impacts would be less than significant. No mitigation measures would be required for the operation phase.

3.8 Transportation/Traffic

Revisions to Section 3.8.2 (a) “Methodology.”

The text on page 3.8-9, under “Methodology” of the Draft EIR is hereby revised as follows:

This analysis relies ~~partially~~ on the Traffic Impact Analysis Report conducted for the project by Kimley Horn, which is included as Appendix G, to this report. The study area includes the jurisdictions of the County of Santa Cruz and Caltrans. Levels of service standards and analysis methodologies for each jurisdiction have been applied as follows:

Revisions to Section 3.8.2 (b) “Significance Thresholds.”

The text on page 3.8-16, under “Santa Cruz County Impact Criteria” of the Draft EIR is hereby revised as follows:

Santa Cruz County Impact Criteria. The County utilizes the General Plan Policy 3.12.1, discussed above in Section 4.12.1(b) (Regulatory Setting), as its significance threshold at signalized intersections (Intersections 24 and 46). Specifically, a significant impact to a signalized intersection (Intersections 24 and 46) would occur when:



Revisions to Section 3.8.2 (c) "Project Impacts and Mitigation Measures."

The text on page 3.8-17, under "Impact TRA-1" of the Draft EIR is hereby revised as follows:

Impact TRA-1 Implementation of the proposed project would result in potentially significant impacts to the Soquel Drive/Robertson Street intersection, and the Soquel Drive/Porter Street intersection under Existing Plus Project and Near Term Plus Project conditions. With the identified mitigation measures, both intersections would move to acceptable levels of service C or D. LOS D is the minimum acceptable to the County of Santa Cruz where additional enhancements to achieve LOS C may be considered infeasible. However, due to lack of identified available funding, the required mitigation measure to reduce significant impacts to the intersection of Soquel Drive at Robertson Street may be considered infeasible, and if so the impact would be significant and unavoidable. If the mitigation is determined to be feasible, there would be a temporal significant and unavoidable impact beginning with project operations and ending with signal construction, a period not to exceed five years. In addition, the proposed project would result in potentially significant impacts to the segment of Highway 1 located north/west of 41st Avenue and the Highway 1 segment located south/east of 41st Avenue. These segments currently operate at LOS F in both the AM and PM peak hours. LOS D or better is acceptable under Caltrans significance criteria, and LOS E and F is considered unacceptable. Any new trips added to Highway 1 at these segments is considered to be significant requiring mitigation. However, no mitigation is available to reduce impacts to Highway 1. Therefore, project impacts under Existing Plus Project and Near Term Plus Project conditions would be Class I, *significant and unavoidable* for Highway 1 segment operations.

The text on page 3.8-21, under "Mitigation Measures" of the Draft EIR is hereby revised as follows:

Mitigation Measures. Implementation of Mitigation Measures TRA-1 and TRA-2 would reduce impacts at Intersection #4, Soquel Drive/Robertson Street and Intersection #6, Soquel Drive/Porter Street, to below pre-project conditions. The proposed project shall pay a fair share contribution to mitigate project impacts to intersection level of service to below a level of significance. However, due to lack of identified available funding, the required mitigation measure to reduce significant impacts to the intersection of Soquel Drive at Robertson Street may be considered infeasible, and if so the impact would be significant and unavoidable. No mitigation is available to mitigate impacts associated with the additional traffic trips on Highway 1 to both the segment north/west and south/east of 41st Avenue in both the AM and PM peak hours. Currently Caltrans has no impact fee program in place to help mitigate traffic impacts on Highway 1 in Santa Cruz County.



The text on page 3.8-23, under “Significance After Mitigation” of the Draft EIR is hereby revised as follows:

The complete cost to signalize the intersection of Soquel Drive at Robertson Street is estimated at \$373,612 in the 2017/2018 County of Santa Cruz Capital Improvement Program (CIP); however, updated cost estimates by the County of Santa Cruz Department of Public Works have placed the cost of the signalization closer to \$500,000. Because this signalization project is listed in the 2017/2018 CIP as unprogrammed, no funding for design or construction is currently available. The only available funding would be the project’s fair share contribution of \$14,200 or 2.84% of the total unfunded improvement costs. Therefore, it is uncertain as to whether proposed Mitigation Measure TRA-1 could be implemented within the next five years. For this reason, the addition of project generated traffic trips to the intersection at Soquel Drive/Robertson Street (Intersection #4) in the PM peak hour under the Existing Plus Project and Near-term Plus Project conditions would be considered significant and unavoidable. However, if the County identifies and commits funding, then the mitigation measure TRA-1 would be feasible and the impact would be reduced to less than significant in the long term. A temporal impact would occur from the time the proposed project would be operational until the time the intersection of Soquel Drive and Robertson Street would be signalized (approximately 5 years if funding becomes available). Although temporary, this temporal impact would be considered significant and unavoidable.

Revisions to Section 3.8.2 (d) “Cumulative Impacts.”

The text on page 3.8-29, under “Intersection Operations” of the Draft EIR is hereby revised as follows:

As shown in Table 3.8-11, with implementation of Mitigation Measure TRA-1 and Mitigation Measure TRA-2, discussed above, impacts of the proposed project would not be cumulatively considerable. However, the complete cost to signalize the intersection of Soquel Drive at Robertson Street is estimated at \$373,612 in the 2017/2018 County of Santa Cruz Capital Improvement Program (CIP) and recently updated cost estimates by the County of Santa Cruz Department of Public Works have placed the cost of the signalization closer to \$500,000. Because this signalization project is listed in the 2017/2018 CIP as unprogrammed, no funding for design or construction is currently available. The only available funding would be the project’s fair share contribution of \$14,200 or 2.84% of the total unfunded improvement costs. Therefore, it is uncertain as to whether proposed Mitigation Measure TRA-1 could be implemented within the next five years. For this reason, the addition of project generated traffic trips to the intersection at Soquel Drive/Robertson Street (Intersection #4) in the PM peak hour under Cumulative Plus Project conditions would be considered significant and unavoidable. However, if the County identifies and commits funding then the mitigation would be feasible and the impacts would be reduced to less than significant in the long term. A temporal cumulative



impact would occur from the time the proposed project would be operational until the time the intersection of Soquel Drive and Robertson Street would be signalized. Although temporary, this temporal cumulative impact would be considered significant and unavoidable.

4.0 Other CEQA Considerations

Revisions to Section 4.1.1 “Economic and Population Growth.”

As described in Section 2.0, *Project Description*, the project consists of an approximately 2.57 acre automotive dealership providing the sale and service of Nissan automobiles. The project proposes to construct a 12,551 square foot automobile dealership building with a separate 9,996 square foot automobile service building at the southwest corner of the intersection of Soquel Drive and 41st Avenue in Soquel. The site would provide 154129 parking spaces to accommodate inventory as well as service and visitor parking.

Revisions to Section 4.4.5 “Soquel Drive at Robertson Street (Intersection #4) Existing, Near Term, and Cumulative Conditions.”

However, the complete cost to signalize the intersection of Soquel Drive at Robertson Street is estimated at \$373,612 in the 2017/2018 County of Santa Cruz Capital Improvement Program (CIP). However, updated cost estimates by the County of Santa Cruz Department of Public Works have placed the cost of the signalization closer to \$500,000. Because this signalization project is listed in the 2017/2018 CIP as unprogrammed, no funding for design or construction is currently available. The only available funding would be the project’s fair share contribution of \$14,200 or 2.84% of the total unfunded improvement costs. Therefore, it is uncertain as to whether proposed Mitigation Measure TRA-1 could be implemented within the next five years. For this reason, the addition of project generated traffic trips to the intersection at Soquel Drive/Robertson Street (Intersection #4) in the PM peak hour under the Existing Plus Project and Near-term Plus Project conditions would be considered significant and unavoidable. If the County identifies and commits funding then the Mitigation Measure TRA-1 would be feasible and the impacts would be reduced to less than significant. It should also be noted that a temporal Existing, Near-term, and cumulative impact would occur from the time the proposed project would be operational until the time the intersection of Soquel Drive and Robertson Street would be signalized. Although temporary, this temporal cumulative impact would be considered significant and unavoidable.

5.0 Project Alternatives

Revisions to Section 5.4.2(h) “Hazards and Hazardous Materials.”

The text on page 5-17, under “Hazards and Hazardous Materials” of the Draft EIR is hereby revised as follows:



Under Alternative No. 3, impacts associated with hazards and hazardous materials would be similar to those described in Section 3.5, *Hazards and Hazardous Materials*. This alternative would likely result in the construction of approximately 36,100 square feet of two-story commercial-retail buildings along the frontages of both Soquel Drive and 41st Avenue within the project site. As with the Proposed Project, this alternative would result in the demolition of four residential homes and associated structures at the project site, which may contain asbestos and/or lead. Property records obtained from the County of Santa Cruz Assessors Office stated that structures within the planning area were constructed between 1915 and 1948. The Phase I Environmental Site Assessment prepared by Sierra Delta Consultants LLC on April 21, 2016 (~~Attachment J~~Appendix K) excluded ACMs (asbestos-contained materials) and LBPs (lead based paints) from the evaluation. Mitigation is outlined in *Hazards and Hazardous Materials*, Section 3.5.2(b) of this EIR. Overall, impacts under this alternative would be similar to the Proposed Project.

Revisions to Section 5.5.2(h) “Hazards and Hazardous Materials.”

The text on page 5-25, under “Hazards and Hazardous Materials” of the Draft EIR is hereby revised as follows:

Under Alternative No. 4, impacts associated with hazards and hazardous materials would be similar to those described in Section 3.5, *Hazards and Hazardous Materials*. This alternative would likely result in the construction of approximately 21,000 square feet of retail commercial/restaurant and 21,000 square feet of multi-family residential buildings along the frontages of both Soquel Drive and 41st Avenue within the project site. As with the Proposed Project, this alternative would result in the demolition of four residential homes and associated structures at the project site, which may contain asbestos and/or lead. Property records obtained from the County of Santa Cruz Assessors Office stated that structures within the planning area were constructed between 1915 and 1948. The Phase I Environmental Site Assessment prepared by Sierra Delta Consultants LLC on April 21, 2016 (~~Attachment J~~Appendix K) excluded ACMs (asbestos-contained materials) and LBPs (lead based paints) from the evaluation. Mitigation is outlined in *Hazards and Hazardous Materials*, Section 3.5.2(b) of this EIR. Overall, impacts under this alternative would be similar to the Proposed Project.

Revisions to Section 5.7.6 “Environmentally Superior Alternative.”

The text on page 5-38, under “Environmentally Superior Alternative” of the Draft EIR is hereby revised as follows:

The environmentally superior alternative would be Alternative No. 1 No Project /No Development Alternative. However, CEQA requires that when the “no project” alternative is determined to be environmentally superior, CEQA also requires identification of the environmentally superior alternative among the development options. CEQA Section 15126.6(e)(2) states, “...If the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative



among the other alternatives.” Therefore, Alternative No. 2, Proposed Project with APN 030-121-34 can be considered the *environmentally superior alternative* because it would reduce most environmental impacts and meet all of the project objectives.

Table 5-4 lists each of the potentially significant impacts that have been identified for the Proposed Project, and then also shows the level of impact for the impact area under each of the alternatives with an indication of whether the impact is the same or very similar (=), is either superior (+), or inferior (-) under the alternative than the Proposed Project.

6.0 References and List of Preparers

Revisions to Section 6.1.1 “Bibliography.”

