Staff Report to the
Planning Commission

Application Number: 191157

Applicant: Hamilton Land Planning
Owner: Dominican Hospital
APN: 025-481-01, 025-081-02, & 025-081-03
Site Address: 1555 Soquel Drive

Agenda Date: May 12, 2021
Agenda Item #: 6
Time: After 9:30 a.m.

Project Description: Proposal to amend the Dominican Hospital Master Plan 88-0065 by establishing a Planned Unit Development (PUD) for construction of an approximately 85,000 square foot addition to the existing hospital and construction of a three-story 409-space parking structure. Project includes construction of a service yard and grading of approximately 2,000 cubic yards of material.

Location: Property located on the north side of Soquel Drive approximately 1,000 feet north east of the intersection with Highway One (1555 Soquel Drive).

Permits Required: Planned Unit Development, Master Plan Amendment, Commercial Development Permit, and Sign Exception.

Supervisiorial District: First District (District Supervisor: Manu Koenig)

Staff Recommendation:

- Adopt the attached resolution (Exhibit A) recommending that the Board of Supervisors Adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program per the requirements of the California Environmental Quality Act (CEQA); Adopt the Planned Unit Development ordinance (Exhibit B); and Approve Application 191157, based on the attached findings and conditions of approval.

Project Description & Setting

This proposal includes a Commercial Development Permit and amendment to the Dominican Hospital Master Plan, approved under Development Permit Number 88-0065, to facilitate the construction of an approximately 85,000 square foot addition to the existing hospital, construction of a three-story 409-space parking structure, and a service yard. The project does not result in an increase in number of hospital beds as authorized under the existing Master Plan and State license. This is due to rooms shifting from double to single occupancy.
The project requires a Planned Unit Development (PUD) to allow for variation to current site and development standards, including to increase the maximum height from 35 feet in the Public Facilities (PF) zone district to 60 feet for the construction of the hospital addition, and to increase the maximum height from 35 feet in the Professional Administration-Office (PA) zone district to 40 feet for the construction of the proposed parking garage. In addition, the project includes a request to deviate from the required setbacks by reducing the interior setbacks to adjoining parcels by allowing equipment and structures to be located across parcel boundaries for the proposed service yard.

Project includes approximately 2,000 cubic yards of grading for the construction of the hospital addition and parking garage, rerouting of internal driveways, relocation of a utility/service area, new site lighting, landscaping throughout the project area, and modernization of the existing signage. The proposed Commercial Development Permit includes the associated request for a preliminary grading approval.

Project includes a request for approval of a Sign Exception pursuant Santa Cruz County Code (SCCC) section 13.10.587, which generally limits signage to 50 square feet unless a sign exception is approved.

**Project Background**

The project site consists of three contiguous parcels. The primary parcel (APN 025-481-01) is developed with the existing Dominican Hospital facilities, which include the primary hospital consisting of an emergency room, labor and delivery, surgical department, and outpatient care. The broader hospital campus contains several additional detached administrative buildings including an education center, community center, and medical professional offices and specialists.

The two adjoining parcels (APNs 025-081-02 and 025-081-03) are currently utilized for staff parking and are otherwise undeveloped. These two parcels abut the main hospital campus, with primary access provided from Mission Drive at the east side of the hospital site. The project site is located within the area identified in the Sustainable Santa Cruz County Plan as the medical district/flea market focus area.

Much of the development north of Soquel Drive surrounding the project site consists of medical and professional offices. To the south, across Soquel Drive, is a furniture store, gas station, miscellaneous office and retail service establishments. Further south is Highway One, which is designated as a scenic road in the County’s General Plan (Policy 5.10.10).

**Zoning & General Plan Consistency**

The Dominican Hospital campus is approximately 20 acres in size and located in the Public Facility (PF) and Professional Administrative Office (PA) zone districts, which allow medical uses and parking facilities. The proposed hospital addition and parking garage are both permitted uses within the zone districts and the zoning is consistent with the Public Facility/Institutional (PF) and Professional and Administrative Office (C-O) General Plan designations of the site.

The project is expected to result in temporary noise and vibration associated with the construction of both the physical expansion of the hospital as well as the construction of the proposed parking garage. The project is not expected to result in an increase in operational noise
that would exceed the acceptable range contained in Table 9-2 and 9-3 of the Santa Cruz County General Plan Noise Element. An acoustical study is not required pursuant to SCCC 13.15.070 in that the project is Public Facilities Use. Further, existing uses onsite, including the existing Heliport, exceed current noise standards contained in the General Plan.

The project is located outside of the scenic corridor and will not be visible from nearby scenic Highway One.

**Sustainable Santa Cruz County Plan (SSCCP)**

The project is located within the Medical Center/Flea Market focus area as described in the SSCCP, an area defined by existing medical offices and surrounding commercial development. As described in Chapter Seven of the Plan, future development would enhance commercial uses south of Soquel Drive to support a modern medical district and help connect the Sutter and Dominican campuses. The proposed development includes a two-phase implementation of modernization of existing hospital facilities.

As proposed, the project incorporates site design consistent with the SSCCP, including but not limited to pedestrian, bicycle, and transit improvements. The project is expected to be constructed within 10-year time period and would result in an increase in employment opportunities upon completion. The project would be consistent with existing and proposed zoning designations within the Medical Area/Flea Market focus area and would not preclude future development of the surrounding areas. Future development within the Medical Area/Flea Market focus area is suggested to allow four stories by right for medical land uses with a maximum height of 60 feet, with appropriate massing.

**Master Plan Amendment**

The project proposes an amendment to the Dominican Hospital Master Plan, approved in 1988, which includes a two-part development consisting of: 1) construction of a three-story parking garage located at the east side of the project site off Mission Drive (APNs 025-081-02 and 025-081-03). This phase of the development would include grading and site preparation, combination of two parcels (APNs 025-081-02 and 025-081-03) with a total land area of approximately two acres in size, and construction of the concrete parking garage and service yard. The perimeter of the parking garage would be landscaped with tree species that will reach the highest elevation of the proposed structure at maturity. This will ensure the garage is screened, as well as reduce any potential light spillover from the structure.

During the construction of the parking garage structure, there will be a need for implementation of a temporary parking plan due to the displacement of approximately 140 employee parking spaces during construction of the structure. As indicated in the Initial Study (Exhibit D), the applicant has entered into an agreement with a nearby property owner located at Oakwood Memorial Park to accommodate the temporary displacement of employee parking.

A condition of approval would require the two adjoining parcels proposed for construction of the parking garage to be combined. Prior conditions of approval for Development Permit 4071-U shall remain valid, which require the Dominican campus to provide approximately 160 parking spaces for the medical office building located at 1595 Soquel Drive. It is anticipated that these
additional parking spaces will be located within the proposed parking garage.

Upon completion of the parking garage, the physical improvements to the primary hospital and campus will commence. The most notable modifications to the hospital building include construction of an approximately 85,000 square-foot addition to the hospital for the creation of a new surgical department and remodeling of the existing emergency room.

Site improvements would include revisions to the interior circulation pattern and re-orientation of the emergency room entrance. In addition, a comprehensive landscape plan is proposed for the entire campus, along with revisions to the location and design of existing directional signage.

The project has been conditioned to require a 24-hour construction/disturbance coordinator to address complaints and concerns during the construction phase. It is anticipated that the final phase of construction would be completed within 10 years.

**Planned Unit Development**

The project includes a proposal for a Planned Unit Development (PUD) in which the applicant is requesting to vary from development and site standards for the PF (APN 025-481-01) and PA (025-081-02 & 025-081-03) zone districts. The PUD proposes that the hospital addition would be allowed a maximum height of 60 feet and the parking garage a maximum height of 40 feet.

In addition, setback reductions are being requested between two interior abutting parcel lines to accommodate equipment and structures located within the proposed service yard, which is proposed to extend over the shared property boundary between the primary parcel containing the hospital campus and the two parcels (to be combined) containing the proposed parking garage.

The location of the proposed hospital addition would be appropriately set back from property lines. The Planned Unit Development would provide benefits to the community in the form of a modernized hospital. Seismic retrofitting of the existing hospital is required by the State of California in order for Dominican to continue providing the current level of care within the County of Santa Cruz. The existing development on site consists of aging facilities, with the most recent upgrade in the late 1980s.

**Commercial Development Permit**

*Hospital Addition/Modernization*

Dominican Hospital is planning for future healthcare needs in the community by proposing to upgrade the surgical department by creating ten new operating rooms. Further, “modernization” of patient accommodations is proposed in that a portion of the newly proposed building area, combined with the conversion of a portion of the existing floor area, would be utilized to create 60 new private patient rooms. Other existing rooms would become single-occupancy such that there is no net increase in the number of patients that could be accommodated at the hospital. The hospital is currently authorized to have 222 hospital beds under its State license. Though the size of the hospital will expand by approximately 85,000 square feet, neither the number of hospital beds, nor patient capacity, is proposed to increase. Under the current proposal, only the room configuration would change.
Parking Garage

In addition to the hospital addition and modernization, the project includes construction of a three-story parking garage with approximately 409 parking spaces, which will result in an increase of approximately 60 net new parking spaces. A new access drive at the north side of the parcel containing the proposed parking garage would provide greater access to the hospital campus from Mission Drive. As proposed, the garage would have a maximum height of 40 feet, as measured to the top of the elevator shaft. Landscaping surrounding the proposed parking garage would ensure that the structure suitably blends with the surrounding pattern of development.

Fencing/Wall

Santa Cruz County Code section 13.10.525 limits the height of fencing or walls to eight feet along interior property boundaries unless a development permit is approved to allow for a greater height, as determined through the review process. The critical nature of the structures to be located within the proposed service yard warrants increased height of a security wall around the perimeter of the service yard. The proposed 16-foot tall concrete wall has been designed to reduce potential adverse impacts to sight distance entering or exiting the parking garage and service area. Construction materials will be similar in material and color to that of the adjoining parking garage and landscaping will be provided to soften the physical appearance of the wall.

Operations

The proposed development would not alter the existing hours of operation which, for many of the services provided, operate 24 hours a day, seven days a week. The project is, however, expected to result in temporary disruptions to circulation and parking, but not to an extent that would adversely impact medical services. The phasing of the project as outlined under the Master Plan (above) would ensure that the construction impacts are minimized.

Design Review

The proposed project would comply with the requirements of the County Design Review Ordinance, in that it will incorporate site and architectural design features consistent with the existing hospital facilities and surrounding medical and professional land uses.

The proposed Planned Unit Development (PUD) would allow for an increase in height of the primary hospital building to 60 feet in order to accommodate modernization of the existing facility. The portion of the hospital for which the increased height is requested is situated in the middle of an 18-acre site and consists of an architectural element referred to as “the Tower” on the project plans (see Exhibit G, plan sheet A402). The proposed location of the Tower would provide variation to the overall bulk of the hospital facility and allows for sufficient separation from the surrounding land uses. The height of the proposed addition would be in scale with the existing four-story medical office building on the adjoining parcel.

Revisions to the existing parking and vehicular circulation provide sufficient clearance to ensure safe turning movements, and the overall site design would not result in mode conflicts between pedestrian, bicycle, and/or motor vehicles.
The project has been conditioned to limit the height of site lighting to 15 feet in accordance with Santa Cruz County Code (SCCC) 13.11 and conditioned to ensure lighting is either reduced in intensity or shielded if determined to result in off-site glare.

The proposed parking garage has been sited in accordance with the site standards for the PA zone district, with the exception of the proposed five-foot increase in height that would be allowed through approval of the PUD, to accommodate the proposed elevator shaft.

As depicted in Exhibit E, (see Exhibit G, plan sheets PK-S401 through PK-S407) landscaping has been selected which is consistent with the surrounding area and would grow to an appropriate height to screen the parking garage to ensure it blends with the surrounding built environment and to reduce potential noise and light impacts on surrounding land uses.

**Sign Exception**

The project includes a request for a Sign Exception pursuant to Santa Cruz County Code (SCCC) section 13.10.587, which generally limits signage to 50 square feet per site. Existing signage on the Dominican Hospital campus exceeds current sign standards contained in SCCC 13.10. The project proposes to modify existing interior circulation patterns resulting in the relocation and replacement of existing directional signage. New/relocated entrances will require new and additional signage to ensure safe and efficient vehicular movements throughout the hospital campus.

The proposed Sign Exception will be consistent with SCCC 13.10.587 in that the location of the use and multiple access drives to the project site support the need for increasing the allowed 50 square feet of signage. As conditioned, a final sign plan shall be consistent with Exhibit G in terms of location, and square footage of signage and sign lighting shall be reduced in light intensity if determined to result in off-site glare.

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. The project is located outside of the scenic corridor and will not be visible from nearby scenic Highway 1.

**Transportation**

A transportation impact analysis prepared for the project by Fehr & Peers dated October 2020 has been reviewed and accepted by County staff. Based upon recent law and guidance that implement the requirements of SB743, the threshold of significance for determining project transportation impacts is based on Vehicle Miles Traveled (VMT). The Initial Study evaluated the project for potential impacts to VMT and determined the project would result in an increase in VMT. Implementation of Mitigation Measure TR-1 would ensure the project would not result in a significant environmental impact as it relates to VMT by requiring the applicant to participate in various programs to reduce VMT and incentivize ride-share programs.
in a significant environmental impact as it relates to VMT by requiring the applicant to participate in various programs to reduce VMT and incentivize ride-share programs.