The text on page 6-2, under “Bibliography” of the Draft EIR is hereby revised as follows:

California Air Resources Board (CARB). Personal Communication with Heather King on March 28, 2018.

https://www.arb.ca.gov/cc/sb375/sb375_target_update_final_staff_report_feb2018.pdf

Revisions to Section 6.2 “List of Preparers.”

The text on page 6-9, under “County of Santa Cruz Department of Public Works” of the Draft EIR is hereby revised as follows:

Jack Sohriakoff, Senior Transportation Engineer/Traffic Impact Analysis (retired)



Section 4.0

List of Preparers

This Final EIR was prepared by the County of Santa Cruz. Persons involved in data gathering, analysis, project management, and quality control include:

County of Santa Cruz Planning Department

Kathy Molloy Previsich, Planning Director
Todd Sexauer, Project Manager/Environmental Coordinator
Nathan MacBeth, Project Planner
Carolyn Burke, Senior Civil Engineer/Environmental Planning
Annie Murphy, Planner/Historic Resources
Sarah Neuse, Planner/Native American Consultation
Laura Brinson, Senior Plans Examiner/Accessibility

County of Santa Cruz Department of Public Works

Rodolfo Rivas, Traffic Engineer/Traffic Impact Analysis
Alyson Tom, Civil Engineer/Storm Water Management
Bob Hambleton, Project Manager/Sanitation
Jack Sohriakoff, Senior Transportation Engineer/Traffic Impact Analysis (retired)

Environmental Health Department

Cheryl Wong, Program Manager/Hazardous Materials

Mott MacDonald

Julie H. Oates, Project Traffic Engineer/TIA Peer Review

This page intentionally left blank.

Appendix L

Mitigation Monitoring and Reporting Program

This page intentionally left blank.



County of Santa Cruz

PLANNING DEPARTMENT

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

MITIGATION MONITORING AND REPORTING PROGRAM for the NISSAN OF SANTA CRUZ PROJECT Application No. 171179, April 2018

No.	Environmental Impact	Mitigation Measures	Responsibility for Compliance	Method of Compliance	Timing of Compliance
Cultural Resources					
CUL-1	<i>Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.</i>	Extended Phase I Testing in Areas Covered in Asphalt. For Extended Phase I surveys, all portions of a survey area shall be examined by systematic shovel testing whenever possible, in combination with systematic pedestrian survey, and/or additional techniques such as augering, coring, soil probes, or mechanically excavated trenching, depending upon the surface conditions and potential for deeply buried archaeological sites. If extended testing reveals potential for archaeological resources to occur on site, Mitigation Measures CUL-2(a) and CUL-2(b) shall be implemented.	Project applicant and contractor.	To be conducted by a qualified archaeologist meeting the Secretary of the Interior's Standards for archaeology.	To be implemented during construction.
CUL-2a		Archaeological Resource Construction Monitoring. At the commencement of construction within the project area, an orientation meeting shall be conducted by an archaeologist for construction workers associated with earth disturbing procedures. The orientation meeting shall describe the possibility of exposing unexpected archaeological resources and directions as to what steps are to be taken if such a find is encountered. A qualified archaeologist and Ohlone/Costanoan representative shall monitor all earth moving activities conducted within native soil. In the event that archaeological and historic artifacts are encountered during project construction, all work in the vicinity of the find shall be halted until such time as the find is evaluated by a qualified archaeologist and appropriate mitigation (e.g., curation, preservation in place, etc.), if necessary, is implemented.	Project applicant and contractor.	To be conducted by a qualified archaeologist meeting the Secretary of the Interior's Standards for archaeology and Ohlone/Costanoan representative.	To be implemented during construction.
CUL-2b		Unanticipated Discovery of Cultural Resources. Pursuant to Section 16.40.040 of the Santa Cruz County Code, and consistent with State Health and Safety Code §7050.5 and Public Resources Code Section 5097.98, if at any time during site preparation, excavation, or other ground disturbance associated with the project, human remains are discovered, the responsible person shall immediately cease and desist from all further site excavation and notify the sheriff-coroner and Planning Director. If the coroner determines that the remains are not of recent origin, the applicant shall implement a Phase 2 subsurface testing program to determine the resource boundaries, assess the integrity of the resource, and evaluate the site's significance through a study of its features and artifacts. The results and	Project applicant and contractor.	Compliance monitored by the County Planning Department and qualified archeologist.	To be implemented during construction.

No.	Environmental Impact	Mitigation Measures	Responsibility for Compliance	Method of Compliance	Timing of Compliance
		<p>recommendations of the Phase 2 study shall determine the need for additional construction monitoring. If the site is determined insignificant, no further archaeological investigation or mitigation would be required.</p> <p>If the discovered cultural resources are deemed significant, the County will work with the applicant to determine the appropriate extent of further mitigation. Examples of mitigation include, but are not limited to, capping of the resource with culturally sterile and chemically neutral fill material or Phase 3 data recovery.</p>			
Hazards and Hazardous Materials					
HAZ-1	<i>Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials.</i>	Pursuant to Cal OSHA regulations, project applicants shall have each structure within the planning area within Assessor Parcel numbers 030-121-08, 030-121-12, and 030-121-13 inspected by a qualified environmental specialist for the presence of ACMs in compliance with 40CFR Part 61M and LBPs prior to obtaining a demolition permit from the County of Santa Cruz Planning Department. If ACMs and LBPs are found during the investigations, project applicants with the planning area shall develop a remediation program to ensure that these materials are removed and disposed of by a licensed contractor in accordance with all federal, state and local laws and regulation, subject to approval by the MBARD, and the Santa Cruz County Environmental Health Department, as applicable. Any hazardous materials that are removed from the structures shall be disposed of at an approved landfill facility in accordance with federal, state and local laws and regulations.	Project Applicant and Contractor	To be monitored by the County Planning and the Contractor.	To be implemented during project design and construction.
HAZ-2		Project applicants within the planning area shall have the interior of all on-site structures within Assessor Parcel Numbers: 030-121-08, 030-121-12, and 030-121-13 visually inspected by a qualified environmental specialist to determine the presence of hazardous materials prior to obtaining a demolition permit from the County of Santa Cruz Planning Department. Should any hazardous materials be encountered with any of the structures, the materials shall be tested and properly disposed of in accordance with federal, state and local regulatory requirements. Any stained soils or surfaces underneath the removed materials shall be sampled. Subsequent testing shall indicate the appropriate level of remediation necessary and a work plan shall be prepared in order to remediate the soil in accordance with all applicable federal, state and local regulations prior to issuance of a grading permit.	Project Applicant and Contractor	To be monitored by the County Planning and the Contractor.	To be implemented during project design and construction.
Noise					
NOI-1	<i>A substantial temporary or periodic increase in ambient noise levels in the project vicinity above</i>	Construction Hours. The project shall comply with the Santa Cruz County Noise Ordinance and prohibition on offensive noise. Hours of construction for the project shall be limited to the hours of between 8:00 AM and 6:00 PM.	Project Applicant and Contractor	To be monitored by the County Planning and the Contractor.	To be implemented during project design and construction.

No.	Environmental Impact	Mitigation Measures	Responsibility for Compliance	Method of Compliance	Timing of Compliance
NOI-2	<i>levels existing without the project.</i>	Construction Equipment. All construction equipment shall be properly maintained and all exhaust mufflers and engine shrouds shall be in good condition and appropriate for the equipment. Equipment engine shrouds shall be closed during equipment operation. Whenever feasible, electrical power shall be used to run air compressors and similar power tools rather than diesel equipment.	Project Applicant and Contractor	To be monitored by the County Planning and the Contractor.	To be implemented during project design and construction.
NOI-3		Vehicle and Equipment Idling. Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use.	Project Applicant and Contractor	To be monitored by the County Planning and the Contractor.	To be implemented during project design and construction.
NOI-4		Stationary Equipment. Stationary construction equipment that generates noise exceeding 75 dB at the property line of the project site shall be shielded. Temporary noise barriers used during construction activity shall be made of noise-resistant material sufficient to achieve a Sound Transmission Class (STC) rating of STC 40 or greater, based on sound transmission loss data taken according to ASTM Test Method E90. Such a barrier may provide as much as a 10 dB insertion loss, provided it is positioned as close as possible to the noise source or to the receptors. To be effective, the barrier must be long and tall enough (a minimum height of eight feet) to completely block the line-of-sight between the source and the receptors. The gaps between adjacent panels must be filled-in to avoid having noise penetrate directly through the barrier. The recommended minimum noise barrier or sound blanket requirements would reduce construction noise levels by at least 10 dB.	Project Applicant and Contractor	To be monitored by the County Planning and the Contractor.	To be implemented during project design and construction.
Transportation/Traffic					
TRA-1	<i>Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.</i>	Soquel Drive/Robertson Street (Intersection #4) Uncertain feasibility therefore classified as Infeasible Traffic at the Soquel Drive / Robertson Street intersection, which is currently operating at an unacceptable LOS E during the AM and PM peak hour, will continue to operate at LOS E or worse during all future conditions. To mitigate these significant impacts, the project applicant shall, prior to issuance of a building occupancy permit, pay \$14,200 (2.84% of the total unfunded improvement costs) toward the cost of construction of the following improvements: <ul style="list-style-type: none"> • Install a traffic signal control. • On Soquel Drive, restripe the westbound approach to one left turn lane and one thru lane, consolidate north driveways and close the north leg (southbound approach), converting the intersection to a signalized, three-directional intersection. Until north driveways are consolidated, the north leg will remain open to provide access to the building(s) using the existing driveway. The analysis evaluated this intersection with three approaches (i.e., a signalized "T" intersection with east, west, and south legs). Existing traffic volumes on the north approach are very low at (0 vehicles in the AM peak and 3 vehicles in the PM peak). The intersection 	Project Applicant pays fees; County of Santa Cruz responsible for construction of improvements	Applicant payment of pro-rata fair share fees prior to issuance of Building Permit.	If deemed feasible, to be implemented by County of Santa Cruz within 5 years of project completion.

No.	Environmental Impact	Mitigation Measures	Responsibility for Compliance	Method of Compliance	Timing of Compliance
	<p><i>Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.</i></p>	<p>would also operate acceptably should the County decide to construct a signalized four-way intersection instead (i.e., with east, west, south, and north legs).</p> <ul style="list-style-type: none"> On Robertson Street, restripe the northbound approach from one lane to one left- and one right-turn lane. Limit the restriping to approximately 25 feet, due to the close spacing of the mobile home park driveway southwest of the intersection. The design for this improvement will be challenging and the designer should exercise care to ensure that northbound and southbound traffic can be safely accommodated. Analysis conservatively analyzed this intersection with one shared thru, left, and right lane. 			
<p>TRA-2</p>		<p>Soquel Drive/Porter Street (Intersection #6) On Soquel Drive, the area on the south side west of Porter Street (adjacent to the curb) is currently signed as a loading zone from 8am to 5pm, Monday through Friday. When not in use as loading zone, this area currently operates as a de facto right-turn pocket. To mitigate AM and PM peak hour traffic impacts, the project applicant shall, prior to building occupancy permit, pay \$20,000 to the County of Santa Cruz to construct the following improvements:</p> <ul style="list-style-type: none"> Through signage and restriping, convert the on-street loading zone on the south side of west leg (eastbound approach) into an eastbound right-turn pocket lane during peak hours, and optimize the signal phasing, cycle length, and splits. Restripe the existing bike lane to provide a right-turn with bike access, the lane should be combined into a 12-foot shared bike lane and right turn lane. The combined bike lane/turn lane treatment will include signage advising motorists and bicyclists of proper positioning within the lane. 	<p>Project Applicant pays fees; County of Santa Cruz responsible for construction of improvements</p>	<p>Applicant payment of pro-rata fair share fees prior to issuance of Building Permit.</p>	<p>To be implemented by County of Santa Cruz within 5 years of project completion.</p>

Appendix M

Santa Cruz Nissan Estimate of Water Consumption

This page intentionally left blank.

Santa Cruz Nissan
Estimate of Water Consumption
(in gallons)

Use	Unit Count	Factor per unit per day	Average per Day	Total Annual Consumption	Notes
Existing Uses					
Single-family Residential	3	120	360	131,400	40 gallons per person / 3 person per household
Kings Paint (1)	2	96	192	70,080	Per American Water Works Association
Car Wash	1	940	940	343,100	Based on past water use receipts
Total			1,492	544,580	

Proposed Uses					
Showroom Building (1)	2	96	192	70,080	Per American Water Works Association
Service Building (1)	2	96	192	70,080	Per American Water Works Association
Car Washing					
Service Vehicles	8	8	64	23,360	Per Groppetti Automotive Family
New / Used Vehicles	6	8	48	17,520	Per Groppetti Automotive Family
Display Vehicles	13	8	104	37,960	Per Groppetti Automotive Family
Landscaping	1			148,000	Per Kimley-Horn & Associates
Total			600	367,000	

Net Total			(892)	(177,580)	
------------------	--	--	--------------	------------------	--

Notes:

(1) Assumes two restrooms, each with one toilet, one sink, and one urinal (for men's room).

Appendix N

Nissan Sign Plan

This page intentionally left blank.



NREDI 2.0 Dealer Presentation Package



**Santa Cruz Nissan (5596)
Santa Cruz, CA
January 30, 2017
Revised August 15, 2017**

NREDI 2.0

NISSAN NORTH AMERICA

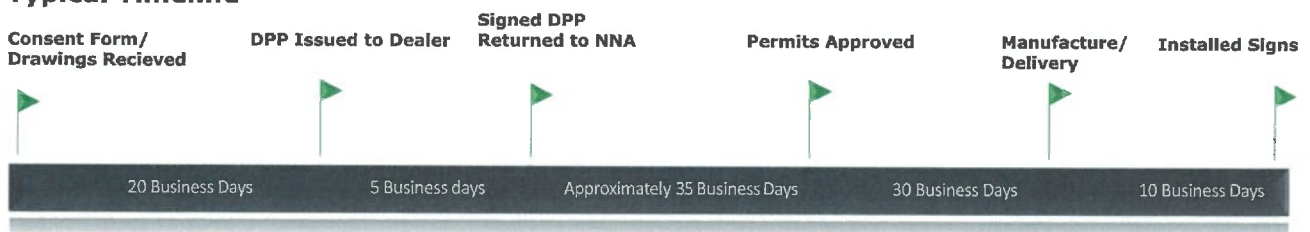
Dealer Presentation Package



PURPOSE

The Dealer Presentation Package (DPP) is issued to the Dealer Principal. It defines the signage solution for the Dealership Facility, subject to successful permitting by AGI. Upon receipt of the executed Participation Agreement, Nissan will direct AGI to begin the next phase of the sign installation process.

Typical Timeline



NEXT STEPS

The Dealer Principal should execute the Participation Agreement provided in this proposal and return the original to your Nissan Regional Representative.

CONTENTS

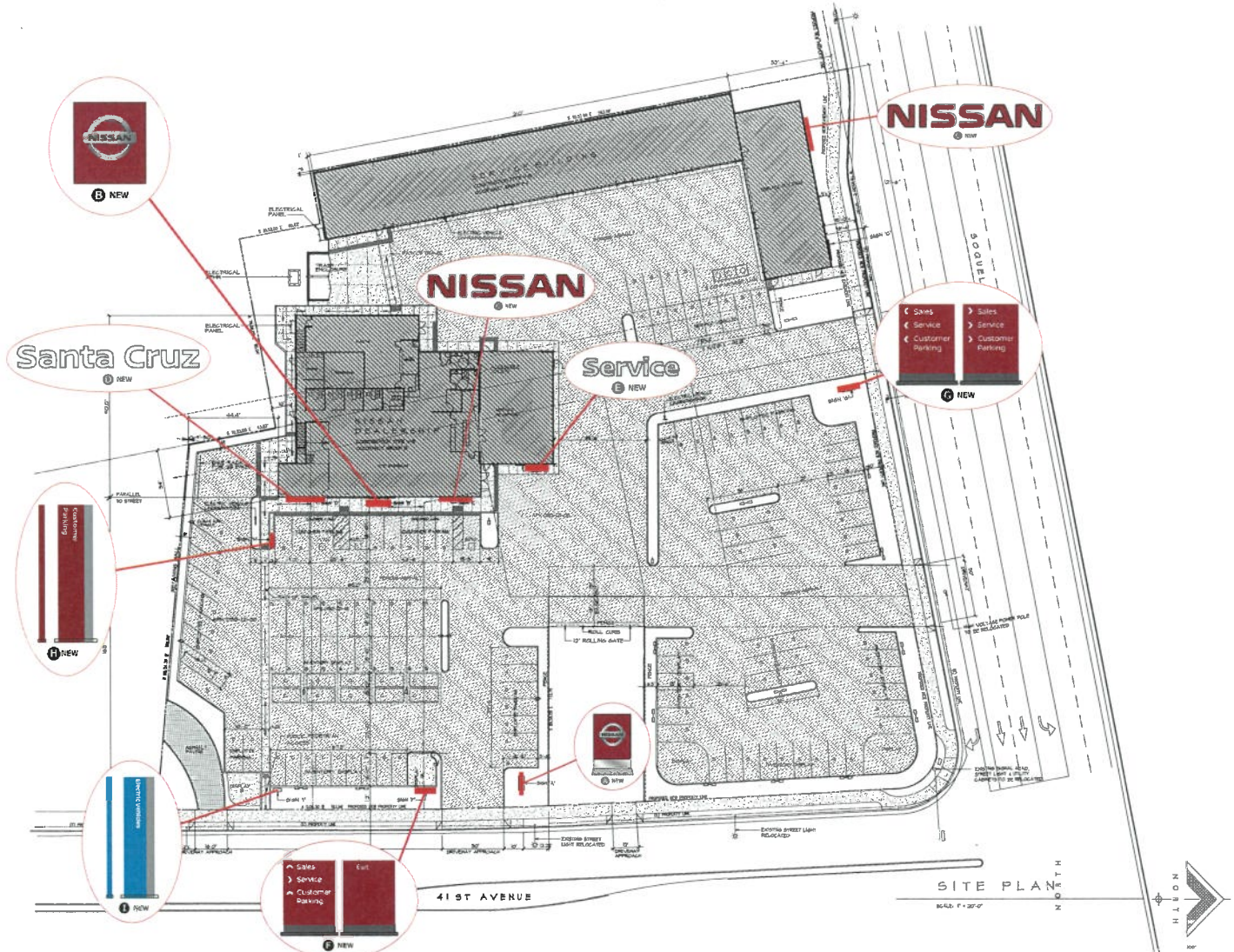
1. Site Plan and Color Renderings
2. Schedule of Signs
3. Dealer Enabling Works
4. Local Municipal information
5. Dealer Participation Agreement, Estimated Lease and Maintenance Payment & Program Rules

NISSAN NORTH AMERICA Dealer Presentation Package



1. SITE PLAN

The following provides a visual representation of the prepared schedule:



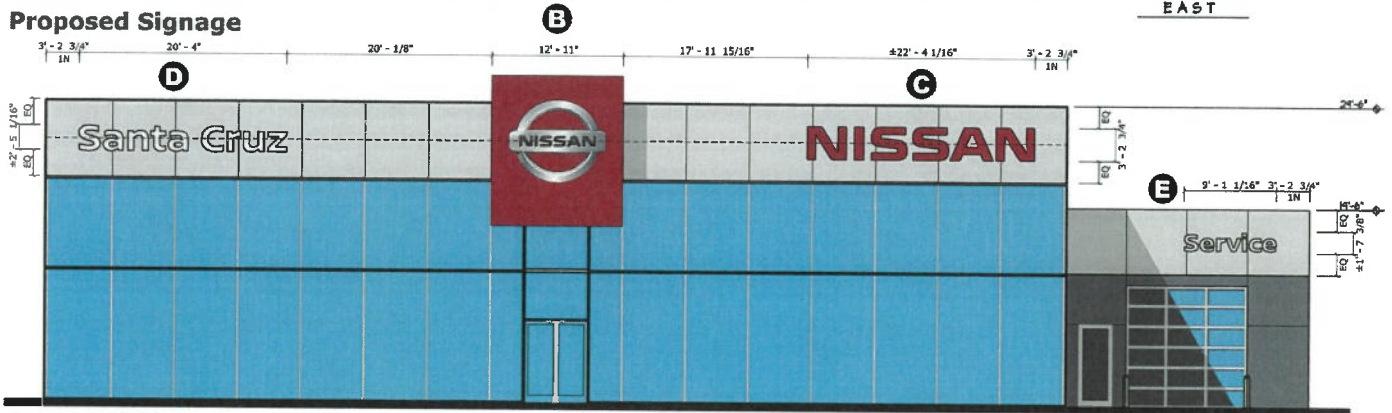
NISSAN NORTH AMERICA Dealer Presentation Package



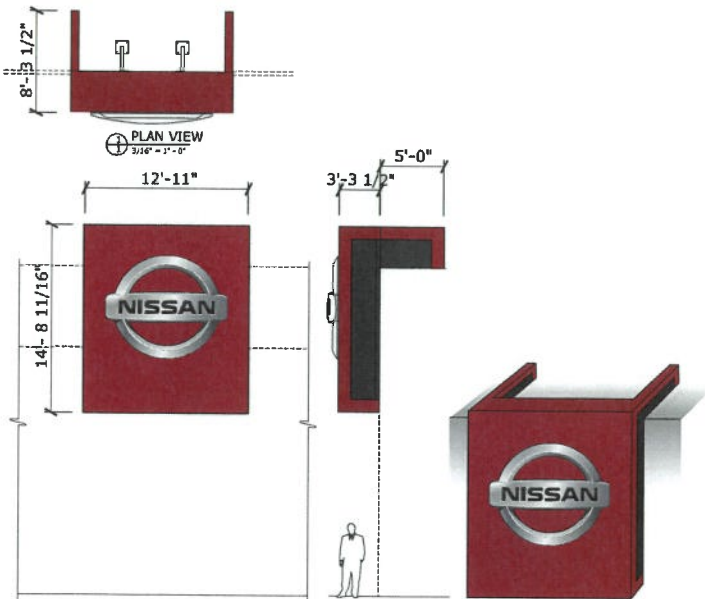
2. SCHEDULE OF SIGNS Site Before



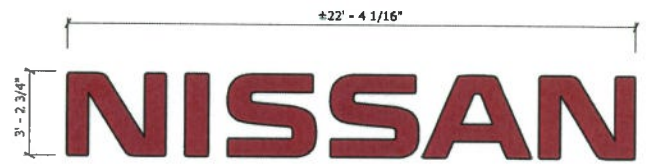
Proposed Signage



Proposed Signs



B Large Nissan Tablet
Large Nissan Tablet (Total of 1) 190.18 sq.ft.
NEW



G Large Nissan Word Mark
Large Nissan (Total of 1) 72.13 sq.ft.
NEW



D Large Dealer Name Letters
Large Nissan (Total of 1) 49.24 sq.ft.
NEW



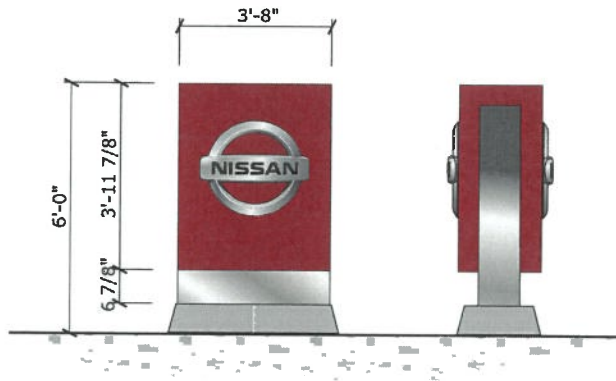
E Large Service Letters
Large Service Letters (Total of 1) 14.67 sq.ft.
NEW