The following measures will be required to reduce VMT:

- Participation in the regional Cruz511 trip reduction program to develop an employer-based travel demand management program by shifting commuting to high-occupancy vehicles, transit, bicycling, and walking.
- Contracting with a transportation coordinator to keep the employer-based program active with ongoing marketing, education, gamification, a well-maintained website with employer specific resources, and participation in regional trip reduction events such as Bike to Work Day.
- Providing an emergency guaranteed ride home program for employees.
- The transportation coordinator shall establish success criteria and employee participation goals by year five of the program. Success criteria shall be subject to review and approval by Planning staff.

The proposed increase in square footage of the hospital (85,000 square feet) is estimated to generate 901 new vehicle trips based upon the square footage being added. As a result of the increase in vehicle trips, there would continue to be an operational deficiency at the intersection of Soquel Avenue and Soquel Drive, which is located approximately 800 feet south of the Highway One overpass and 1800 feet south of the project site. The Department of Public Works has reviewed the traffic study and identified that installation of an additional northbound right turn lane on to Soquel Drive from Soquel Avenue with at least 60 feet of storage would resolve the operational deficiency.

The Department of Public Works Road Engineering division recommends the project be conditioned to require payment of Transportation Improvement Area (TIA) fees based on the increase in square footage of the hospital and resulting new vehicle trips. At current rates, the roadside and transportation impact fees would total $540,600. As described in a Memo from Fehr & Peers dated April 14, 2021 (Exhibit K) the applicant proposes an alternate method for calculating the roadside and transportation fees, which would be based on the increased number of employees and visitor trips rather than additional square footage. The applicant’s stated project-related increase in daily trips is 148 daily trips, which would mean a total fee of $88,000 in TIA fees. However, as conditioned, the project would be required to pay TIA fees consistent with the square-footage-based formula that has been adopted by the Board of Supervisors and included in the Unified Fee Schedule.

Stormwater Management

Drainage calculations prepared by Bowman and Williams, dated November 18, 2019, have been reviewed for potential drainage impacts and accepted by the County Department of Public Works Stormwater Management section staff. The calculations show that the project will result in the redevelopment/replacement of approximately 136,000 square feet of existing impervious area. The runoff rate from the property would be controlled by detention and flow control structures as well as retention facilities and bioswales (where retention is not feasible) to improve water quality.
are not adequate to meet current County flood control standards. To ensure compliance with the
Department of Public Works Design Criteria and County General Plan, the project will be
required to contribute 43% of the current cost (approximately $622,000) of future upgrades to
the downstream system that will be completed by the Department of Public Works.

Public Outreach/Public Comment

A community meeting was held on May 9, 2019. A second community meeting was held on
April 28, 2021. At the meetings, the project applicant and representative for Dominican Hospital
provided an overview of the project along with timing for the construction of the proposed
improvements. Both of the meetings provided opportunity for the community to comment on the
project. Questions raised at the meetings include, but were not limited to, the purpose of the
project, disruptions to medical services, location of improvements, aesthetics, transportation, and
parking (Exhibit K).

Environmental Review

Environmental review has been required for the proposed project pursuant to the California
Environmental Quality Act (CEQA). The project was reviewed by the County’s Environmental
Coordinator on March 8, 2021. A preliminary determination to issue a Negative Declaration with
Mitigations (Exhibit D) was made on March 19, 2021. The mandatory public comment period
expired on April 19, 2021, with comments received from the Monterey Bay Air Resources
District (MBARD) and the Regional Transportation Commission (RTC). Comments, including
the County’s responses to comments, are contained in Exhibit J.

The environmental review process focused on the potential impacts of the project in the areas of
Aesthetics, Air Quality, Hazardous Materials, Hydrology, and Transportation. The environmental
review process generated mitigation measure TR-1 that will reduce potential impacts from the proposed development and adequately address impacts related to Transportation to ensure that impacts are less than significant.

Conclusion

As proposed and conditioned, the project is consistent with all applicable codes and policies of
the Zoning Ordinance and General Plan/LCP. Please see Exhibit "E" ("Findings") for a complete
listing of findings and evidence related to the above discussion.

Staff Recommendation

- Adopt the attached resolution (Exhibit A) recommending that the Board of Supervisors
  Adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting
  Program per the requirements of the California Environmental Quality Act (CEQA);
  Adopt the Planned Unit Development ordinance (Exhibit B); and Approve Application
  191157, based on the attached findings and conditions of approval.

Supplementary reports and information referred to in this report are on file and available
for viewing at the Santa Cruz County Planning Department, and are hereby made a part of
the administrative record for the proposed project.
**Adopt** the Planned Unit Development ordinance (Exhibit B); and **Approve** Application 191157, based on the attached findings and conditions of approval.

Supplementary reports and information referred to in this report are on file and available for viewing at the Santa Cruz County Planning Department, and are hereby made a part of the administrative record for the proposed project.

The County Code and General Plan, as well as hearing agendas and additional information are available online at: [www.sccplanning.com](http://www.sccplanning.com)

Report Prepared By: [Signature]
Nathan MacBeth
Santa Cruz County Planning Department
701 Ocean Street, 4th Floor
Santa Cruz CA 95060
Phone Number: (831) 454-3118
E-mail: nathan.macbeth@santacruzcounty.us

Report Reviewed By: [Signature]
Jocelyn Drake
Principal Planner
Development Review
Santa Cruz County Planning Department

**Exhibits**

A. Planning Commission Resolution recommending Board of Supervisors adopt the Mitigation Monitoring and Reporting Program and Mitigated Negative Declaration and approval of the Planned Unit Development, Commercial Development Permit, Master Plan Amendment and Sign Exception
B. Board of Supervisors Resolution
C. Planned Unit Development (PUD) Ordinance
D. Initial Study/Mitigated Negative Declaration (CEQA determination)
E. Findings for Approval of PUD, Development Permit/Master Plan Amendment, Sign Exception
F. Conditions of Approval
G. Project plans
H. Assessor's, Location, Zoning and General Plan Maps
I. Parcel information
J. Initial Study Comments & Responses
K. Public Correspondence
Planning Commission Resolution

Application 191157

EXHIBIT A
BEFORE THE PLANNING COMMISSION
OF THE COUNTY OF SANTA CRUZ, STATE OF CALIFORNIA

RESOLUTION NO._______

On the motion of Commissioner
duly seconded by Commissioner
the following Resolution is adopted:

RESOLUTION OF THE PLANNING COMMISSION FOR THE COUNTY OF
SANTA CRUZ RECOMMENDING THAT THE BOARD OF SUPERVISORS
APPROVE A PLANNED UNIT DEVELOPMENT, COMMERCIAL
DEVELOPMENT PERMIT, MASTER PLAN AMENDMENT (88-0065), AND
SIGN EXCEPTION REQUESTS FOR APPLICATION 191157 LOCATED AT
1555 SOQUEL DRIVE, AND ADOPT A MITIGATED NEGATIVE
DECLARATION AND MITIGATION MONITORING AND REPORTING
PROGRAM

WHEREAS, the Planning Commission has held a public hearing on Application No. 191157,
involving properties located at 1555 Soquel Drive in the Live Oak Planning area (APNs 025-481-01,
025-081-02, & 025-081-03) (the “project”), regarding the proposed Planned Unit Development,
Commercial Development Permit, Master Plan Amendment, and Sign Exception, as well as the
proposed Mitigated Negative Declaration for the project and the Planning Department staff report;
and

WHEREAS, the Planning Commission has considered all testimony and evidence detailed in
the staff report and received at the public hearing;

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission recommends that
the Board of Supervisors approve the Planned Unit Development (“PUD”) involving properties
located at 1555 Soquel Drive in the Live Oak Planning area (APNs 025-481-01, 025-081-02, & 025-
081-03) and adopt an ordinance granting the PUD, including authorization of a height allowance of
65 feet for the construction of a hospital addition and 40 feet for the construction of a three-story
parking structure.

BE IT FURTHER RESOLVED that the Planning Commission recommends that the Board of
Supervisors approve the project’s Commercial Development Permit, Master Plan Amendment, and
Sign Exception.

BE IT FURTHER RESOLVED that the Planning Commission incorporates the findings
contained in the Planning Department staff report to the Planning Commission for the proposed
Commercial Development Permit, Master Plan Amendment, and Sign Exception as if set forth in the
body of this resolution.
BE IT FURTHER RESOLVED that the Planning Commission recommends that the Board of Supervisors adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program in compliance with the requirements of the California Environment Quality Act.

PASSED AND ADOPTED by the Planning Commission of the County of Santa Cruz, State of California, this ______ day of ____________________, 20___, by the following vote:

AYES: COMMISSIONERS
NOES: COMMISSIONERS
ABSENT: COMMISSIONERS
ABSTAIN: COMMISSIONERS

Melanie Shaffer Freitas, Chairperson

ATTEST: __________________________
Jocelyn Drake, Secretary

APPROVED AS TO FORM:

[Signature]

Assistant County Counsel
Board of Supervisors Resolution

Application 191157

EXHIBIT B
BEFORE THE BOARD OF SUPERVISORS
OF THE COUNTY OF SANTA CRUZ, STATE OF CALIFORNIA

RESOLUTION NO. _______

On the motion of Supervisor:
Duly seconded by Supervisor:
The following Resolution is adopted:

RESOLUTION OF THE BOARD OF SUPERVISORS FOR THE COUNTY OF SANTA CRUZ ADOPTING THE MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM IN COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT FOR CONSTRUCTION OF DOMINICAN HOSPITAL ADDITION AND PARKING GARAGE

WHEREAS, on May 12, 2021, the Planning Commission of the County of Santa Cruz held a public hearing on Application No. 191157, involving a proposal to amend the Dominican Hospital Master Plan 88-0065 by establishing a Planned Unit Development ("PUD") for construction of an approximately 85,000 square foot addition to the existing hospital and construction of a three-story 409-space parking structure (the "Project"); and

WHEREAS, upon considering all testimony and evidence detailed in the Planning Department staff report and received at the public hearing, the Planning Commission recommended that the Board of Supervisors approve the project’s Commercial Development Permit, Master Plan Amendment, and Sign Exception and adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program in compliance with the requirements of the California Environment Quality Act ("CEQA"); and

WHEREAS, the Board of Supervisors for the County of Santa Cruz has convened a duly noticed public hearing to consider the Project and proposed adoption of a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and has considered public testimony prior to taking action;

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the Board of Supervisors for the County of Santa Cruz, upon consideration of the evidence and recommendations related to the Project, hereby adopts the Mitigated Negative Declaration attached as Exhibit “1” and incorporated herein by reference and the Mitigation Monitoring and Reporting Program ("MMRP") attached as Exhibit “2” and incorporated herein by reference and makes the following findings:

1. The Project that was the subject of environmental review includes but is not limited to the following components: an expansion/modernization of an existing hospital including an approximately 85,000 square foot addition and construction of a three-story parking
garage including the following approvals: Planned Unit Development, Commercial Development Permit, Sign Exception, and Master Plan Amendment (88-0065).

2. Environmental review completed for the Project determined that the Project, as mitigated with identified mitigation measures, will not have a significant impact on the environment, and therefore a Mitigated Negative Declaration has been prepared in accordance with CEQA, which was circulated for public comment and review as required. An Initial Study was prepared, and the Project was reviewed by the County’s Environmental Coordinator on March 3, 2021. A preliminary determination to issue a Negative Declaration with mitigations was made, and the Mitigated Negative Declaration was circulated on March 19, 2021. The mandatory public comment period ended on April 19, 2021. Comments were received and reviewed by Planning Department staff. The Planning Commission reviewed the Project and the Mitigated Negative Declaration and MMRP at a noticed public hearing on May 12, 2021, and recommended approval of the Project and adoption of the Mitigated Negative Declaration and MMRP to the Board of Supervisors. Furthermore, all public comments received regarding the environmental review have been considered and do not change the determination that no significant impacts will result from the Project.

3. The Board of Supervisors in adopting the Mitigated Negative Declaration and MMRP is requiring that mitigation measures be incorporated into the Project, and the Board of Supervisors finds that implementation of these mitigation measures will reduce any potentially significant effects of the Project to a less than significant level.

4. In adopting the Mitigated Negative Declaration and MMRP, the Board of Supervisors finds, on the basis of the whole record before it, that there is no substantial evidence that the Project, as revised, will have a significant effect on the environment, and that the Mitigated Negative Declaration and MMRP reflect the County’s independent judgment and analysis.

5. The material which constitutes the record of proceedings upon which the Board of Supervisors’ decision is based shall be located in the Office of the Clerk of the Board, located at 701 Ocean Street, Santa Cruz, California.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Cruz, State of California, this _____ day of ________________, 2021 by the following vote:

AYES: SUPERVISORS
NOES: SUPERVISORS
ABSENT: SUPERVISORS
ABSTAIN: SUPERVISORS

Chairperson of the Board of Supervisors

ATTEST: ____________________
Clerk of the Board
APPROVED AS TO FORM:

OFFICE OF THE COUNTY COUNSEL

Exhibits:

- Mitigated Negative Declaration
- Mitigation Monitoring and Reporting Program

DISTRIBUTION: County Counsel
Planning-Nathan MacBeth
MITIGATED NEGATIVE DECLARATION

Project: Dominican Hospital
APNs: 025-481-01, 025-081-02, 025-081-03

Summary Project Description: Proposal to amend Master Plan (88-0065) for Dominican Hospital by establishing a Planned Unit Development (PUD) for construction of an approximately 84,000 square foot addition to the existing hospital facility. Project includes construction of a new surgery center, reconfiguring the existing emergency room and construction of a three-story parking structure. Requires a PUD to increase the maximum height of 35 feet to 62 feet and an amendment to Master Plan 88-0065.