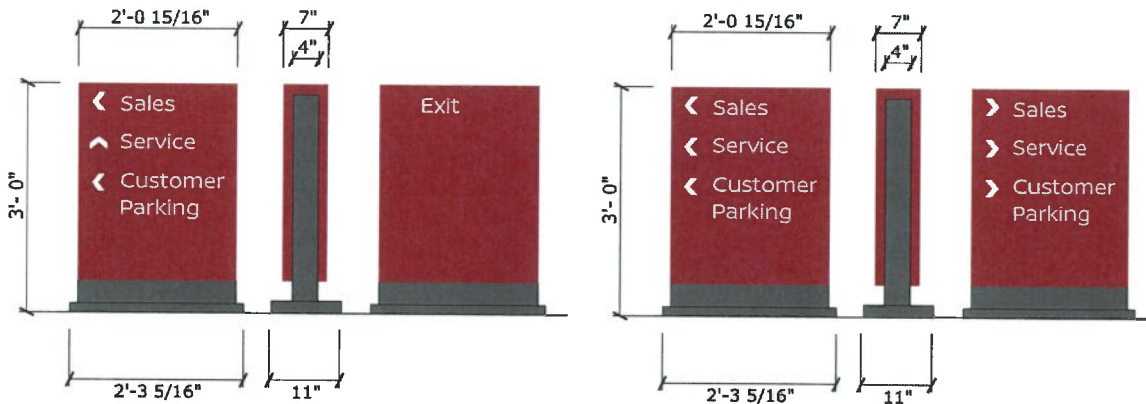
NISSAN NORTH AMERICA

Dealer Presentation Package

2. SCHEDULE OF SIGNS (CONTINUED)

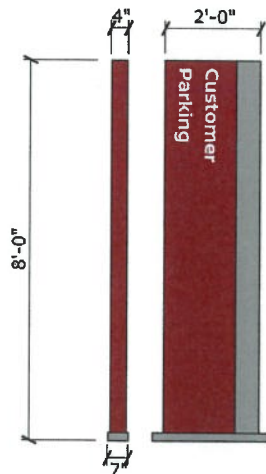


A MNT-14 Monument Sign
14.62 Sq.ft. (Total of 1)
NEW

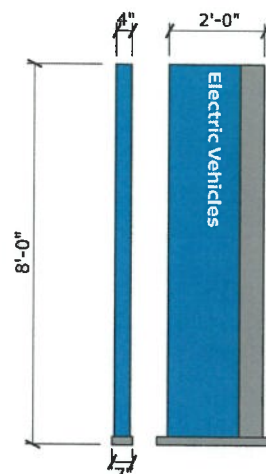


F DG-3 Ground Directional
6.07 sq.ft. (Total of 1)
NEW

G DG-3 Ground Directional
6.07 sq.ft. (Total of 1)
NEW



H CP-8
Customer Parking Sign (Total of 1) 16.0 sq.ft.
NEW



I EV-8
Electric Vehicle Sign (Total of 1) 16.0 sq.ft.
NEW

NISSAN NORTH AMERICA

Dealer Presentation Package



3. DEALER ENABLING WORKS

The following are dealer responsibilities

A. Landscaping

- Dealer to provide all Landscape as needed around ground signage, LCV Front line, and Flag Pole after the signs have been installed.

B. Electrical

- Dealer to provide adequate electrical service to within 10' of all building and ground signs prior to installation.
- All illuminated signage requires 120-volt service and one 20-amp circuit, except for Freeway signs, which require three 20-amp circuits.
- Dealer to advise AGI of any secondary underground utilities (i.e. sprinklers, secondary lot lights) you have on your property.
- Dealer to provide appropriate time clock/photocell for **all** sign circuits. The continuous illumination of signs will greatly reduce the life expectancy and impact the warranty of your new signs.

C. Fascia

- *Careful coordination with AGI on preparations for Tablet installation is critical.*
- AGI will provide tablet weight and size. Dealer will be responsible to determine loading and for providing ample structure and mounting points per AGI's CAD overlay.
- AGI will provide full scope of work outlining critical steps, timing, and requirements to assure that installation is completed as required.

D. Site Access for each sign

- Dealer to ensure there is adequate access and/or access panel behind fascia for final electrical hookup installation and final inspection (See Dealer Enabling Works Manual).
- Dealer to move all vehicles from the installation work area prior to commencement of installation.

E. Sign Removals

- AGI will remove and destroy the existing signage (as noted on the following pages) as part of the scope of the project unless otherwise indicated.

F. Permitting

- The following documents are required for permitting and will need to be provided if not already provided at the time of the survey:
 - Full-sized, scaled site plans and elevations
 - Landlord authorization form (if required by the City)

NISSAN NORTH AMERICA

Dealer Presentation Package



4. LOCAL MUNICIPAL INFORMATION

Site Information

Total Signage Aggregate: .25sf/lf street frontage

Wall Sign Information

Maximum number of signs allowed: 1 business identification sign per site

Maximum square footage allowed:

Maximum Overall Height:

Ground Sign Information

Maximum number of signs allowed: 1

Maximum square footage allowed:

Maximum Overall Height: 7'

Minimum Setback: 5'

Wind Load: 100mph

Directional Information

Maximum number of directionals allowed per site:

Maximum square footage allowed per sign: 4

Maximum Overall Height: 8'

Minimum Setback: side yard

Flag Pole Information

Permit Required: Not Permitted

Maximum number of flag poles allowed per site:

Maximum Overall Height:

Minimum Setback:

Variance Information

Is variance for signage allowed? Yes

Which sign will require a variance? All wall signs

Do we have to apply for permits first and get denial?

Which documentation is required for a variance? SED. Site Plan, Elevations, Owner Signature

What are the chances of receiving a variance? Not Given



NISSAN NORTH AMERICA

Dealer Presentation Package

5. PARTICIPATION AGREEMENT, ESTIMATED LEASE AND MAINTENANCE PAYMENT & SIGN PROGRAM RULES

DEALER NAME Santa Cruz Nissan			DEALER CODE 5596	
STREET ADDRESS 1605 Soquel Ave.			REGION WR	
CITY Santa Cruz	STATE CA	ZIP CODE 95062	TELEPHONE NUMBER	
DEALER CONTACT NAME & TITLE Don Groppetti, Dealer Principal				
DEALER CONTACT EMAIL ADDRESS Don@GroppettiAuto.com			CELL PHONE NUMBER	
NEW DEALER NAME, IF APPLICABLE				
NEW ADDRESS, IF RELOCATION 2755 41st Avenue			CITY Soquel	STATE CA
			ZIP CODE 95073	

As an Authorized Nissan Dealer ("Dealer"), I hereby agree to participate in the Nissan Retail Environment Design Initiative Sign Program ("Sign Program") administered by Nissan North America, Inc. ("Nissan") for the Dealership Location ("Site") at the above address subject to the following terms and conditions:

1. Dealer has signed the Sign Program Consent Form, commenced with the Program Process, which includes an on-site initial consultation and physical survey of the Site by the Sign Supplier ("Supplier"), and reviewed the Dealership Presentation Package ("Sign Package"), which includes the Scheme Drawings, Estimated Monthly Expenses, Nissan Sign Lease and Maintenance Agreement ("Lease and Maintenance Agreement") to be entered into between Dealer and Nissan Motor Acceptance Corporation ("NMAC"), this Nissan Retail Environment Design Initiative Sign Program Participation Agreement ("Participation Agreement") and any other documents relating to this Sign Program.
2. Dealer agrees to continue to facilitate the process of the Sign Program as outlined in the Participation Agreement and any other documents relating to the sign program.
3. Dealer agrees to implement the Sign Program in accordance with Section 6.C of the Dealer Sales and Service Agreement, the Standards Manual ("Manual"), Application Rules, Sign Survey, Scheme Drawings, this Participation Agreement and the Sign Lease and Maintenance Agreement. Dealer also agrees to remove all Nissan signs not in compliance with the Sign Program currently on the Site, irrespective of ownership, to sign the Installation Completion Certificate upon the installation of the Signs and proper completion of the Works, and to provide a proof of insurance naming NMAC and Nissan as additional insured.
4. Dealer agrees to be responsible for any and all costs incurred to date under this Sign Program. Any costs deemed to be the responsibility of Dealer shall be paid directly to Supplier or if unpaid, said costs shall be charged to the Dealer's Non-Vehicle Account. Conditions under which the Dealer may incur these costs include, but are not limited to:
 - Should Dealer decide not to further participate in this Sign Program and stops Process at any time, Dealer shall have no right to use any drawings, specifications, reports or design information created or produced in connection with this Sign Program.
 - In the event Dealer's Nissan Sales & Service Agreement is terminated, voluntarily or involuntarily, or Dealer relocates the Dealership Facilities.
 - In the event Dealer elects to transfer any assets or change ownership with the approval of Nissan and provided the buying Dealer is unable to assume all obligations of Dealer under this Participation Agreement. Dealer will disclose to any prospective buying Dealer of the terms of this Participation Agreement.
5. Dealer agrees to be responsible to include the proper value of the Sign on Dealer's annual business personal property tax return and pay the applicable taxes to the proper state and local tax authorities when due.

This Participation Agreement is an exhibit to the Sign Lease and Maintenance Agreement and shall remain in effect until cancelled or terminated under the terms of the Dealer Sales and Service Agreement.

Dealer acknowledges that all Signs installed at the Site under the Sign Program are owned by NMAC and full implementation of this Program will require: a) execution of this Participation Agreement with Nissan; b) execution of the Sign Lease and Maintenance Agreement with NMAC; c) free and easy access to the Site by Nissan, NMAC, Supplier and other designated sub-contractors at all reasonable times; and d) all Nissan signs not in compliance with the Sign Program currently on the Site, irrespective of ownership, will be removed.

The above terms and conditions are acknowledged and agreed to on behalf of the Dealer by its Authorized Officer as of the date set forth below.

DESCRIPTION
Install New Version 2.0 Signs: 6' High 14 SF Monument Sign, Large Tablet with 13.5' Extension, 40" Tall Nissan Word Mark, 30" Tall Dealer Name Letterset, 20" Tall Service Letterset, 3' x 3' Directional Sign (QTY 2), Customer Parking Sign, and Electric Vehicles Display Sign. Above work includes permits (tablet to be permitted by GC with building permit), production, freight and installation. Variance fees are estimated based on historical work with the jurisdiction. This work creates a new sign lease account with a monthly base payment of \$1,265.92 plus a monthly maintenance fee of \$116.56 for a total monthly sign lease payment of \$1,382.48.

The above are inclusive of all state sales taxes (except for the states of IL, ME, NM, NJ, OH) and are subject to final confirmation on completion of the installation. The above terms and conditions are acknowledged and agreed to on behalf of the Dealer by its Authorized Officer as of the date set forth below.