Summary Project Location: The project is located on the north side of Soquel Drive approximately ¼ mile north east of the intersection of Soquel Drive and Highway One within the community of Live Oak in unincorporated Santa Cruz County (1555 Soquel Drive). Santa Cruz County is bounded on the north by San Mateo County, on the south by Monterey and San Benito counties, on the east by Santa Clara County, and on the south and west by the Monterey Bay and the Pacific Ocean.

Owner: Dignity Health

Applicant: Hamilton Land Planning

Staff Planner: Nathan MacBeth, (831) 454-3118

Email: Nathan.MacBeth@santacruzcounty.us

This project will be considered at a public hearing before the Planning Commission. The time, date and location have not been set. When scheduling does occur, these items will be included in all public hearing notices for the project.

California Environmental Quality Act Negative Declaration Findings:
Find, that this Negative Declaration reflects the decision-making body's independent judgment and analysis, and that the decision-making body has reviewed and considered the information contained in this Negative Declaration and the comments received during the public review period, and, on the basis of the whole record before the decision-making body (including this Negative Declaration) that there is no substantial evidence that the project will have a significant effect on the environment. The expected environmental impacts of the project are documented in the attached Initial Study on file with the County of Santa Cruz Clerk of the Board located at 701 Ocean Street, 5th Floor, Santa Cruz, California.

Review Period Ends: April 19, 2021

Date: March 18, 2021

MATT JOHNSTON, Environmental Coordinator
(831) 454-5357

Updated 6/29/11

EXHIBIT 1
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<th>Application No.</th>
<th>Transportation Monitoring and Reporting Program for the Dominican Hospital Project</th>
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<td>TRA-1</td>
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<td>February 2021</td>
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**Key Points**

- The Transportation Coordinator shall be responsible for reporting employee participation goals, enrollment, and success criteria as per the program.
- Providing an emergency guaranteed ride home program for employees.
- Day.

- Participation in regular hip reduction exercises such as bike to work.
- A web-based website with employer-specific resources.
- Baseline program data with ongoing monitoring.
- Communication with a transportation coordinator to keep the employer informed.
- Communication to high-accident vehicles targeted by improving and walking.
- Participation in the regional C.T.R.I. the reduction program to develop.

The following measures will be required to reduce VMT:

### Transportation

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<th>Compliance</th>
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<tr>
<td>For Compliance Method of Compliance</td>
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<td>Responsible Mitigation Measures</td>
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- Employee participation.
- Day.

1506.3 Subdivision CEQA Guidelines Section

Would the project conflict?
PUD Ordinance

Application 191157

EXHIBIT C
ORDINANCE NO.___________

ORDINANCE OF THE BOARD OF SUPERVISORS FOR THE COUNTY OF SANTA CRUZ GRANTING A PLANNED UNIT DEVELOPMENT AS ALLOWED BY SANTA CRUZ COUNTY CODE RELATING TO ESTABLISHMENT OF DEVELOPMENT STANDARDS FOR APN: 025-481-01, 025-081-02, & 025-081-03

The Board of Supervisors of the County of Santa Cruz ordains as follows:

SECTION I

A Planned Unit Development Permit is hereby granted to the property located at 1555 Soquel Drive, in the Live Oak Planning Area, as shown on the map attached hereto as Exhibit “1” and incorporated herein by reference and subject to the conditions attached hereto as Exhibit “2” and incorporated herein by reference.

SECTION II

The Board of Supervisors hereby adopts the recommendations of the Planning Commission for the Planned Unit Development as described in Section I, and adopts their findings in support thereof as set forth below:

1. That any nonresidential uses shall be appropriate in area, location and overall planning for the purpose intended, and that the design and development standards shall create a nonresidential environment of ongoing desirability and stability, and, where applicable, that adequate open space shall be provided.

2. That the combination of different structure types and the variety of uses in the development will complement each other and will harmonize with existing and proposed land uses, structures, and the natural environment in the vicinity.

3. That the permitted departures from the otherwise required development standards will provide specific benefits to the neighborhood and/or the community in which the planned unit development is located, and that such benefits are specified by the Board of Supervisors in connection with its approval of a planned unit development, and that any conditions required to achieve such benefits are incorporated into the project and made conditions of approval.

4. That the proposed development is consistent with the General Plan/Local Coastal Program Land Use Plan.

SECTION III

The Board of Supervisors hereby adopts the recommendations of the Planning Commission for the Development Permit as described in Section I, and adopts their findings in support thereof as set forth below:
1. That the proposed location of the project and the conditions under which it would be operated or maintained will not be detrimental to the health, safety, or welfare of persons residing or working in the neighborhood or the general public, will not result in inefficient or wasteful use of energy, and will not be materially injurious to properties or improvements in the vicinity.

2. That the proposed location of the project and the conditions under which it would be operated or maintained will be consistent with all pertinent County ordinances and the purpose of the zone district in which the site is located.

3. That the proposed use is consistent with all elements of the County General Plan and with any Specific Plan which has been adopted for the area.

4. That the proposed use will not overload utilities and will not generate more than the acceptable level of traffic on the streets in the vicinity.

5. That the proposed project will complement and harmonize with the existing and proposed land uses in the vicinity and will be compatible with the physical design aspects, land use intensities, and dwelling unit densities of the neighborhood.

6. The proposed development project is consistent with the Design Standards and Guidelines (Santa Cruz County Code Sections 13.11.070 through 13.11.076), and any other applicable requirements of the Santa Cruz County Code.

SECTION IV
This ordinance shall become effective 31 days after adoption.

PASSED AND ADOPTED this ______ day of ______________ 20___ by the Board of Supervisors of the County of Santa Cruz by the following vote:

AYES: SUPERVISORS
NOES: SUPERVISORS
ABSENT: SUPERVISORS
ABSTAIN: SUPERVISORS

Attest: ________________________________
Clerk of the Board

Chairperson of the Board of Supervisors

APPROVED AS TO FORM:

_____________________________________
County Counsel
Planned Unit Development Permit
Conditions of Approval

Property located at 1555 Soquel Drive, in the Live Oak Planning Area.

APN: 025-481-01, 025-081-02, & 025-081-03
Planned Unit Development Permit  
Conditions of Approval  
Property located at 1555 Soquel Drive, in the Live Oak Planning Area.  
APN: 025-481-01, 025-081-02, & 025-081-03

Planned Unit Development 191157  
Applicant: Deidre Hamilton, Hamilton Land Planning  
Property Owner(s): Dignity Health  
Assessor's Parcel Number(s): 025-0481-01, 025-081-02, & 025-081-03  
Property Address and Location: Property located on the north side of Soquel Drive at 1555 Soquel Drive in Santa Cruz  
Planning Area: Live Oak

Exhibit E: Project plans, 100 plan sheets prepared by Devenney Group LTD Architects, revised 10/8/20.

I. This permit authorizes a non-residential Planned Unit Development as depicted in the approved Exhibit "E" for this permit and as modified by these conditions of approval.

A. These Planned Unit Development conditions of approval apply to the subject properties (APNs 025-481-01, 025-081-02, 025-081-03).

II. Planned Unit Development

A. All improvements associated with this project, shall be subject to the requirements of the conditions of approval (under separate heading) and the Planned Unit Development conditions of approval for this project.

III. Site Standards

A. Unless specifically defined below, construction must meet all required development standards in the County Code at the time of Building Permit submittal. All of the site standards contained within Chapter 13.10 applicable to the zone districts of the properties, shall be applicable unless modified by this Planned Unit Development. The following development standards supersede the development standards in the County Code.

1. Setbacks: Structures located within the service yard, as indicated in the approved Exhibit “E” shall be allowed to be constructed on or extend over property lines between APNs 025-481-01 and (025-081-02, 025-081-03 to be combined).
2. **Height and Number of Stories:** Maximum height for the main hospital shall not exceed 60 feet. Maximum height of the parking garage shall not exceed 40 feet.

IV. **Design**

A. Structure design, location, and construction shall conform to the approved Exhibit "E" for this permit. Any changes to structure design that increase or otherwise expand the structure so that it would not be in compliance with the standards specified in the approved Exhibit "E" for this permit and these Planned Unit Development conditions is not allowed.

V. **Amendments**

A. Adjustments to standards authorized by this Planned Unit Development that are needed to reflect real-world conditions may be authorized by Planning staff as a Minor Variation. Any such changes shall be in substantial conformance with the approved Planned Unit Development standards.

B. Future amendments or changes to the approved project, including structure designs, structure locations, and associated infrastructure shall be processed per the levels of review specified in Chapter 18.10 of the County Code or its successor ordinance, unless otherwise specified by these Planned Unit Development conditions of approval.

1. Future façade changes and/or modifications to the designs for the structures, that are in compliance with the standards specified in the approved Exhibit "E" for this permit and these Planned Unit Development conditions (and other applicable standards of the zone district), shall be allowed.

C. Minor variations to this permit which do not affect the overall concept or density may be approved by the Planning Director at the request of the applicant or staff in accordance with Chapter 18.10 of the County Code or its successor ordinance.
Initial Study/Mitigated Negative Declaration

(CEQA Determination with attachments)
On file with the Planning Department, and available online at:
http://www.sccoplanning.com/PlanningHome/Environmental/CEQA
InitialStudiesEIRs/CEQADocumentsOpenforPublicReview.aspx

Application Number 191157

EXHIBIT D
Findings for Approval

Application 191157

EXHIBIT E
Planned Unit Development Findings

1. That any nonresidential uses shall be appropriate in area, location and overall planning for the purpose intended, and that the design and development standards shall create a nonresidential environment of ongoing desirability and stability, and, where applicable, that adequate open space shall be provided.

This finding can be made, in that the PF (Public Facilities) and PA (Professional Administrative Office) zone district standards indicate areas and site standards appropriate for public facility, professional offices, and associated uses. The Planned Unit Development (PUD) allows modifications to the site standards set out in the Code for both the PF and PA zone districts, to allow for increased height of the primary hospital building and the parking structure, as well as a reduction to interior setbacks for the service yard.

The location of the proposed increase in height of 60 feet for the hospital will be on the interior of a 20-acre site and will provide sufficient separation between adjoining parcels and land uses. Further, the proposed increase in height for the parking garage will exceed the maximum height of the PA zone district by only five feet to accommodate the necessary clearance for an elevator shaft serving the upper level as required by the California Building Code. The proposed service yard, for which the variation to interior side yard setbacks is being requested, would provide critical infrastructure to the hospital function and will be centrally located on the hospital campus.

2. That the combination of different structure types and the variety of uses in the development will complement each other and will harmonize with existing and proposed land uses, structures, and the natural environment in the vicinity.

This finding can be made, in that the proposed project is located on an existing hospital campus which serves the broader community. The project is located in the Medical Area/Flea Market focus area as described in the Sustainable Santa Cruz County Plan (SSCCP), an area characterized by existing medical and commercial uses. The project proposes to modernize the existing hospital facility to meet the modern care needs of the community. The proposed height and setback reductions will be appropriate in both location and character of the site to ensure the project will complement and harmonize with existing and proposed land uses. Furthermore, the project has undergone an environmental review that has identified a mitigation measure to address a transportation impacts of this project on the surrounding environment as it relates to VMT. The County maintains standard permit conditions that regulate construction practices to minimize construction impacts on neighbors, and all construction will comply with the California Building Code.

3. That the permitted departures from the otherwise required development standards will provide specific benefits to the neighborhood and/or the community in which the planned unit development is located, and that such benefits are specified by the Board of Supervisors in connection with its approval of a planned unit development, and that any conditions required to achieve such benefits are incorporated into the project and made conditions of approval.

This finding can be made, in that the proposal Planned Unit Development (PUD) will facilitate
construction of modern hospital facilities to enhance the medical care provided to the broader community. The project incorporates concepts and supports development patterns outlined in the Sustainable Santa Cruz County Plan (SSCCP) as described in Chapter Seven of the SSCCP. The project, as proposed and conditioned will provide funding for necessary improvements to existing infrastructure including transportation, stormwater runoff, and water quality.

4. That the proposed development is consistent with the General Plan.

This finding can be made, in that the Planned Unit Development (PUD) regulations allow modifications to the site standards of the P & C-O (Public Facility/Institutional & Professional and Administrative Office) land use designations in the County General Plan to allow for increased height and reduced interior setbacks, in a manner that facilitates the development of improvements critical to the ongoing functionality of the hospital. The proposed modifications to height and setbacks for non-residential structures will allow the development to utilize the project site in a manner consistent with a modern hospital campus. The design and layout of the proposed structures and associated improvements have been evaluated and the development will be compatible with the pattern of development in the surrounding area.

Development Permit Findings

1. That the proposed location of the project and the conditions under which it would be operated or maintained will not be detrimental to the health, safety, or welfare of persons residing or working in the neighborhood or the general public, and will not result in inefficient or wasteful use of energy, and will not be materially injurious to properties or improvements in the vicinity.