NISSAN NORTH AMERICA

Dealer Presentation Package



PROGRAM PROCESS

- **Agreement Approvals.** Within ten (10) working days upon receipt of this Dealer Presentation Package, Dealer shall sign this Participation Agreement and Sign Lease and Maintenance Agreement and approve the Sign Package if needed. Any amendments to the Sign Package and any other documents relating to this Sign Program, requested by the Dealer or any other interested party(ies) shall be re-submitted to the Dealer for final approval of which said costs for re-draws and revisions shall be the responsibility of the Dealer.
- **Permit Submission.** Within ten (10) working days of Dealer's approval of this Participation Agreement and the Sign Lease and Maintenance Agreement, Sign Supplier ("Supplier") shall apply for permit(s) as required by the Civil Codes and Restrictions, licenses, authorizations and/or any other such permissions, statutory or otherwise required to undertake certain works, which includes Signs and any associated ancillary works ("Works"), presented in the DPP and approved by the Dealer, Nissan and Supplier.
- **Permit Notification.** Supplier shall inform the Dealer and Nissan on the progress of the application and notification of Permit(s) award (or rejection). Supplier shall be responsible for all costs and expenses for all unsuccessful planning applications, which are not in accordance with local Civil Codes and Restrictions and the Application Rules to the extent that they do not conflict. Dealer shall be responsible to consult with Supplier and discuss with Nissan as to the method and action necessary to complete the Works. Dealer acknowledges that all Signs will be permitted and if local zoning denies permits, Dealer is required to pursue approval of Signs through variance. If variance for required signage is denied, the next most favorable signage allowed as determined by Nissan and Supplier are required.
- **Sign Manufacture.** Within twenty (20) working days upon receipt of an acceptable Permit(s), Supplier shall begin to manufacture and assemble the Signs required for the Works provided that the Dealer has completed all enabling works, that consents have been received from any interested party(ies) and that Dealer has provided written confirmation of the same.
- **Sign Delivery.** Within five (5) working days of manufacture completion, Supplier shall deliver the complete Signs to the Site. Supplier or its sub-contractors shall remove all existing signs not in compliance with the Program, complete any ancillary works and install Signs within a maximum period of ten (10) consecutive working days from unloading the Signs and/or entering the Site.
- **Sign Installation.** Supplier shall make good any identified defects within ten (10) working days at the cost of Supplier. Upon proper completion of the Works, the Dealer shall sign the Installation Completion Certificate at which time the Lease and Maintenance Agreement shall become in effect. Dealer will be provided with the final lease and maintenance monthly payment encompassing all costs, including Seen and Unseen Variations, prevailing rate of interest at invoicing or work relating to this Sign Program. **DEALER SHALL PROVIDE PROOF OF INSURANCE NAMING NMAC AND NISSAN NORTH AMERICA AS AN ADDITIONAL INSURED.**
- **Sign Maintenance.** Maintenance on the Signs performed by the Sign Maintenance Supplier shall be conducted between 9 and 15 months from the installation of Signs at the Site and upon each annual anniversary thereafter.



NISSAN NORTH AMERICA

Dealer Presentation Package



THIS DOCUMENT PROVIDES THE STANDARD TERMS AND CONDITIONS OF THE NISSAN SIGN PROGRAM TO AUTHORIZED NISSAN DEALERS IN GOOD STANDING. THESE TERMS AND CONDITIONS ARE IMPLEMENTED PURSUANT TO AND DO NOT MODIFY, AMEND OR CHANGE THE NISSAN DEALER SALES AND SERVICE AGREEMENT BETWEEN NISSAN AND ITS AUTHORIZED NISSAN DEALERS.

1. Dealer shall be enrolled in the Sign Program by executing the following documents:

- Consent Form. Dealer enrolls in the Sign Program and agrees to commence with the preliminary process of the Sign Program in accordance to its terms and conditions.
- Participation Agreement. Dealer agrees to proceed with the installation of Signs and all Works on the Site in accordance to its terms and conditions.
- Sign Lease and Maintenance Agreement with NMAC. Dealer agrees to lease Signs, which includes maintenance services to be undertaken by the Sign Maintenance Supplier, on all Signs installed and for all Works on the Site in accordance to its terms and conditions with NMAC.
- Installation Completion Certificate. Dealer agrees to accept the installation of the Signs upon proper completion of all Works on the Site in accordance to the terms and conditions of the Sign Program.

2. Dealer further agrees:

- That implementation of the Sign Program shall be in accordance with the Standards Manual, Application Rules, Sign Survey Report, Scheme Drawings, Consent Form, Participation Agreement and Sign Lease and Maintenance Agreement.
- That all Signs and Works installed on the Site shall remain at the location of the initial installation unless moved by Supplier or designated subcontractor with the prior written consent from Nissan and NMAC.
- To provide free and easy access to Nissan, NMAC, Supplier, Sign Maintenance Supplier and its designated subcontractors to the Site at all reasonable times for all purposes relating to the implementation and administration of this Sign Program.
- To the removal of all Nissan signs not in compliance with the Sign Program currently on the Site, irrespective of ownership.

ALL SIGNS SHALL BE THE MOST FAVORABLE SIGNAGE ALLOWED BY CIVIL CODE AND RESTRICTIONS, INCLUDING ALL APPLICABLE STATE STATUTES, REGULATIONS, RULES, STATUTORY INSTRUMENTS, ORDERS, CONSENT, BY-LAWS OR LEGAL REQUIREMENTS, AND APPROVED BY THE DEALER, NISSAN AND SUPPLIER.

IN THE EVENT OF BREACH.

Dealer agrees that material breach includes, but is not limited to, the following conditions:

- Dealer's Nissan Sales & Service Agreement is terminated either voluntarily or involuntarily;
- Dealer vacates the Site or ceases its Dealership Operations;
- Dealer relocates the Nissan Dealership Facilities ("Facilities") and does not agree to move all installed Signs and Works to the new location nor continue Dealer's obligation for the remaining period;
- Dealer enters into a buy/sell agreement to sell its assets and purchaser does not agree to assume Dealer's obligations for the remaining period of the Lease;
- Dealer transfers or sells any portion of the principal assets to owners, who will not agree, in writing, to assume Dealer's obligations for the remaining period of the Lease.

DISPUTE RESOLUTION PROCESS.

The parties acknowledge that at the state and federal level, various courts and agencies are available to them to resolve claims or controversies that might arise between them. The parties agree that it is inconsistent with their relationship for either to use courts or governmental agencies to resolve such claims or controversies. The Parties agree to submit all disputes to Mediation, unless waived by written agreement of the Parties. Mediation is conducted before an independent mediator. The Parties will participate and present their position to each other and the mediator in an effort to resolve their disagreement, in accordance with the commercial rules and procedures of the International Institute for Conflict Prevention and Resolution ("CPR").

If the Dispute is not resolved through Mediation, then consistent with the provisions of the United States Arbitration Act (9 U.S.C. §1 et seq.), the Parties understand that they are free to voluntarily agree upon an alternative dispute resolution process for any dispute that may arise under this Agreement. The Parties hereby agree that any such dispute which might arise among one or more of the Parties will be submitted to and resolved through binding Arbitration conducted in accordance with the commercial rules and procedures of the CPR, with arbitration hearings to be held in Davidson County, Tennessee. There shall be a single Arbitrator appointed to resolve such disputes, and the Arbitrator shall have authority to award all appropriate relief, including but not limited to specific performance and injunctive relief. Arbitration awards shall be binding and non-appealable, except as otherwise provided in the United States Arbitration Act. Judgement upon any such award may be entered and enforced in any court of competent jurisdiction.

NISSAN NORTH AMERICA

Dealer Presentation Package



INCOME TAX LIABILITY FOR FEDERAL, STATE OR OTHER TAXES. Any income tax liability imposed on the value of support received on this Program will be the sole responsibility of the Dealer and not of Nissan.

FINAL DECISION.

In all matters relating to the interpretation and application of any rule or phase of this Program, the decision of Nissan shall be final. Interpretations must be in writing from the National Brand Integration Department. Any questions regarding interpretations and application of any rule or on the Sign Program must be directed to your Regional Representative.

PARTICIPATION IN ANY PORTION OF THIS SIGN PROGRAM MAY NOT BE ASSIGNED TO ANY THIRD PARTY. NISSAN RESERVES THE RIGHT TO CANCEL, AMEND OR REVOKE THE SIGN PROGRAM AT ANY TIME DUE TO REASONABLE BUSINESS CONSIDERATION OR TO CIRCUMSTANCES BEYOND ITS CONTROL.