This finding can be made, in that the project is located in an area designated for Public Facilities (Hospitals) and parking facilities uses. Construction will comply with prevailing building technology, the California Building Code, and the County Building ordinance to ensure the optimum in safety and the conservation of energy and resources.

2. That the proposed location of the project and the conditions under which it would be operated or maintained will be consistent with all pertinent County ordinances and the purpose of the zone district in which the site is located.

This finding can be made, in that the proposed location of the hospital addition and parking garage and the conditions under which they will be operated or maintained will be consistent with all pertinent County ordinances and the purpose of the PF & PA (Public Facility & Professional Administrative Office) zone districts, as the primary use of the property will be a hospital campus that meets the site standards outlined in the Planned Unit Development (PUD) adopted for the project site.

Existing signage on the Dominican Hospital campus exceeds current sign standards contained in Santa Cruz County Code (SCCC) section 13.10. The project proposes to modify existing interior circulation patterns which will require relocation and replacement of existing directional signage. New/relocated entrances will require new and additional signage to ensure safe and efficient vehicular movements throughout the hospital campus. Granting of a Sign Exception pursuant to SCCC 13.10.587 is appropriate in that the location of the existing medical use and multiple
access drives to the project site support the need for an increase to the 50 square feet of signage that is currently allowed by the Code. As conditioned, a final sign plan shall be consistent with Exhibit E in terms of location, and square footage of signage, and sign lighting shall be reduced in light intensity if determined to result in off-site glare. Further, the proposed 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. The project is located outside of the scenic corridor and will not be visible from nearby scenic Highway 1.

As proposed, the project is consistent with Santa Cruz County Code (SCCC) section 13.10.525 which limits the height of fencing and walls to eight feet along interior property boundaries unless a development permit is approved to allow for a greater height, as determined through the review process. The project proposes to construct a service yard containing critical infrastructure necessary for the function of the hospital. To ensure the structures located within the proposed service area remain safe and screened from public view, an increased height of 16 feet for a security wall is required. The proposed concrete wall has been designed to reduce potential adverse impacts to sight distance entering or exiting the parking garage and service areas. Construction materials will be similar in color and finish to that of the adjoining parking garage and landscaping will be provided to soften the physical appearance of the 16-foot high concrete security wall.

3. That the proposed use is consistent with all elements of the County General Plan and with any specific plan which has been adopted for the area.

This finding can be made, in that the proposed medical use is consistent with the use and density requirements specified for the P & C-O (Public Facility/Institutional & Professional and Administrative Office) land use designations in the County General Plan. The project proposes an amendment to the Dominican Hospital Master Plan, which is consistent with General Plan Policies 2.21.5 (Master Plans for Public Facility/Institutional Uses) and 8.2.1 (Designation of Master Plan Areas). As proposed, the project incorporates a multi-phased development to be implemented over a 10-year period. The proposed Master Plan, in conjunction with the proposed Planned Unit Development (PUD), results in a coordinated development with adjoining parcels to accommodate the parking needs of the hospital campus and surrounding medical uses. Proposed revisions to the existing interior circulation include construction of additional roadway connections and pedestrian connectivity. The proposed hospital expansion/modernization will enhance medical care provided at the existing hospital to accommodate current and future medical needs of the broader community.

The project is consistent with General Plan Policies 2.15.3 (Compatibility with Adjacent Development), 8.2.4 (Combining Parcels for Improved Design) and 8.2.5 (Circulation) in that the two parcels in the portion of the project site with the C-O land use designation (APNs 025-081-02 and 025-081-03) will be combined in order to construct a new parking garage that will serve the hospital campus and surrounding medical offices. The project proposes additional drive aisles and access points which will connect to adjoining parcels to ensure a comprehensive, safe, and efficient circulation pattern for the project site.

The project is located in an area identified in the Sustainable Santa Cruz County Plan (SSCCP) as Medical District/Flea Market, an area defined by existing medical offices and surrounding commercial development. A specific plan has not been adopted for this portion of the County.
4. That the proposed use will not overload utilities, and will not generate more than the acceptable level of traffic on the streets in the vicinity.

This finding can be made, in that the proposed hospital expansion and parking structure will be constructed on an existing developed lot containing medical facilities. The expected level of traffic generated by the proposed project, based upon added square footage, is anticipated to be 901 daily trips. The proposed increase in vehicle trips results in an operational deficiency to surrounding intersections and roadways for which transportation and roadside improvement fees are required. Additionally, the project will result in an increase in Vehicle Miles Traveled (VMT). As described in the Mitigation and Monitoring and Reporting Program, Mitigation Measure TR-1 shall be implemented to ensure the proposed development would result in a less than significant environmental impact as related to VMT.

The project is served by existing utilities and both the City of Santa Cruz Water Department and County of Santa Cruz Sanitation District have indicated that sufficient capacity exists to accommodate the proposed development.

5. That the proposed project will complement and harmonize with the existing and proposed land uses in the vicinity and will be compatible with the physical design aspects, land use intensities, and dwelling unit densities of the neighborhood.

This finding can be made, in that the proposed project is located in an area surrounded by medical and commercial uses containing a variety of architectural styles. The proposed hospital expansion, including a new three-story parking garage and associated site improvements, will be situated on an approximately 20-acre site. Both the addition to the hospital and parking garage will be consistent in terms of color and materials to that of the existing hospital. Materials will consist primarily of formed concrete with a combination of a smooth finish and concrete block and will include variation in color including off-white, natural, and dark finishes.

Further, a Planned Unit Development (PUD) has been found appropriate based on the context of site, the critical need for the improvements, the minimized deviation proposed from the codified development standards, and the overall design and layout of the proposed improvements.

The project is located outside of the Highway One scenic corridor. As proposed, the project is consistent with the land use intensity and density of the neighborhood.

6. The proposed development project is consistent with the Design Standards and Guidelines (sections 13.11.070 through 13.11.076), and any other applicable requirements of this chapter.

This finding can be made, in that the proposed development will be of an appropriate scale and type of design that will enhance the aesthetic qualities of the surrounding properties and will not reduce or visually impact available open space in the surrounding area. The proposed landscaping and site improvements will serve to improve the overall aesthetic of the campus. Revisions to the circulation and parking will ensure that patients, visitors and employees are able to safely and efficiently navigate the hospital campus. Further, the project has been sited and designed to reduce bulk and massing where feasible and to minimize overall site disturbance.

EXHIBIT E
Conditions of Approval

Exhibit G: Project plans, prepared by Devenney Group LTD Architects, revised 10/8/20.

I. This permit authorizes the construction of a three-story 409-space parking garage and an approximately 85,000 square foot addition to the existing hospital as indicated on the approved Exhibit "G" for this permit. This approval does not confer legal status on any existing structure(s) or existing use(s) on the subject property that are not specifically authorized by the prior permit and this permit. Prior to exercising any rights granted by this permit including, without limitation, any construction or site disturbance, the applicant/owner shall:

A. Sign, date, and return to the Planning Department one copy of the approval to indicate acceptance and agreement with the conditions thereof.

B. Obtain a Demolition Permit from the Santa Cruz County Building Official.

C. Obtain a Building Permit from the Santa Cruz County Building Official.

   1. Any outstanding balance due to the Planning Department must be paid prior to making a Building Permit application. Applications for Building Permits will not be accepted or processed while there is an outstanding balance due.

D. Obtain a Grading Permit from the Santa Cruz County Building Official.

E. Obtain an Encroachment Permit from the Department of Public Works for all off-site work performed in the County road right-of-way.

II. Prior to issuance of a Building Permit the applicant/owner shall:

A. Submit final architectural plans for review and approval by the Planning Department. The final plans shall be in substantial compliance with the plans marked Exhibit "G" on file with the Planning Department. Any changes from the approved Exhibit "G" for this development permit on the plans submitted for the Building Permit must be clearly called out and labeled by standard architectural methods to indicate such changes. Any changes that are not properly called out and labeled will not be authorized by any Building Permit that is issued for the proposed development. The final plans shall include the following additional information:

   1. A copy of the text of these conditions of approval incorporated into the full-size sheets of the architectural plan set.

   2. One elevation shall indicate materials and colors as they were approved by this Discretionary Application. If specific materials and colors have not been approved with this Discretionary Application, in addition to showing the materials and colors on the elevation, the applicant shall supply a color
and material sheet in 8 1/2” x 11” format for Planning Department review and approval.

3. Grading, drainage, and erosion control plans.

4. The building plans must include a roof plan and a surveyed contour map of the ground surface, superimposed and extended to allow height measurement of all features. Spot elevations shall be provided at points on the structure that have the greatest difference between ground surface and the highest portion of the structure above. This requirement is in addition to the standard requirement of detailed elevations and cross-sections and the topography of the project site which clearly depict the total height of the proposed structure. Maximum height is 60 feet for the hospital building and 40 feet for the proposed parking garage as authorized under the PUD approved for this site.

5. Details showing compliance with fire department requirements.

B. Meet all requirements of and pay Zone 5 drainage fees to the County Department of Public Works, Stormwater Management. Drainage fees will be assessed on the net increase in impervious area and include 43% cost share (approximately $622,000) for future downstream system improvements.

C. Meet all requirements of the City of Santa Cruz Water District. Proof of water service availability is required prior to application for a Building Permit.

D. Meet all requirements of the Santa Cruz County Sanitation District. Proof of sanitary sewer service availability is required prior to application for a Building Permit.

E. Meet all requirements of the County Department of Environmental Health Services.

F. Meet all requirements of the Environmental Planning section of the Planning Department.

G. Meet all requirements and pay any applicable plan check fee of the Central Fire Protection District.

H. Submit 3 copies of plan review letters prepared and stamped by the project Geotechnical Engineer.

I. Pay the current fees for Child Care mitigation for the approximately 85,000 square foot addition to the hospital. Currently, this fee is $0.23 per square foot ($19,550).

J. This project is within the Live Oak Transportation Improvement Area (TIA) and is subject to TIA fees. The current fee is $600 per new trip generated by the
project ($300 for transportation improvement fee and $300 for roadside improvement fee; the total based on current fees for 901 trips is $540,600).

K. Pay the current Affordable Housing Impact Fee. The fees are based on new square footage and the current fee for non-residential construction is $3 per square foot ($255,000).

L. Provide required off-street parking for 409 parking spaces within the proposed parking garage (approximately 60 net new spaces). Parking must be clearly designated on the plot plan.

M. Submit a final sign program shall be consistent with Exhibit G and include:

1. Location and size of all proposed signage (including directional signage),

2. Maximum height of the monument sign on Mission Drive shall be 6 feet, and

3. Signage which is to be illuminated shall be clearly marked on the sign program. Any sign lighting which creates off-site glare, as determined by the Planning Director, shall be addressed through:
   a. Reduction of the total effective light emitted (change in wattage or bulb intensity),
   b. Change in the type or method of sign lighting (change in bulb or illumination type),
   c. Removal of the sign lighting creating the off-site glare.

N. All lighted parking and circulation areas shall utilize low-rise light standards or light fixtures attached to the building. Light standards to a maximum height of 15 feet are allowed:

1. All lighting shall meet energy code requirements of the California Building Code
2. All site, building, security and landscape lighting shall be directed onto the site and away from adjacent properties.
3. Light sources shall not be visible from adjacent properties. Light sources can be shielded by landscaping, structure, fixture design or other physical means. Building and security lighting shall be integrated into the building design.
4. Final plans shall include a lighting plan which demonstrates site lighting does not result in glare or excess light leaving the subject property (no spill over).
5. In the event that site lighting results in off-site glare as determined by the Planning Director, the following measures shall be implemented to the extent necessary to reduce glare:
   a. Reduction in the total effective light emitted (change in wattage or bulb intensity),
   b. Change in the type or method of lighting (change in bulb or
illumination type)

O. Submit a written statement signed by an authorized representative of the school district in which the project is located confirming payment in full of all applicable developer fees and other requirements lawfully imposed by the school district.

P. Complete and record an Affidavit to combine APNs 025-081-02 and 025-081-03 as a single parcel. You may not alter the wording of this declaration. Follow the instructions to record and return the form to the Planning Department.

Q. Provide documentation that a temporary parking agreement is in place for the displacement of existing employee parking.

III. All construction shall be performed according to the approved plans for the Building Permit. Prior to final building inspection, the applicant/owner must meet the following conditions:

A. All site improvements shown on the final approved Building Permit plans shall be installed.

B. All inspections required by the building permit shall be completed to the satisfaction of the County Building Official.

C. The applicant shall designate a disturbance coordinator and a 24-hour contact number shall be conspicuously posted on the job site. The disturbance coordinator shall record the name, phone number, and nature of all complaints received regarding the construction site. The disturbance coordinator shall investigate complaints and take remedial action, if necessary, within 24 hours of receipt of the complaint or inquiry.

D. The project must comply with all recommendations of the approved soils reports.

E. Pursuant to Sections 16.40.040 and 16.42.080 of the County Code, if at any time during site preparation, excavation, or other ground disturbance associated with this development, any artifact or other evidence of an historic archaeological resource or a Native American cultural site is discovered, the responsible persons shall immediately cease and desist from all further site excavation and notify the Sheriff-Coroner if the discovery contains human remains, or the Planning Director if the discovery contains no human remains. The procedures established in Sections 16.40.040 and 16.42.080, shall be observed.

IV. Operational Conditions

A. In the event that future County inspections of the subject property disclose noncompliance with any Conditions of this approval or any violation of the County Code, the owner shall pay to the County the full cost of such County inspections, including any follow-up inspections and/or necessary enforcement actions, up to and including permit revocation.

EXHIBIT F
V. Indemnification

The applicant/owner shall indemnify, defend with counsel approved by the COUNTY, and hold harmless the COUNTY, its officers, employees, and agents from and against any claim (including reasonable attorney’s fees, expert fees, and all other costs and fees of litigation), against the COUNTY, its officers, employees, and agents arising out of or in connection to this development approval or any subsequent amendment of this development approval which is requested by the applicant/owner, regardless of the COUNTY’s passive negligence, but excepting such loss or damage which is caused by the sole active negligence or willful misconduct of the COUNTY. Should the COUNTY in its sole discretion find the applicant’s/owner’s legal counsel unacceptable, then the applicant/owner shall reimburse the COUNTY its costs of defense, including without limitation reasonable attorney’s fees, expert fees, and all other costs and fees of litigation. The applicant/owner shall promptly pay any final judgment rendered against the COUNTY (and its officers, employees, and agents) covered by this indemnity obligation. It is expressly understood and agreed that the foregoing provisions are intended to be as broad and inclusive as is permitted by the law of the State of California and will survive termination of this development approval.

A. The COUNTY shall promptly notify the applicant/owner of any claim, action, or proceeding against which the COUNTY seeks to be defended, indemnified, or held harmless. The COUNTY shall cooperate fully in such defense.

B. Nothing contained herein shall prohibit the COUNTY from participating in the defense of any claim, action, or proceeding if both of the following occur:

1. COUNTY bears its own attorney’s fees and costs; and

2. COUNTY defends the action in good faith.

C. Settlement. The applicant/owner shall not be required to pay or perform any settlement unless such applicant/owner has approved the settlement. When representing the COUNTY, the applicant/owner shall not enter into any stipulation or settlement modifying or affecting the interpretation or validity of any of the terms or conditions of the development approval without the prior written consent of the COUNTY.

D. Successors Bound. The “applicant/owner” shall include the applicant and/or the owner and the successor(s) in interest, transferee(s), and assign(s) of the applicant and/or the owner.

Minor variations to this permit which do not affect the overall concept or density may be approved by the Planning Director at the request of the applicant or staff in accordance with Chapter 18.10 of the County Code.
Application #: 191157
APN: 025-481-01, 025-081-02, 025-081-03
Owner: Dominican Hospital

Please note: This permit expires three years from the effective date listed below unless a building permit is obtained for the first phase of the project consisting of one of the primary structures described in the development permit (does not include demolition, temporary power pole or other site preparation permits, or accessory structures unless these are the primary subject of the development permit). Failure to exercise the building permit and to complete all of the construction under the building permit, resulting in the expiration of the building permit, will void the development permit, unless there are special circumstances as determined by the Planning Director.

Approval Date: __________________________

Effective Date: __________________________

Expiration Date: __________________________

Appeals: Any property owner, or other person aggrieved, or any other person whose interests are adversely affected by any act or determination of the Planning Commission, may appeal the act or determination to the Board of Supervisors in accordance with chapter 18.10 of the Santa Cruz County Code.
The transportation coordinator shall establish success criteria and success criteria shall be included in the annual report. Success criteria shall be monitored and reported to the agency.]
Project Plans

Application Number 191157

EXHIBIT G
BIKE STORAGE #1: 25 ENCLODED BIKE STORAGE SPACES

BIKE STORAGE #2: BIKE RACK 20 SPACES

BIKE STORAGE #3: 2 ENCLODED BIKE LOCKERS

NEW GARAGE BIKE PARKING
BIKE RACKS 25 SPACES

NEW BIKE PARKING
BIKE RACKS 10 SPACES

1575 BLDG
NEW BIKE PARKING
BIKE RACKS 5 SPACES

#4 1595 BLDG:
BIKE RACK 5 SPACES

#4 1595 BLDG EXISTING BIKE PARKING
## Dominican Hospital Departmental Change Matrix

<table>
<thead>
<tr>
<th>Hospital Service Lines</th>
<th>Current Licensed</th>
<th>Future Proposed Beds</th>
<th>Change of Beds</th>
<th>Reason for change</th>
<th>Future design team action needed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Med/Surg</td>
<td>153</td>
<td>127</td>
<td>-26</td>
<td>facility (60 new beds added with new tower)</td>
<td>focused migration to semi private to 100% private room</td>
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<tr>
<td>Perinatal</td>
<td>11</td>
<td>17</td>
<td>+6</td>
<td>utilization adjustments from licensed</td>
<td>Original usage different than new usage</td>
</tr>
<tr>
<td>Pediatric</td>
<td>6</td>
<td>12</td>
<td>+6</td>
<td>utilization adjustments from licensed</td>
<td>Due diligence needed to confirm existing bed count</td>
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<tr>
<td>Intensive Care</td>
<td>10</td>
<td>10</td>
<td>no change</td>
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<td>Due diligence needed to confirm existing bed count</td>
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<tr>
<td>Coronary Care</td>
<td>6</td>
<td>6</td>
<td>no change</td>
<td></td>
<td>Due diligence needed to confirm existing bed count</td>
</tr>
<tr>
<td>NICU</td>
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<td>14</td>
<td>no change</td>
<td></td>
<td>Due diligence needed to confirm existing bed count</td>
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<tr>
<td>Inpatient Rehab</td>
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<td>20</td>
<td>no change</td>
<td></td>
<td>Estimated Peak utilization is closer to 189 beds</td>
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<tr>
<td><strong>TOTAL BEDS</strong></td>
<td><strong>222</strong></td>
<td><strong>194</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Key Rooms

<table>
<thead>
<tr>
<th>Hospital Service Lines</th>
<th>Current Licensed Key Rooms</th>
<th>Future Proposed Key Rooms</th>
<th>Change of Key Rooms</th>
<th>Reason for change</th>
<th>Future design team action needed</th>
</tr>
</thead>
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<td>Emergency</td>
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<tr>
<td>Operating Rooms</td>
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<td>+2</td>
<td>Minor increase in number of Operating rooms to enhance current operational flow challenges, and provide better utilization.</td>
<td>Minority increase in number of Operating rooms to enhance current operational flow challenges, and provide better utilization.</td>
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<tr>
<td>Cardiac Cath</td>
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<td>10</td>
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<tr>
<td>Central Sterile</td>
<td>New Department</td>
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<td></td>
<td>New department to support modern operational flow and location of new surgery area</td>
<td>New department to support modern operational flow and location of new surgery area</td>
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<td>PREOP/PACU</td>
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<td>35</td>
<td>+15</td>
<td>Total number of beds increased to provide optimal utilization and throughout of the operating rooms and decrease utilization of licensed beds for Patient prep and recovery of surgical cases that do not require extended Inpatient stays. Recommended ratio is 3 beds of prep and recovery per OR to provide optimal utilization</td>
<td>Due diligence needed to confirm existing bed count</td>
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<td>Diagnostic Imaging</td>
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<td>Dietary service</td>
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<td>Support services</td>
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<td>Pharmacy</td>
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<td>Lab</td>
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</tbody>
</table>
See proposed parking garage plans for work outside of limits.
LANDSCAPE CONCEPT STATEMENT

The landscape design focuses on developing a
helicopter entry sequence with clearly defined
pedestrian and vehicle access. The design for
the area is well defined with curbs, drop-off and
parking while providing adequate seating
and walking spaces. The entry spaces are intended
to be functional and tie into the HealingCOURTYARD
space, the Emergency Department Courtyard, and
the Emergency Entrance. The Healing Garden
is enveloped by an international garden
encompassing trees that provide a
Victorian Healing for patients, visitors, and staff.

The site plan concept is based on the terrace
with a raised, central platform. The Healing
Garden is surrounded by an international
garden, creating a visual and physical
connection. The Healing Garden is
enveloped by a variety of seating opportunities.

LEGEND

NOTE: REFER TO SHEET 1.2 FOR PLANTING LIST

PROPOSED BUILDING ENTRY

TREES

FLOWERING ACCENT TREE

SHRUBS

HEALING TREATMENT

AREA TREE

EVERGREEN TREE TO MATCH EXISTING

TREES ALONG DOMINICAN WAY

MED-SIZE DECIDUOUS TREE

TALL DECIDUOUS TREE

SCULPTURAL TREE

SHRUBS, GRASSES, & GROUNDCOVERS

CANYON PLANT MIX

COASTAL TERRACE PLANT MIX

PARKING LOT PLANT MIX

STORMWATER TREATMENT AREA

LIGHTING - REFER TO EZ20 SITE LIGHTING PLAN

WELL-LIT OR DECORATIVE POLE LIGHT

LED STRIP LIGHT

STREET LIGHT

DOMINICAN HOSPITAL EXPANSION & RENOVATION

COMPANY:

CONTACT: JOSE L. JACOBO & ASSOCIATES, INC.

ADDRESS: 513 SWIFT STREET

SANTA CRUZ, CA 95060

OFFICE: 831.423.6040

CELL: EMAIL: JLB@JLJA.COM

ASSESSORS PARCEL NUMBER: 025-481-01

LANDSCAPE SITE PLAN

DATE PREPARED: 11/20/2019

L1.0
IRRIGATION NOTES
1. THE IRRIGATION DESIGN WILL MEET SQUELICH WATER DISTRICT AND STATE
   MODEL WATER EFFICIENCY LANDSCAPE ORDINANCE REQUIREMENTS.
2. THE INTENT OF THIS IRRIGATION SYSTEM DESIGN IS TO PROVIDE THE MINIMUM
   AMOUNT OF WATER REQUIRED TO SUSTAIN GOOD PLANT HEALTH.
3. LOCATE AND PROTECT MEN AND EXISTING UTILITIES PRIOR TO DEMOLITION.
4. DO NOT DAMAGE EXISTING UTILITIES, PAVING, OR STRUCTURES. PROVIDE THE
   NECESSARY REPAIRS AT NO ADDITIONAL COST TO THE OWNER.

PLANTING NOTES
1. ALL TREES TO BE MINIMUM 15-GALLON UNTIL NOTED OTHERWISE.
2. CONTRACTOR SHALL PROVIDE PLANT SPECIES WITHIN THIRTY (30) DAYS OF
   AWARD OF THE CONTRACT. CONTRACTOR SHALL BE RESPONSIBLE FOR PLACING
   PLANTS IN CORRECT LOCATIONS. CONTRACTOR SHALL PROVIDE OWNERS
   REPRESENTATIVE WITH WRITTEN VERIFICATION BEFORE PLANTS ARE
   PLANTED. CONTRACTOR SHALL PROVIDE OWNERS REPRESENTATIVE WITH
   WRITTEN VERIFICATION BEFORE PROCEEDING WITH ANY PLANTING
   REQUIREMENTS.
3. ALL EXISTING TREES TO REMAIN AND BE PROTECTED IN PLACE UNTIL NOTED
   OTHERWISE. CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE OF ANY KIND
   TO EXISTING TREES DURING THE COURSE OF CONSTRUCTION.
4. HOLD FINISHED GRADES FOR SHRUB AREAS 1 CANOHS BELIND ON TOP OF
   ADJACENT PAVEMENT OR HALLS (UNLESS OTHERWISE NOTED ON THE DRAWINGS).
5. CONTRACTOR SHALL NOTIFY OWNERS REPRESENTATIVE A MINIMUM OF FIVE (5)
   DAYS IN ADVANCE TO SCHEDULE PLANT DELIVERY DATES. OWNERS
   REPRESENTATIVE SHALL INSTRUCT PLANTS UPON ARRIVAL AND RESERVE THE
   RIGHT TO REJECT PLANTS.
6. CONTRACTOR SHALL PLACE PLANTS AS SHOWN ON PLANT AND VERIFY LOCATION
   WITH OWNERS REPRESENTATIVE. OWNERS REPRESENTATIVE MAY REQUEST
   THAT CONTRACTOR ADJUST OR RELOCATE PLANTS ON-SITE AS NEEDED TO PROPERLY
   COMPLETE DESIGN.
7. PROVIDE A MINIMUM OF 3 INCHES OF WOOD CHIP MULCH TO SOIL SURFACE
   AFTER PLANTING AND BEFORE EXISTING TREES AND SHRUBS TO REMAIN. MULCH
   SHALL NOT BE PLACED WITHIN A 12-INCH DIAMETER OF TREE TRUNKS AND SHOULD
   BE KEPT FREE FROM THE CROWN OF ALL SHRUBS, GRASSES, AND PERENNIALS. DO
   NOT MULCH SEEDED AREAS. MULCH FOR RAN-GARDENS SHALL BE GORELLA HAIR
   TYPE, AS ACCEPTED BY LANDSCAPE ARCHITECT. MULCH FOR ALL OTHER
   PLANTING AREAS SHALL BE TIER TO 1 INCH DIAMETER CORNISHED REDWOOD
   SHRED, REDWOOD SHRED, BARK, BARK CHIPS, STUMPS, DIRT, AND OTHER BERRIES,
   AS ACCEPTED BY LANDSCAPE ARCHITECT.
8. CONTRACTOR TO REVISE ALL PLANS AND SPECIFICATIONS FOR SUBMITTALS,
   TESTING, AND OTHER REQUIREMENTS. CONTRACTOR TO IMMEDIATELY NOTIFY
   OWNERS REPRESENTATIVE OF ANY DISCREPANCIES BETWEEN SITE CONDITIONS
   AND INTENT OF THESE DRAWINGS. ANY CONFLICTS WILL BE RESOLVED PRIOR TO
   COMPLETING WORK.