DEALER CONCURRENCE

DEALER PRINCIPAL SIGNATURE	
NAME	DATE

NNA CONFIRMATION

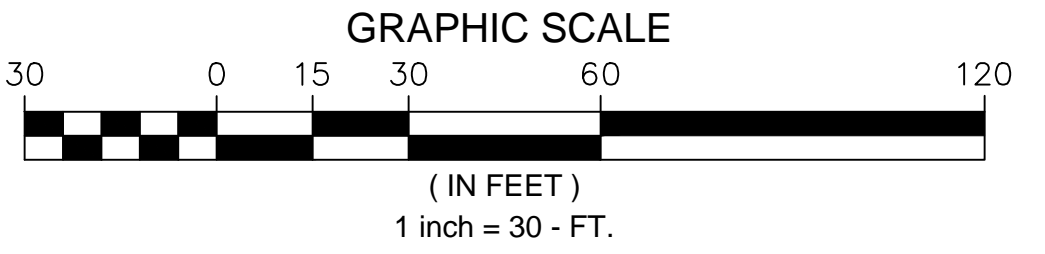
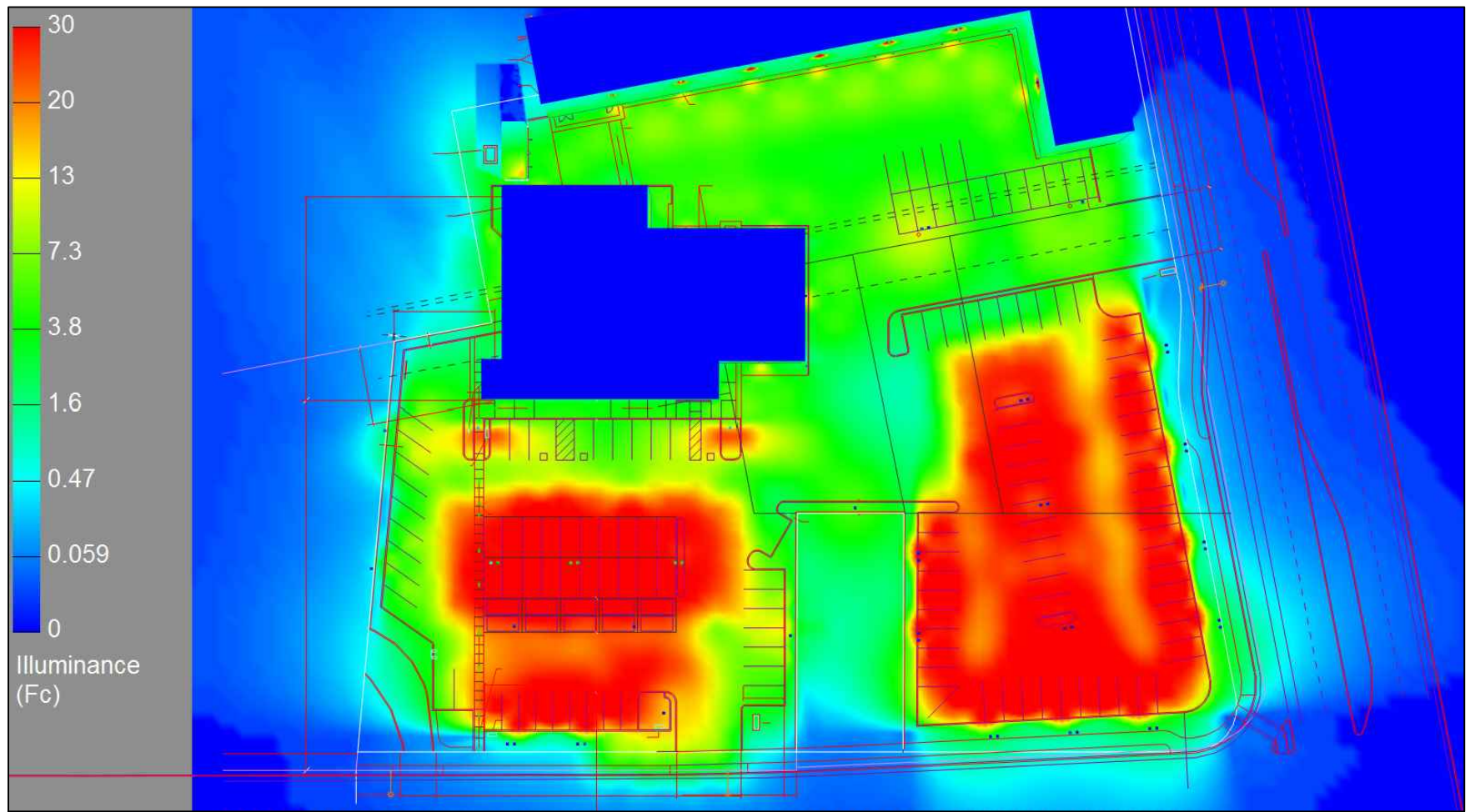
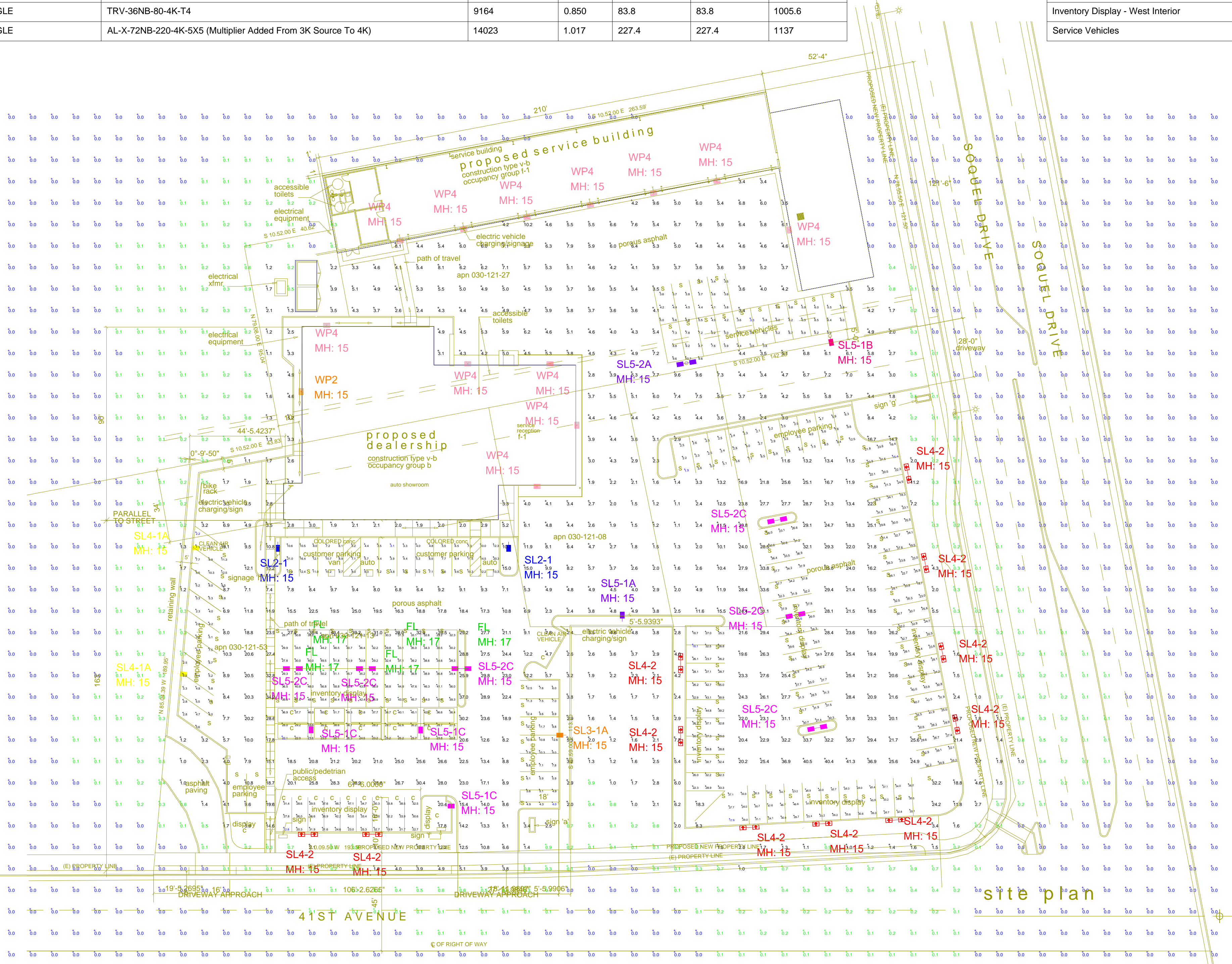
REGIONAL APPROVAL	NATIONAL APPROVAL
--------------------------	--------------------------

Appendix O
Photometric Plan

This page intentionally left blank.

Symbol	Label	Qty	Arrangement	Description	Lum. Lumens	LLF	Lum. Watts	Arr. Watts	Total Watts
SL2-1	2	SINGLE	VPL-64L-135-4K7-2		17761	0.850	137.6	137.6	275.2
SL3-1A	1	SINGLE	VPL-64L-135-4K7-3		17791	0.850	137.6	137.6	137.6
SL4-1A	2	SINGLE	VPL-64L-135-4K7-4W-BC		9850	0.850	137.6	137.6	275.2
SL4-2	11	TWIN 180 ROTATED	(1) VPL-96L-395-4K7-4WL -BC & (1) VPL-96L-395-4K7-4WR-BC		22618	0.850	392.6	785.2	8637.2
SL5-1A	1	SINGLE	VPL-64L-135-4K7-5W		17009	0.850	137.6	137.6	137.6
SL5-2A	1	BACK-BACK	VPL-64L-135-4K7-5W		17009	0.850	137.6	275.2	275.2
SL5-1B	1	SINGLE	VPL-64L-135-4K7-5QM		17792	0.850	137.6	137.6	137.6
SL5-1C	3	SINGLE	VPL-96L-395-4K7-5QM		40848	0.850	392.8	392.8	1178.4
SL5-2C	6	BACK-BACK	VPL-96L-395-4K7-5QM		40848	0.850	392.8	785.6	4713.6
WP2	1	SINGLE	TRV-36NB-80-4K-T2		8415	0.850	83.8	83.8	83.8
WP4	12	SINGLE	TRV-36NB-80-4K-T4		9164	0.850	83.8	83.8	1005.6
FL	5	SINGLE	AL-X-72NB-220-4K-5X5 (Multiplier Added From 3K Source To 4K)		14023	1.017	227.4	227.4	1137

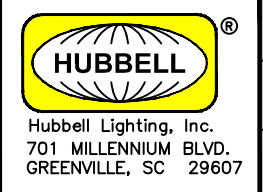
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	PtSpLcr	PtSpTb
Building Front Facade_Side_2	ILLUMINANCE	Fc	7.03	8	5	1.41	1.60	5	5
Customer Parking - Building Front	ILLUMINANCE	Fc	8.51	21.0	3.1	2.75	6.77	6	6
Employee Parking - Northeast	ILLUMINANCE	Fc	4.58	12.5	1.9	2.41	6.58	6	6
Employee Parking - West - Interior	ILLUMINANCE	Fc	8.21	12.6	4.0	2.05	3.15	6	6
Employee Parking - West Perimeter	ILLUMINANCE	Fc	5.79	12.5	2.2	2.63	5.68	6	6
Inventory Display - East - Front	ILLUMINANCE	Fc	36.21	54.7	17.6	2.06	3.11	6	6
Inventory Display - East Interior	ILLUMINANCE	Fc	29.86	37.9	21.6	1.38	1.75	6	6
Inventory Display - Southeast Perimeter	ILLUMINANCE	Fc	28.75	43.9	15.4	1.87	2.85	6	6
Inventory Display - Southwest Interior	ILLUMINANCE	Fc	30.21	44.8	18.1	1.67	2.48	6	6
Inventory Display - West - Front	ILLUMINANCE	Fc	30.57	48.7	12.8	2.39	3.80	6	6
Inventory Display - West Interior	ILLUMINANCE	Fc	36.96	58.8	22.1	1.67	2.66	6	6
Service Vehicles	ILLUMINANCE	Fc	5.46	10.7	3.3	1.65	3.24	6	6



NOT A CONSTRUCTION DOCUMENT - FOR DESIGN PURPOSES ONLY

1. THIS LIGHTING DESIGN IS BASED ON LIMITED INFORMATION SUPPLIED BY OTHERS TO HUBBELL LIGHTING. SITE DETAILS PROVIDED HEREON ARE REPRODUCED ONLY AS A VISUALIZATION AID. FIELD DEVIATIONS MAY SIGNIFICANTLY AFFECT PREDICTED PERFORMANCE. PRIOR TO INSTALLATION, CRITICAL SITE INFORMATION (POLE LOCATIONS, ORIENTATION, MOUNTING HEIGHT, ETC) SHOULD BE COORDINATED WITH THE CONTRACTOR AND/OR SPECIFIER RESPONSIBLE FOR THE PROJECT.
 2. LUMINAIRE DATA IS TESTED TO INDUSTRY STANDARDS UNDER LABORATORY CONDITIONS. OPERATING VOLTAGE AND NORMAL MANUFACTURING TOLERANCES OF LAMP, BALLAST, AND LUMINAIRE MAY AFFECT FIELD RESULTS.
 3. CONFORMANCE TO FACILITY CODE AND OTHER LOCAL REQUIREMENTS IS THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.

TITLE:	PHOTOMETRIC PLAN SANTA CRUZ NISSAN	REVISED FROM DRAWING NUMBER(S):	1782573	DATE:	5-31-17	CHK BY:	YWY
				DATE:	9-25-17	SCALE:	AS NOTED
				DATE:		DRAWING / DESIGN NO.:	1784112



Appendix P

Noise Measurement Field Data

This page intentionally left blank.

Noise Measurement Field Data

Project:	Santa Cruz Nissan	Job Number:	
Site No.:	1	Date:	4/2/2018
Analyst:	Bill Wiseman	Time:	5:15 PM
Location:	Project site / 41st Avenue		
Noise Sources:	Automobiles		
Comments:			
Results (dBA):			
Leq:	67.6	Lmin:	57.3
		Lmax:	88.6
		Peak:	109.6

Equipment	
Sound Level Meter:	SoundPro DL-1-1/3
Calibrator:	OC-10
Response Time:	Fast
Weighting:	A
Microphone Height:	5 feet

Weather	
Temp. (degrees F):	65
Wind (mph):	< 5, calm
Sky:	Clear
Bar. Pressure:	
Humidity:	

Photo:



Appendix Q

Nissan Site Financial Feasibility Analysis

This page intentionally left blank.