PLANTING LIST

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<thead>
<tr>
<th>TREES</th>
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<tbody>
<tr>
<td>FLOWER</td>
</tr>
<tr>
<td>LAURENCE RUBUS (WILD RASPBERRY)</td>
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<tr>
<td>JACARANDA MINOR (JACARANDA)</td>
</tr>
<tr>
<td>STORM WATER RETENTION AREA TREE</td>
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<td>TURQUOISE CONIFERA (BRIARWOOD BLUE)</td>
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<tr>
<td>EVERGREEN TREE</td>
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<tr>
<td>MAGNOLIA (TROPICAL)</td>
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<td>MEDITERRANEAN TREE</td>
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<tr>
<td>ACER CIRCINATUM (SNAKE MAPLE)</td>
</tr>
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<td>TALL DECIDUOUS TREE</td>
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<tr>
<td>DETAIL HOKIA RIVER BIRCH</td>
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<tr>
<td>SCULPTURAL TREE</td>
</tr>
<tr>
<td>MIRBELIA AMERICAN (MIRBELIA STRAWBERRY)</td>
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<tr>
<td>CYPRESS MACROCARPA (PORTOROY CYPRESS)</td>
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<tr>
<td>FINE TERRACIGA (TERRACE TREE)</td>
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<table>
<thead>
<tr>
<th>SHRUBS, GRASSES &amp; GROUNDCOVERS</th>
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<tbody>
<tr>
<td>CANYON PLANT MIX</td>
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<td>G. CLAUS (BERKELEY SAGE)</td>
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<tr>
<td>CALIFORNIA CARYMYRIA (WILD AMISH)</td>
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<tr>
<td>MALUS CORONARI (MORNING BLOOMER)</td>
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<td>RED VIBURNUM (CITALLA CURRANT)</td>
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<td>REDS SUNDANCE (RED FLOWERING CURRANT)</td>
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<td>CONIFERA TERRAIN PLANT MIX</td>
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<td>S. SIERRA (SERRA RIDGE) REDS (SERRA RED)</td>
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<td>CYPRESS OCCIDENTALIS (WESTERN REDCEDAR)</td>
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<td>SALVIA P.P. (SAGE)</td>
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<td>SENECA MANDARISAC (BLUE CHAMWAYS)</td>
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<td>PARKLAND PLANT MIX</td>
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<td>T. DECOR (TRELLIS) FROST (TRELLIS FROST SAGE)</td>
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<td>SALVIA P.P. (SAGE)</td>
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<td>SENECA MANDARISAC (BLUE CHAMWAYS)</td>
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<td>STORM WATER RETENTION AREA</td>
</tr>
<tr>
<td>ELYNIA GLACIA BLUE HILD RYE</td>
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<tr>
<td>LETUM VIRGULOSE (SLEEPING HILD RYE)</td>
</tr>
</tbody>
</table>

DOMINICAN HOSPITAL EXPANSION & RENOVATION

COMPANY: JOHNNY L. JANEDE & ASSOCIATES, INC.
ADDRESS: 831.423.6040
OFFICE: 831.423.6040
CELL: 831.423.6040
EMAIL: NDL@JLA.COM

ASSOCIATE'S PARCEL NUMBER: 023-481-01
PLANTING LIST & NOTES
DATE PREPARED: 11/20/2019
L1.2
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<th>TYPE</th>
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<td>E1</td>
<td>LED PEDESTRIAN SCALE AREA LIGHT MOUNTED TO ALUMINUM POLE, DIE-CAST ALUMINUM HOUSING, POWDER COAT PAINT FINISH, (ESA TYPE 3 DISTRIBUTION, INTEGRATED MOTION AND AMBIENT LIGHT SENSOR, FIXTURE MOUNTED ON SQUARE EXTRUDED ALUMINUM POLE, BOTTOM OF FIXTURE TO BE MOUNTED 15'-0&quot; ABOVE GRADE.</td>
<td>LITHONIA</td>
<td>FIXTURE: DSNWP06-90C-700-40K-T5W-MVOLT-SPUM-12V-**OPTIONS-DDBX0</td>
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<td>LED ROADWAY AREA LIGHT MOUNTED TO ALUMINUM POLE, DIE-CAST ALUMINUM HOUSING, POWDER COAT PAINT FINISH, (ESA TYPE 4 DISTRIBUTION, INTEGRATED AMBIENT LIGHT SENSOR, FIXTURE MOUNTED ON SQUARE EXTRUDED ALUMINUM POLE, BOTTOM OF FIXTURE TO BE MOUNTED 15'-0&quot; ABOVE GRADE.</td>
<td>LITHONIA</td>
<td>FIXTURE: KAO LED-40C-1000-60K-RS-MVOLT-SPD-12V-**OPTIONS-DDBX0</td>
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<td>FIXTURE: KAO LED-40C-700-60K-R4-MVOLT-SPD-12V-**OPTIONS-DDBX0</td>
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<td>E3</td>
<td>LED WALL MOUNTED AREA LUMINAIRE, DIE-CAST ALUMINUM HOUSING, POWDER COAT PAINT FINISH, INTEGRATED MOTION AND AMBIENT LIGHT SENSOR, (ESA TYPE 3 DISTRIBUTION, BOTTOM OF FIXTURE TO BE MOUNTED 14'-0&quot; ABOVE GRADE.</td>
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<td>DSNW1 LED-100-1000-40K-T3M-MVOLT-PHR-12V-**OPTIONS-DDBX0</td>
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<td>E4</td>
<td>42&quot; LED BOLLARD WITH LUMINIES FACES, STAINLESS STEEL BODY AND HEAD CAP, SQUARE BODY SHAPE, FROSTED ACRYLIC LENS.</td>
<td>FORMS + SURFACES</td>
<td>LBXN-LED-6000K LEO</td>
<td>4000K LEDS</td>
<td>1020</td>
<td>0-10V DIMMABLE, T/L COUNTER ON/OFF</td>
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<td>E5A</td>
<td>6&quot; APERTURE RECESSED LED DOWNLIGHT, 16 GAUGE GALVANIZED CRS HOUSING, POLYCARBONATE LENS OVER LIGHT ENGINE, WIDE BEAM DISTRIBUTION.</td>
<td>GOTHAM</td>
<td>EVO-40015-6AR-WL-LS5-MVOLT-GZ1-**OPTIONS-DDBX0</td>
<td>4000K LEDS</td>
<td>1501</td>
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<td>E5B</td>
<td>6&quot; APERTURE RECESSED LED LENSED WALL WASHER, 16 GAUGE GALVANIZED CRS HOUSING, POLYCARBONATE LENS OVER LIGHT ENGINE, WIDE BEAM DISTRIBUTION, FIXTURE TO BE MOUNTED 3'-0&quot; FROM FACE OF WALL TO CENTERLINE OF FIXTURE AT 9'-0&quot; O.C.C.</td>
<td>GOTHAM</td>
<td>EVO LN-40-15-6AR-WL-LS5-MVOLT-GZ1-**OPTIONS-DDBX0</td>
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<td>E6</td>
<td>LINEAR LED FLEXIBLE TAPE LIGHT, FIXTURE TO BE MOUNTED ON UNDERSIDE OF BRIDGE TO LIGHT LANDSCAPING BELOW BRIDGE. FIXTURE TO BE MOUNTED ON CLIPS UNDER BRIDGE, FIXTURE TO BE REMOTELY MOUNTED IN ACCESSIBLE LOCATION ON UNDERSIDE OF BRIDGE.</td>
<td>KELVIX</td>
<td>TAPE: 8X4K-WR-24V CLIPS: 8X-CLP-AL DRIVER: 16V-96</td>
<td>4000K LEDS</td>
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<td>0-10V DIMMABLE, T/L COUNTER ON/OFF</td>
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</table>
SAFETY ITEMS

6. TECHNICAL EVALUATION

7. SPACE CONSIDERATIONS

8. VENTILATION SYSTEM

9. ELECTRICAL SYSTEM

10. LICENSING REQUIREMENTS

11. FIRE SAFETY

12. WATER SYSTEM

13. RECYCLING

14. TERMS AND CONDITIONS

15. GENERAL PROVISIONS

16. CONTRACTOR'S RESPONSIBILITY

17. SUBCONTRACTORS

18. COMPLIANCE

19. MISCELLANEOUS

D. LICENSING REQUIREMENTS

E. GENERAL PROVISIONS

F. MISCELLANEOUS

G. COMPLIANCE

H. SUBCONTRACTORS

I. CONTRACTOR'S RESPONSIBILITY

J. MISCELLANEOUS

K. GENERAL PROVISIONS

L. LICENSING REQUIREMENTS

M. FIRE SAFETY

N. WATER SYSTEM

O. RECYCLING

P. TERMS AND CONDITIONS

Q. SPACE CONSIDERATIONS

R. VENTILATION SYSTEM

S. ELECTRICAL SYSTEM

T. SPACE CONSIDERATIONS

U. TECHNICAL EVALUATION

V. SAFETY ITEMS

W. ABOUT US

X. CONTACTS

Y. SERVICES

Z. PROJECTS

AA. NEWS

BB. CASE STUDIES

CC. TEAM

DD. CAREERS

EE. LOCATIONS

FF. CONTACT

GG. CAREERS

HH. LOCATIONS

II. CONTACT

JJ. CAREERS

KK. LOCATIONS

LL. CONTACT

MM. CAREERS

NN. LOCATIONS

OO. CONTACT

PP. CAREERS

QQ. LOCATIONS

RR. CONTACT

SS. CAREERS

TT. LOCATIONS

UU. CONTACT

VV. CAREERS

WW. LOCATIONS

XX. CONTACT

YY. CAREERS

ZZ. LOCATIONS
DISCLAIMER: Calculations have been performed according to manufacturer standards. Some differences between measured values and calculated results may occur due to various assumptions made, testing procedures, component performance, measurement techniques and field conditions such as voltage and temperature variations. These calculations are for reference only.
HIGHWAY VIEW 1 - LOOKING TOWARDS WEST ONRAMP
NO HOSPITAL VISIBILITY
HIGHWAY VIEW 3 - LOOKING TOWARDS MARSHALLS PARKING LOT
NO HOSPITAL VISIBILITY
HIGHWAY VIEW 4 - LOOKING TOWARDS MARSHALLS AND MARCHALLS PARKING LOT
NO HOSPITAL VISIBILITY
Parcel, Location, Zoning, & GP Maps

Application 191157

EXHIBIT H
Parcel Location Map

Parcel: 02548101, 02508102, 02508103

- Study Parcel
- City Limits
- Assessor Parcel Boundary
- Existing Park

Map printed: 23 Apr. 2021
Parcel Information

Services Information

Urban/Rural Services Line: X Inside ___ Outside
Water Supply: City of Santa Cruz Water District
Sewage Disposal: County Sanitation District
Fire District: Central Fire Protection District
Drainage District: Flood Control District 5

Parcel Information

Parcel Size: Approximately 20 Acres
Existing Land Use - Parcel: Medical
Existing Land Use - Surrounding: Medical and Professional Administrative office
Project Access: Soquel Drive and Mission Drive
Planning Area: Live Oak
Land Use Designation: P & C-O (Public Facility/Institutional & Professional and Administrative Office)
Zone District: PF & PA (Public Facility & Professional Administrative Office)
Coastal Zone: ___ Inside X Outside
Appealable to Calif. Coastal Comm. ___ Yes X No


Environmental Information

An Initial Study has been prepared (Exhibit D) that addresses the environmental review associated with this application.
Initial Study Comments & Responses

Application Number 191157

EXHIBIT J
Comments on the Initial Study & Responses

<table>
<thead>
<tr>
<th>Comment Letters Received for the Oakmont Senior Living Initial Study</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Number</strong></td>
</tr>
<tr>
<td>A.</td>
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<td>1.</td>
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<tr>
<td>B.</td>
</tr>
<tr>
<td>1.</td>
</tr>
<tr>
<td>C.</td>
</tr>
<tr>
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</tr>
<tr>
<td>D.</td>
</tr>
<tr>
<td>1.</td>
</tr>
<tr>
<td>E.</td>
</tr>
<tr>
<td>1.</td>
</tr>
</tbody>
</table>

Monterey Bay Air Resources District (MBARD)

**Criteria Pollutant Emissions:**

*CalEEMod:* CalEEMod has been prepared for the project and on file with the Planning Department. The project is expected to have a less than significant impact with respect to Air Quality.

*Emergency backup generator:* The CalEEMod prepared for the project includes emissions associated with the use of a backup generator. MBARD comments have been forwarded to the project applicant to ensure compliance with MBARD permitting requirements.

*EV Charging Stations:* The project proposes to install electric vehicle charging stations. Comment forwarded to applicant for additional consideration.

**Construction Emissions and Exposure to Toxic Air Contaminants at Surrounding Land Uses:**

Comment noted. Construction equipment shall comply with air district requirements.

**Greenhouse Gas Emissions:**

The County of Santa Cruz has adopted a qualified Climate Action Strategy (CAS) which address greenhouse gas emissions. The project will be in compliance with the CAS.

**Asbestos Remediation:**

Comment noted and forwarded to applicant to ensure compliance with MBARD asbestos remediation requirements.
Regional Transportation Commission (RTC)

1. Comments regarding potential design conflicts between the proposed development and proposed Highway One overpass and auxiliary lane are noted. Coordination with RTC staff can occur to ensure no conflicts exist however, the Hospital project is not adjacent to Highway One and would not physically limit or obstruct future improvements to or in the near vicinity of the Highway.

2. The request for inclusion of Highway One Level of Service (LOS) in the project Transportation Analysis is noted however, LOS is not a measure of the project’s environmental impact pursuant to SB743. The threshold of significance for determining project impact as it relates to transportation is based on Vehicle Miles Travelled (VMT). Information regarding VMT can be found in Section Q of the Initial Study and further addressed with Mitigation TRA-1.

3. The project has been designed to address potential mode conflicts in and around the project site. No modifications to existing circulation patterns surrounding the project site are proposed and no impacts to transit are anticipated. Section 8 (Page 42) of the Transportation Analysis prepared by Fehr & Peers, dated October 2020 provides detailed description of the various site access, circulation, and parking improvements.

4. As noted in the Initial Study the project design would comply with all current regulations, codes and policies regarding circulation. Mitigation Measure TR-1 will address project impacts as it relates to VMT. See response to comment #5 for existing programs in place to reduce vehicle trips.

5. See attached letter to RTC from Dignity Health, dated April 23, 2021 regarding rideshare incentives. Existing programs and implementation of TR-1 will ensure the project will result in a less than significant impact.
April 19, 2021

County of Santa Cruz Planning Dept.
701 Ocean St., 4th Floor
Santa Cruz, CA 95060

Email: Nathan.MacBeth@santacruzcounty.us

Subject: Comments on the Initial Study for the Dominican Master Plan

Dear Mr. MacBeth:

Thank you for providing the Monterey Bay Air Resources District (Air District) with the opportunity to comment on the above-referenced document. Please consider the following comments when preparing the MND for the above referenced project:

- **Criteria Pollutant Emissions**
  Please use a land use emissions model such as the California Emissions Estimator Model (CalEEMod), which can be found at [http://www.capcoa.org/caleemod/](http://www.capcoa.org/caleemod/), to estimate project emissions.

- If an emergency generator will be installed to support the surgery center, include the engine’s emissions in the overall operational emissions considered for the project. An Air District permit is required if the engine is rated at 50 hp or greater.

- To further reduce transportation emissions, include installation of electric vehicle charging stations in the construction of the parking structure.

- **Construction Emissions and Exposure to Toxic Air Contaminants at Surrounding Land Uses:**
  When possible, use cleaner construction and off-road equipment for the project, specifically, equipment that conforms to the California Air Resources Board’s Tier 3 or Tier 4 emission standards. The Air District further recommends that, whenever feasible, construction and off-road equipment use alternative fuels such as compressed natural gas (CNG), propane, electricity, or biodiesel.

- **GHG Emissions:**
  The Air District suggests using guidance from the Bay Area Air Quality Management District or Sacramento Metropolitan Air Quality Management District for evaluating the project’s greenhouse gas emissions.

- **Asbestos Remediation:**
  If any buildings are renovated or demolished as part of this project, Air District rules may apply. These include Rule 424, National Emissions Standards for Hazardous Air Pollutants and Rule 439,

Richard A. Stedman, Air Pollution Control Officer
Building Removals. Rule 424 contains the investigation and reporting requirements for asbestos which includes surveys and advanced notification on structures being renovated or demolished. Notification to the Air District is required at least ten days prior to renovation or demolition activities. Rule 424 could also apply if old underground piping or other asbestos containing construction materials are encountered during trenching activities. District Rule 439 prohibits the release of any visible emissions from building removals. Rules 424 and 439 can be found online at https://ww2.arb.ca.gov/current-air-district-rules. Please contact Shawn Boyle, Air Quality Compliance Inspector III, at (831) 647-9411 for more information regarding these rules.

The Air District appreciates the opportunity to provide comments prior to the preparation of the MND. Please contact me if you have any further questions about these comments.

Best Regards,

David Frisbey
Planning and Air Monitoring Manager

cc: Richard Stedman, Air Pollution Control Officer
Amy Clymo, Engineering and Compliance Manager
Shawn Boyle, Air Quality Compliance Inspector III
April 19, 2021

Nathan McBeth, Principal Planner
Santa Cruz County Planning Department
701 Ocean Street, Fourth Floor
Santa Cruz, California 95060

RE: Initial Study for Dominican Master Plan

Dear Mr. McBeth,

Thank you for the opportunity to comment on the Initial Study for the Dominican Master Plan located on Soquel Drive. Dominican Hospital is located just north of the Soquel Drive interchange with State Route (Highway) 1 Freeway in Santa Cruz County and State Route 1 provides regional access to Dominican Hospital. The Santa Cruz County Regional Transportation Commission (RTC) serves as the Regional Transportation Planning Agency (RTPA) for Santa Cruz County. The Regional Transportation Commission is responsible for delivering a full range of convenient, reliable and efficient transportation choices for the community, including projects funded by Measure D (2016).

The proposed Project would construct an approximately 84,000 square foot addition to the existing hospital facility including a new surgery center, reconfiguring the existing emergency room and construction of a three-story parking structure. Though the project will increase the size of the existing hospital by approximately 84,000 square feet, the project will not result in an increase in the existing number of licensed hospital beds (222 beds). Using the increased building size as the basis of trip generation, 901 new daily trips would be generated. An alternate method to analyze traffic impacts based on new employees was also conducted. The analysis of trip generation based on building size resulted in a higher number of trips and was used to evaluate potential effects.

As part of the proposed Project, the project sponsor will install an additional northbound right turn lane on Soquel Drive with at least 60 feet of storage; provide 92 bicycle parking facilities and bicycle circulation throughout the site as well as connecting to nearby facilities; and provide new accessible ADA-compliant pedestrian facilities from nearby transit facilities to the hospital with lighting as well as enhanced pedestrian paths between the hospital and the parking structure. In addition, the project sponsor will implement mitigation Measure TR1-
participation in the regional Cruz511 travel demand management program, hiring of a transportation coordinator to market the program, incentivizing and gamification of participation in the program, and provision of an emergency guaranteed ride home. It was determined based on the results of the analysis that with mitigation TRA-1, the project would not result in an increase in vehicle miles travelled (VMT) or increase in greenhouse gas emissions.

During the construction of the parking garage, there will be a need for implementation of a temporary parking plan due to the displacement of approximately 140 employee parking spaces. The applicant has arranged with a nearby property owner to accommodate the temporary displacement of employee parking during the construction of the parking garage. Upon completion of the parking structure, construction of the primary hospital expansion will commence.

RTC submits the following comments regarding the project and its potential environmental impacts:

1. The proposed project is in the vicinity of the RTC’s 41st Avenue to Soquel Avenue/Drive Auxiliary Lane Project. The 41st Avenue to Soquel Avenue/Drive Auxiliary Lane Project will construct northbound and southbound auxiliary lanes between the 41st Avenue and Soquel Avenue/Drive interchanges and construct a new bicycle and pedestrian overcrossing at Chanticleer Avenue. RTC requests that the project sponsor work with RTC Staff, Sarah Christensen, schristensen@sccrtc.org, to ensure that the proposed medical office building design does not interfere with the 41st Avenue to Soquel Avenue/Drive Auxiliary Lane Project design.

2. Historically the section of Highway 1 in the project vicinity has been the busiest in the county serving over 100,000 vehicles a day, providing access to the primary regional commercial/retail activity centers on 41st Avenue and regional medical facilities located on Soquel Drive. The proposed Project will add new trips to an already busy roadway network. This will result in increased traffic in the vicinity, including nearby intersections, Highway 1 mainline and Highway 1 interchanges at Soquel Avenue/Drive and 41st Avenue. The Traffic Impact Analysis should include an analysis of impacts on Highway 1.

3. The proposed Project should evaluate potential mode conflicts in the project vicinity resulting from increased traffic volumes, including potential mode conflicts at nearby intersections. Proposed transportation mitigation measures should be reviewed by the RTC and designed to work in coordination with the 41st Avenue to Soquel Avenue/Drive Auxiliary Lane Project and Chanticleer Bicycle and Pedestrian Overcrossing of Highway 1.

4. Proposed mitigation for traffic impacts should include funding public transit service along Soquel Drive. Access to transit service is needed to provide an alternative for individuals who do not have access to a vehicle and to reduce the number of vehicle trips to the medical office building.
5. RTC applauds the proposed Project for including Measure TR1-participation in the regional Cruz511 travel demand management program, hiring of a transportation coordinator to market the program, incentivizing and gamification of participation in the program, and provision of an emergency guaranteed ride home. RTC staff recommends that the project sponsor further discourage single occupancy vehicle trips by providing preferential parking for carpools, vanpools and bicycles in the new parking areas and incentives for employees to use transit.

If you have any questions about these comments, please contact Grace Blakeslee of my staff at gblakeslee@sccrtc.org.

Sincerely,

Guy Preston
Executive Director

CC: Commissioner Koenig
April 23, 2021

Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

Re: Measure TR1-participation in the Regional Cruz511 Program

Dominican Hospital is a member of the Cruz511 travel demand program. We have supported our employees for alternatives to individual car commuting including offering Secure Hospital Bike Parking, Emergency Rides Home, and Employee Showers and Lockers. We support Ecology Action and offer drawings for participation in events such as Bike to Work Day. The Cruz511 and Ecology Action offerings are also available to Dominican Hospital Employees.

Attached is our Employee Transportation Options and Benefits Overview, including also our Employee Wellness Program which enhances our Employee Transportation Options and Benefits.

Rachel Howley, Director of Ancillary Services, is our Transportation Coordinator with many of the benefits issued through our Campus Security Department for easy access by our employees. She is supported through our Employee Wellness Program by Eric Hand and Terri Primavera.

We encourage our employees to learn about the programs by providing the information at new employee orientation, posting in their departments and posting in our cafeteria.

We appreciate the programs our community offers through Cruz511 and Ecology Action and their teamwork and support.

Thank you!

Jeanette Engle-Ramirez, COO
Dominican Hospital
1555 Soquel Drive
Santa Cruz, CA 95065
831-462-7387
Employee Transportation Options and Benefits

There are many ways we can travel to and from work. We encourage our employees to take advantage of all the transportation options we have here at Dominican Hospital!

**CRUZ511**

CRUZ511 can help make your commute a breeze by offering a variety of convenient and safe alternative options, including park & ride lots, bike rentals and resources (maps, transit instructions, etc.), and carpooling/vanpooling! Learn more at cruz511.org.

**Ecology Action**

Ecology Action provides employees with healthy, eco-friendly, and money-saving transportation by offering free emergency rides home, stress-free bike buying, free professional commuting advice, test rides on eBikes, and environmental workshops. Learn more at ecops.or/membership.

**Commuter Club**

Do you walk, bike, carpool or take public transportation to work? If so, you can enter a monthly prize drawing using commuter cards in the drop boxes near the bike cages!

**Secure Hospital Bike Parking & Emergency Rides Home**

Riding your bike to work, not only supports the environment, but keeps you routinely active! We even celebrate "Bike to Work" month in May! If you are interested in parking your bike on campus, or need an emergency ride home, reach out to security.

**Employee Showers and Lockers**

Need to freshen up? In the Employee Conference Center, we offer a place where you can shower off and store your belongings. Please sign up in advance!

**Electric Vehicle Charging**

If you own an electric car that is running out of juice, you can find charging stations in the parking lot near the Education Center.

**Telework Programs**

Based on your responsibilities, there may be opportunities to work from home or an alternative location. Please speak to your manager about the options available to you.

**Questions**

For questions regarding our transportation options, please reach out to Rachel.Howley@commonspirit.org.

Dignity Health
Dominican Hospital
Employee Wellness Program

Here are some of the few activities you can take part in to maintain your health and wellbeing!

Employee Gym
The employee gym is a great free way to stay active and is open with special guidelines to ensure the safety of those interested in working out. For gym access and sign up information, reach out to Eric Hand (contact information below).

Employee Wellness Portal
Take advantage of our online Wellness Program! Track your healthy behavior, access video learning courses, compete in personal and group challenges, sign up for programs through the Wellness Center and live your happiest, healthiest life!
Visit ghmg-santaclara.livehealthvignite.com to register.

At Home Workouts & Online Education
From Pilates to equipment free workouts, we have access to routines that will help you achieve your fitness goals from the comfort of your home. Check out our options on Employee Wellness Portal and on HealthyYou.Sharecare.com.

She.Is.Beautiful. Employee Discount
As a proud primary sponsor of She.Is.Beautiful, Dignity Health employees are offered a discount when registering for the annual March 5k, 10k, and half marathon event. Visit runsheisbeautiful.com for more information.

Healthy Rewards Program
Through the Healthy Rewards program employees are eligible for a reimbursement (based on employment status) for health and wellness items, including gym memberships, sports equipment, race entry fees, health related classes (smoking cessation included), weight loss or those wellness programs offered through Dominican Hospital’s PEP program.

Questions
For questions regarding employee wellness opportunities, reach out to Eric.hand@commonspirit.org or Terri.primavera@commonspirit.org. Also, look out for offerings and updates in the weekly employee Insights newsletter!

Dignity Health
Dominican Hospital
From: David Frisbey <DFrisbey@mbard.org>
Sent: Friday, April 30, 2021 2:40 PM
To: Nathan MacBeth
Cc: Matt Johnston
Subject: RE: Dominican

****CAUTION: This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email.****

Nathan,

The construction and operational emissions in the CALEEMod report for both summer and winter for the Dominican Hospital project are within the Monterey Bay Air Resources District’s CEQA thresholds. The Annual Summary is used to determine CO2e emissions. The County of Santa Cruz has a Climate Action Plan (strategy) which precludes the need to compare the emissions to a significance threshold. Let me know if you have any further questions.

Thanks,

David Frisbey, Planning and Air Monitoring Manager

Monterey Bay Air Resources District
24580 Silver Cloud Ct.
Monterey, CA 93940
Office: 831-647-9411; Direct: 831-718-8016
www.mbard.org
Public Correspondence

Application Number 191157

EXHIBIT K
Dominican Hospital Expansion Project: Neighborhood Meeting Notes, 5/9/19

FAQ:
- Why is Dominican doing this project?
  1. Changing technology and regulations
  2. Seismic regulations
  3. More parking is needed
- Will there be more traffic as a result of the new parking structure?
  1. Not expected
  2. Number of beds will not be changing, thus the number of patients and visitors is not expected to change
  3. Parking structure will help satisfy the needs of the community
  4. This will help move parking from surrounding surface streets to the hospital campus
- How will people enter and exit the parking structure?
  1. There will be entrances and exits through the hospital
  2. Off of Mission, there will be an entrance, and a right turn-only exit
- Who will be able to use the parking structure?
  1. Patients, visitors, and employees of the hospital primarily
  2. It will also benefit some of the surrounding medical offices
- Is this going to be free parking?
  1. Right now, there is no plan to charge for the parking
- Why is the parking structure being placed on Mission St? Why not another part of the hospital campus?
  1. The location as planned puts patients and staff as close to the hospital as possible
  2. This was the most obvious place to put it when looking at the future growth of the hospital
  3. Also, highway one is a scenic corridor and we didn’t want to obstruct the view of the hospital
- Is this parking structure going to loom over our neighborhood? How does the height of the 84,000 square foot addition compare to the other existing building heights?
  1. 56 feet high
  2. Modern health care trends with regard to all the infrastructure needed to support those trends
  3. When this was built in 1964, it was a different era of health care
- Are new patient rooms being added to the hospital? Will Dominican be treating more patients?
  1. No
  2. Same number of patient beds
- Does this mean that the cost for service at Dominican will go up?
  1. No
- Will the helicopter land pad change or will the flight path change?
  1. Our preliminary studies didn’t show a need to change it
  2. We do have a group studying this more closely
- Will patient services be interrupted during construction?
  1. As the bulk of this construction is new footprint to the hospital, current patient care shouldn’t be interrupted
  2. When we begin work to transform patient rooms into private rooms, there will be some impact, but we are working to minimize disruption of services
• What is Dominican going to do to reduce construction noise?
  1. Construction will be limited to only the times that are outlined in the permit
  2. Construction will not take place on the weekend
  3. Our goal is to enclose the building as quickly as possible, so that construction moves inside the new structure to mitigate external noise
  4. Will have acoustical engineers guiding the project
• Where will cars park during construction?
  1. During construction of the parking garage, we’re losing 200 parking spots
  2. There are opportunities for parking at the cemetery
  3. We are also working to arrange parking remotely and coordinating for busing/shuttling
• How do you plan to keep the community engaged during this process?
  1. New, dedicated website
  2. Application submitted to the county
     1. They will be seeking input from the community
  3. Public hearing
     1. Community members can attend and provide feedback
• What about the environmental impact? Green building codes?
  1. Energy efficient
  2. Working to be responsible with material usage
  3. Dominican Hospital already has an EUI that is of national standard, and is typical of a green-certified building
  4. All of the site runoff will be collected and filtered before it’s released off site
  5. While this building isn’t going to be LEED-certified, this design team is committed to looking at sustainability and energy efficiency throughout the planning and construction process
• What about security?
  1. We try to keep ground cover low
  2. We want there to be good visibility for ease of surveillance
• Will the lights on top of the garage be disruptive?
  1. Looking into options, such as solar
  2. LED lighting, which is very directional, pointed downwards
  3. Not a lot of light pollution

Audience Q&A:
• We are inundated with people from one medical office or another parking on our street; it’s a problem. Are the people from the other clinics going to be able to use the garage?
  o At this point, it is a public garage. We have no plans to police it or charge for it, so staff from other medical clinics will likely be parking there.
• When will the impact to traffic on Mission Drive occur and how will you manage the traffic during construction?
  o 10-12 month process to actually build the garage. The footprint we’re working with is small and on the current hospital campus, and we’ll stay within that footprint. Our intent is not to impact streets. We can essentially build within the “box” of the construction area. We’ve worked on several campuses tighter than this one, and have successfully managed our footprint to minimize traffic impact.
• How will you get your construction vehicles into the campus? Via Mission Drive?
• We will look very carefully at how to balance our traffic. We don’t want to overload
Mission Drive. Deliveries are often timed very early and done very quietly so as not to be disruptive.

• When do you expect the project to be finished?
  o Project completion is expected in ’27 or ’28.

• Is there any other access to Mission Drive planned from, say, Thurber?
  o There is no plan for doing this.
  o We are trying to stay out of the residential area altogether.

• Is the garage going to replace the gravel parking area, and is the entrance going to be where it is now?
  o Yes, it will be in the same space. The entrance off of Mission Drive will be in roughly the same area it is now.
  o Feedback to this answer: To have that entrance so close to Soquel Drive is difficult now in terms of people crossing the street away from crosswalks. Very dangerous.

• Five or six years ago, we had a meeting such as this and many promises were made. You have a space you can use in front of the chapel. No one here will have any issues about Mission Drive if you build the garage there. Why not do that?
  o A main reason for building the garage where it will be is the proximity to the ER.
  o Also, Soquel Drive is a part of the Highway 1 scenic route, and this approach will allow us not to impact that scenic flow.

• It looks like they’re losing the 1595 building with this project. Is that true?
  o No.
  o Part of our construction of the parking garage and new ER entrance will involve some of the parking area for the 1595 building. However, we’re talking about spaces that are on the ground already.

• Where will the people who typically park in the gravel lot park during the construction?
  o Some will park temporarily in the cemetery area.
  o We are also looking at park and ride/shuttle options
  o We’ll also start stacking cars with valet services.

• I live on a part of Paul Sweet Road that is private. We tow cars if they park there. If temporary parking will be directed to the cemetery, there will be even more traffic on Paul Sweet. I’m worried about that.
  o <DID NOT CAPTURE ANSWER>

• What is the current estimate of the parking deficit as it exists now? Roughly how many spaces do you have now?
  o We can’t tell you a number right now, but we are doing a parking inventory and study.
  o We’re going to count all the available spaces and occupied spaces throughout the day from 7am-7pm.
  o This will give us the occupancy rate.
  o Hospital traffic is normally generated by patients/number of beds. As the number of beds isn’t going up, we don’t expect number of cars to increase.

• Has the hospital looked at transportation demand management programs? Bus token programs, bike to work programs?
  o We have added a number of bike racks. There are many of these on campus.
  o We are exploring setting up a bus program as well.
  o We haven’t diligently looked at this, but this is an opportunity for us.

• How many ADA spaces are you putting in the parking structure?
- We will definitely meet the code requirement.
- There will be seven spaces on the ground floor, closer to the ED.
- Also, the lot in front of the new parking garage will have an entire row of ADA parking spots.
- Have you heard about the new possible medical building on Soquel Avenue? One suggestion at that meeting was to have a bus that travels between that Kaiser facility, the PAMF facility, and the hospital, and have folks parking at all of the facilities.
  - Dominican Hospital COO: Not a bad idea!
- Mission Drive parking got really bad a few years ago due to the gated gravel lot and its badged fence. It made it difficult for a lot of the medical clinic folks to find parking. Is the new garage going to be open to the medical clinic people as well?
  - It will be open to everyone. However, the primary focus will on providing parking to employees, visitors, and patients of Dominican Hospital. Will need to monitor how it goes.
- I'm concerned about my view and overall aesthetics. How tall are the parking structure and new building going to be?
  - Not much higher than the existing four-story building, which is around 50 feet.
  - The garage will be around 40 feet high.
  - The new building will be around 55 feet high.
- Can you put up some story poles or balloons so we can see how high the building will be?
  - Yes, this would be possible.
  - We can put some images on the website.
- Are you picking trees that aren't too tall?
  - We haven't picked the trees yet, but are looking at volume and width rather than height.
  - The county may require us to have some native trees.
- What will be the distance and composition of the material between the new parking garage and the new medical buildings?
  - There will be about 25 feet between the parking garage and the medical buildings to its left. This includes a crosswalk.
- You talked about changing the length of shifts. What about misaligning the start and end of shifts to help with volume of traffic during shift changes? What if the folks could be broken into two categories—medical and non-medical? All the medical folks leave at one time, and all the non-medical folks leave at another time?
  - Unfortunately, this is not possible due to union contracts.
- During the project, will there be capacity problems at all?
  - As the number of beds isn't changing, we don't anticipate any problems with capacity.
- The wind screens you have up now are not very attractive. Will those change?
  - Yes, they will be replaced. The new ones will be more in line with the overall look of the building.
- Do you have any plans to improve the ER as a part of this project? Frankly, the waiting room is too small. Are there any plans for that in the future?
  - The drop off area will be expanded.
  - There will also be an outdoor garden area for waiting during temperate weather.
- Will the new medical rooms be much bigger?
  - Yes, they will be around 50 percent bigger than they are now.
• Can I be put on a list to look at the mock up rooms? I am in a motorized wheelchair and visited my father in the hospital—I couldn’t get past the bed. Will that get better?
  o Yes, that will get better.
  o Deidre: please send me an email about this and we can definitely accommodate you.
Dominican Hospital Seismic Upgrade and Modernization Project
Neighborhood Meeting. April 28, 2021
Via Zoom

Speakers:
Deidre Hamilton, Planning Coordinator
Dudley Campbell, Devenney Group Ltd., Architect
Osa Aimufua, Dignity Health Project Manager
Nanette Mickiewicz, MD, Dominican Hospital President
Jeanette Engle-Ramirez, Dominican Hospital Chief Operations Officer

Nanette Mickiewicz provided an introduction to Dominican Hospital (DH) mission and highlighted DH innovation and technology in the community.

Osa Aimufua discussed why this project is important to the community.
- Improvements needed to be in compliance with state regulations for seismic upgrades for hospitals by 2030.
- The main building was built prior to current regulatory requirements from the Office of Statewide Health and Planning and Development (OSHPD).
- It is cost prohibitive to renovate operating rooms to bring them up to current state of the art technology.
- Site optimization strategy includes new parking structure to meet need.

Dudley Campbell displayed detailed renderings of the proposed projects from multiple angles. These renderings showed the location of the parking garage, hospital building improvements, landscaping, neighborhood views, freeway view and vehicular traffic flow. Project details presented included:
- Current nine operating rooms will be converted to 10 larger operating rooms.
  Allows implementation of new technologies and procedures.
- Building 60 patient rooms and renovating existing rooms to provide all private patients. No increase in capacity/total beds.
- 3 story parking garage with parking for 409 cars. An increase of 200 over current parking capacity.

Project schedule:
- Construction of parking garage expected Q2 2022 - Q2 2023
- Hospital modernization: Design and permits 2021-2022; construction Q2 2024 - Q1 2027. Plan to see patients in Q3 2027.

Deidre Hamilton explained the current status of the project.
• Application has been submitted to the county
• May 12 goes to Planning Commission
• June 22 to Santa Cruz County Board of Supervisors
• Permits to follow

Questions & Answers

**Will the bike lane on Soquel Drive be impacted?**
No impact

**What will be the impact of parking garage on Mission Drive traffic?**
There will be 2 egresses from the parking garage and one will be a right turn onto Mission Drive.

**How will the parking garage impact the signal at Soquel Dr. and Mission Dr.?**
The county will sequence the lights.

**Will there be electric car charging in the garage?**
Yes, or in another location that meets code requirements

**Who can use the parking garage? Will it cost to park?**
Anyone can use the garage and there are no plans to charge for parking.

**Will the parking for the four story medical office building be impacted?**
No.

**Where will patients, staff and visitors park during construction?**
Staff and construction workers will park off site at Oakwood Cemetery and other options are in development.

**Will the emergency room be expanded?**
This is not part of the current project plan.

**Was a study done to show the impact of the parking garage on Mission Dr.?**
Yes, study showed that Mission dr. residents will see a reduction in street parking.

**Will there be any improvements to Mission Dr. as part of this project?**
No

**Can 1668 and 1688 Dominican Way park in the parking structure?**
Yes

How will we prevent people from parking on Mission Dr.?
We cannot. Mission Dr. is a public street. DH will incentivize staff to use the parking garage and encourage alternate modes of transportation (biking, public transportation). DH will work with surrounding providers to reinforce use of the garage.

What is the expected completion date for the garage?
April 2023.

Can the Emergency Room be expanded?
Not under the current proposal.
April 14, 2021

Dudley Campbell
Devenney