AECOM
300 California Street
Suite 600
San Francisco, CA 94104

415 796 8100 tel
415 796 8200 fax

March 19, 2018
Kathy Molloy, Planning Director
Santa Cruz County Planning Department
701 Ocean Street
Santa Cruz, CA 95060

Re: Soquel Drive at 41st Avenue – Nissan Site Financial Feasibility Analysis

Dear Ms. Molloy

AECOM is pleased to submit this letter assessment outlining our findings from the financial feasibility analysis that we have conducted of two proposed development alternatives for the site at Soquel and 41st Avenue (Nissan Site). These findings are based on a broad overview of real estate market trends in Santa Cruz County, as well as pro forma modeling of two distinct development alternatives for the site, as described below.

Background

The County is completing an environmental impact analysis for a proposed Santa Cruz Nissan car dealership on a 2.54 acre site at the intersection of Soquel Drive and 41st Avenue in Santa Cruz County. As part of the general background land use analysis related to the County's review of the development proposal, AECOM was asked to prepare a focused real estate financial feasibility analysis of the two EIR alternatives that have been defined for the project, as well as to provide a general assessment of market demand for retail commercial uses at the site. One alternative to the proposed Nissan car dealership would be development of a 100 percent community commercial project under current C-2 commercial zoning, and the other alternative would be development of a mixed use project consistent with County regulations that allow 50% of a project square footage on a commercially zoned site to be for residential use.

Methodology and Assumptions

Leveraging recent real estate market financial feasibility analysis completed by AECOM for another County-sponsored planning effort (summary attached), this analysis incorporates current residential and commercial real estate inputs regarding revenues and costs into two distinct real estate pro formas. Based on the design and planning prototypes provided by County staff which were prepared by a local architect under separate contract to the County, these two "static" pro formas measure financial feasibility for the prototype "alternative" projects at a single future point in time at stabilized occupancy. The bottom line measure of feasibility is the land residual that is left over after taking into account all revenues and costs for the two hypothetical development alternatives. A negative land residual indicates an infeasible

project, whereas a positive land residual indicates a potentially feasible development if the resulting land price is sufficient to incentivize sale of the site by a willing property owner.

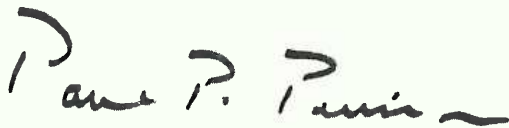
Findings

As shown below in the attached pro formas, based on prevailing commercial market conditions, current County zoning requirements and development costs, the community commercial alternative does not yield a positive land residual. This finding is not surprising given that the site has been underutilized for some time, and surrounding commercial properties in the market area have also struggled with vacancies and slow lease-up rates. In general, the market for traditional "brick and mortar" retail in urban and suburban areas of the United States has been in a state of dramatic flux over the past decade, making the feasibility of most new 100 percent infill commercial retail sites very challenging for most sites, and in particular in areas that are already saturated with chain retail uses.

The mixed-use alternative performs somewhat better than the community commercial alternative, based on the strong assumed demand for residential rental uses in Santa Cruz County. As shown, this prototype yields a positive land residual, but it is only marginally positive and would likely not return a final land price that would be sufficiently attractive to the property owner to induce a land sale.

Please let me know if you have any questions regarding this summary assessment or any of the attachments to this letter.

Respectfully submitted,



Paul Peninger
Principal, Economics

Attachments: Pro Forma and Background Tables

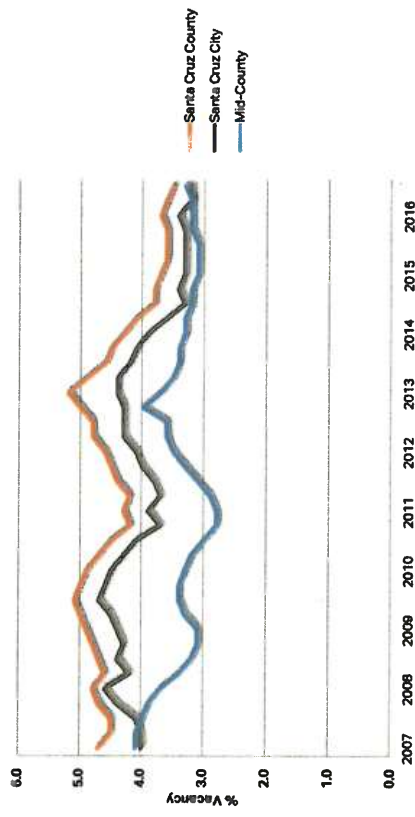
Key Assets

- Unique community character
- Quality of life and natural environment
- Locally-owned and neighborhood-serving businesses
- Strong demand for housing of all types (rental and ownership)



Challenges

- Tight housing market with limited inventory
- Limited commercial (retail and office space) for new and existing business
- Mixed-use development on infill sites often not feasible given current market conditions and land use constraints



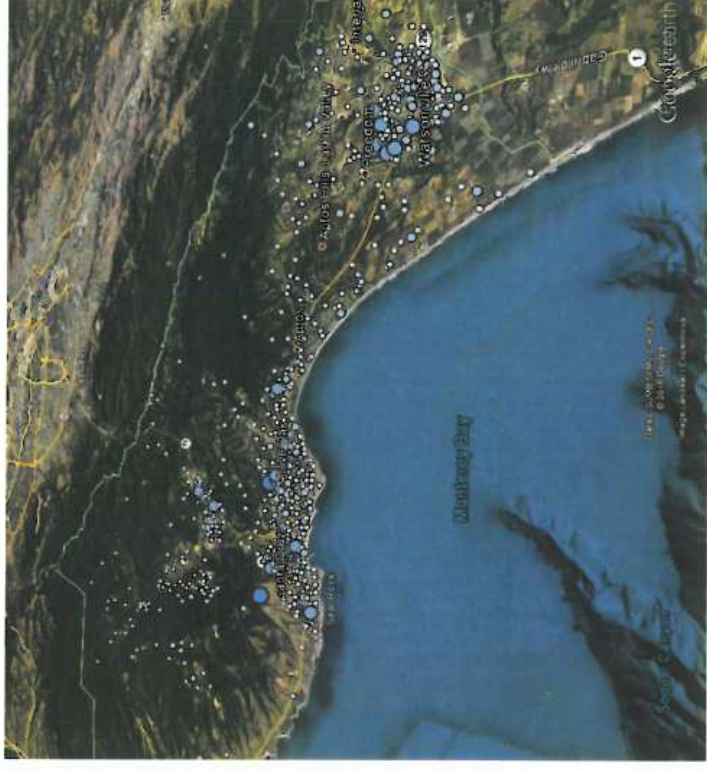
Opportunities

- Strong demand for new housing of all types, including affordable housing for families and seniors
- Potential for expanding local retail and office market through horizontal mixed-use
- Potential for live-work and other creative development types to provide space for residents and entrepreneurs



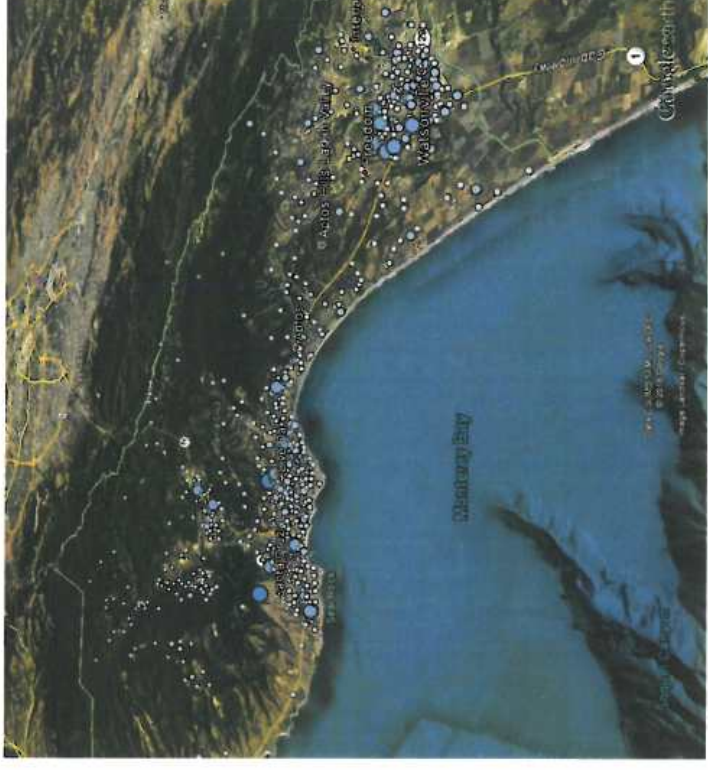
County Demographic and Employment Trends

- Slow population growth (0.5% per year)
- Economy based in tourism, services, health care and education
- Higher than average unemployment compared to the State of CA, even when seasonally adjusted
- Large and growing population of commuters to Silicon Valley



County Demographic and Employment Trends

- Slow population growth (0.5% per year)
- Economy based in tourism, services, health care and education
- Higher than average unemployment compared to the State of CA, even when seasonally adjusted
- Large and growing population of commuters to Silicon Valley



Pleasure Point Population Trends (2010-2016)

- 2% of county's population
- 2% population growth (2010-2016)

Population, 2010-2016			
	<u>2010</u>	<u>2016</u>	<u>% Change</u>
Santa Cruz County	262,362	274,673	4%
Santa Cruz City	59,946	64,465	7%
Pleasure Point CDP	5,846	5,973	2%

Source: US Census ACS, 2011-15; US Census QuickFacts

Live Oak Age Characteristics (2010-2015)

- Median age slightly higher than county
- Population is trending younger since 2010
- Population of seniors (10.3%) and youth under 18 (17.6%) more in line with county than city

Median Age, 2010-2015			
	<u>2010</u>	<u>2015</u>	<u>% Change</u>
Santa Cruz County	36.9	37.0	0.3%
Santa Cruz City	29.9	28.7	-4.2%
Pleasure Point CDP	40.9	39.9	-2.4%

Source: US Census ACS, 2011-2015.

Live Oak Income and Poverty (2010-2015)

- Lower median income than county or city
- But at the same time, somewhat higher family Poverty than in county overall

Median Household Income, 2010-2015

	<u>Median Income</u>	<u>% Poverty</u>
Santa Cruz County	\$67,250	8.6%
Santa Cruz City	\$62,164	9.3%
Pleasure Point CDP	\$54,621	7.4%

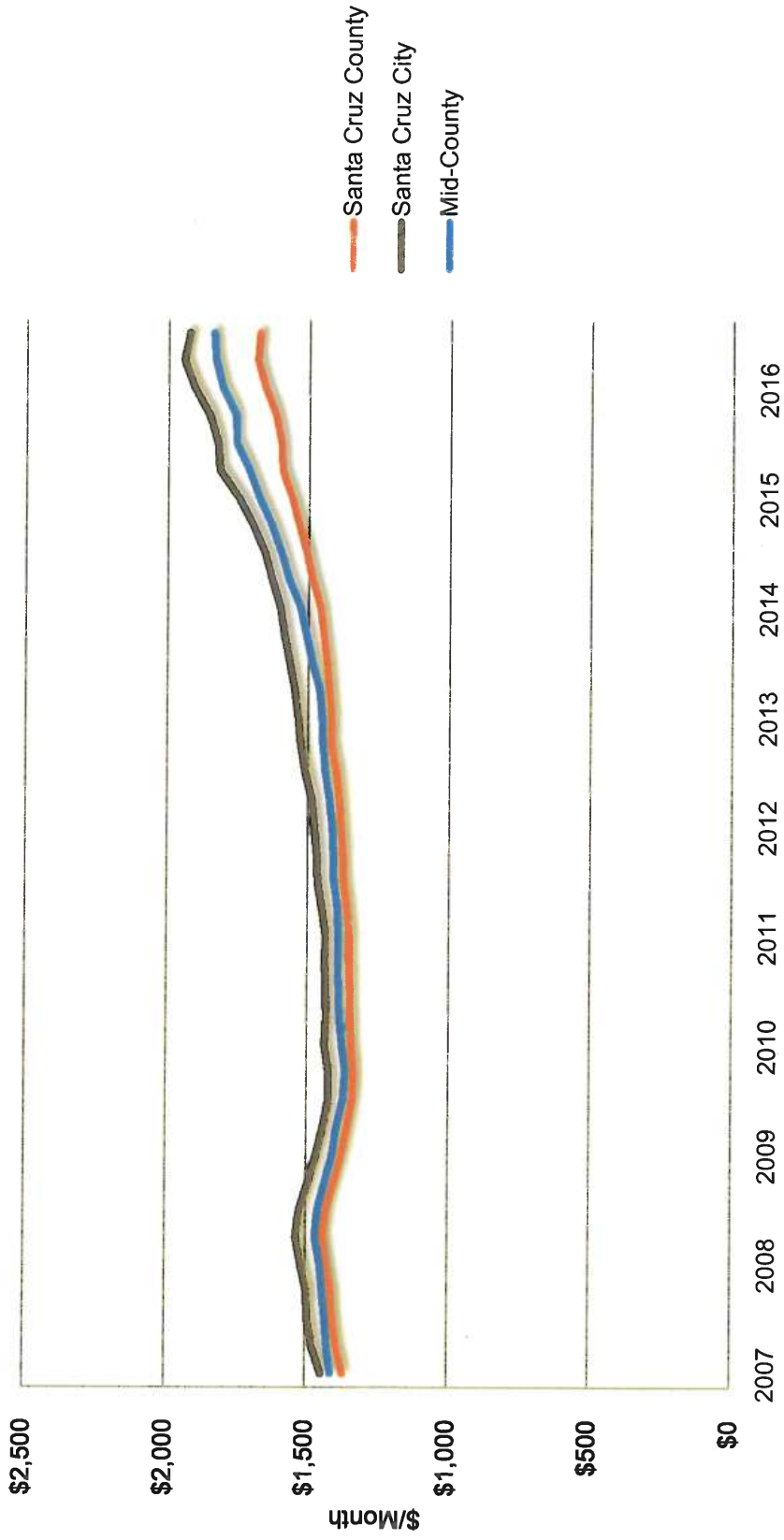
Source: US Census ACS, 2011-2015.

Real Estate Market Trends: Mid-County Region

Mid-County includes the area around Pleasure Point, Live Oak, Soquel, Aptos, and portions of Watsonville.



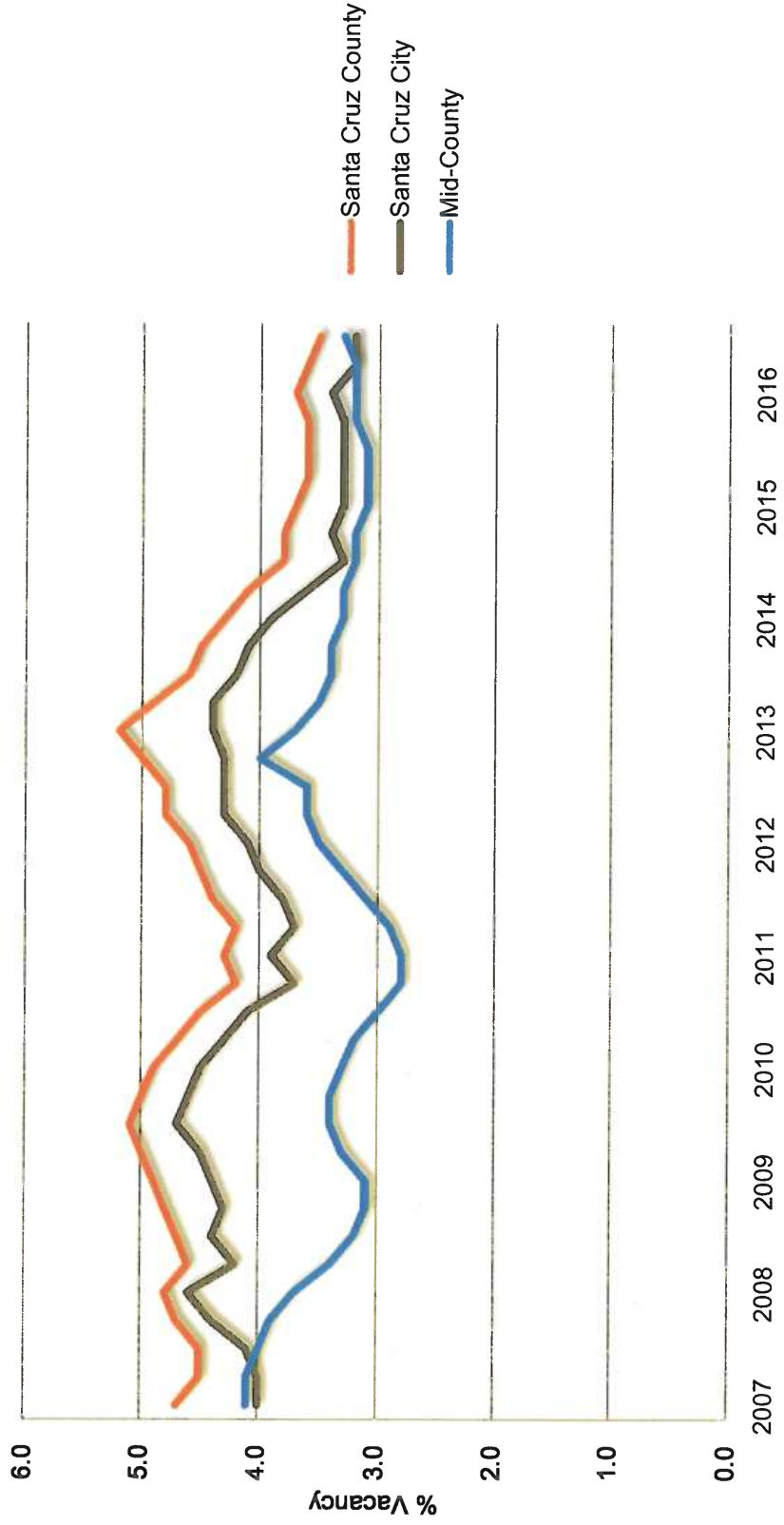
Average Apartment Rent (2007-2016)



Source: CoStar



Vacancy in Multi-family Housing (2007-2016)



Source: CoStar



Housing Units (2010-2015)

- 3% of county's total housing stock
- Approximately 308 units added since 2010
- 10% growth in housing units since 2010

Median Age, 2010-2015

	<u>2010</u>	<u>2015</u>	<u>% Change</u>
Santa Cruz County	104,479.0	105,034.0	0.5%
Santa Cruz City	23,316.0	23,499.0	0.8%
Pleasure Point CDP	2,911.0	3,219.0	10.6%

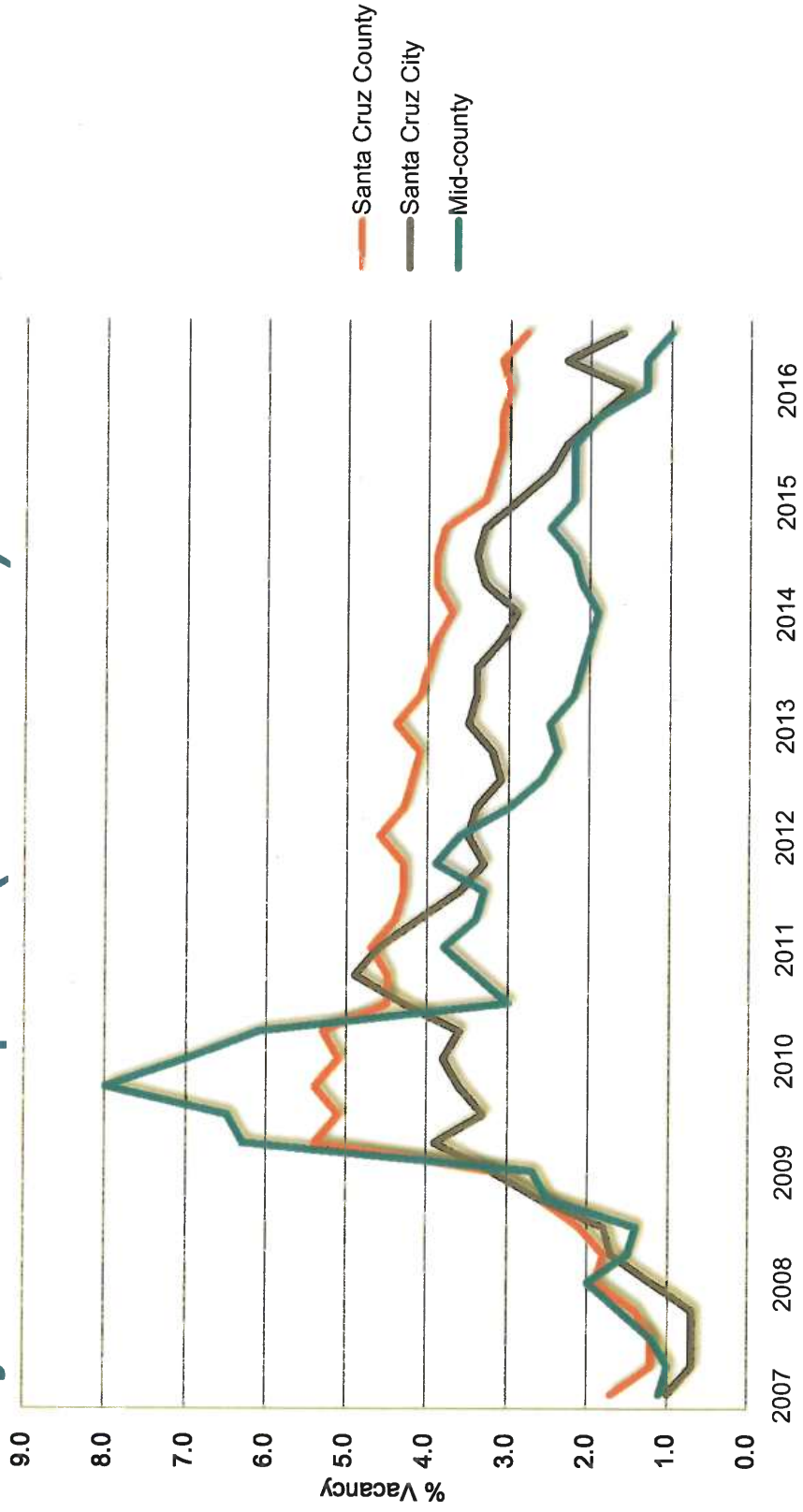
Source: US Census ACS, 2011-2015.

Retail Market Context

- Limited local commercial services
- Slow growth in inventory of retail space in market area
- Potential need for space to serve small businesses/artisans and entrepreneurs



Vacancy in Retail Space (2007-2016)



Source: CoStar



Office Market Context

- Low office inventory in market area
- Low vacancy rates compared to city and county
- Potential market support for office space serving smalls business, medical uses and entrepreneurs

Office Vacancy, 2007-2016

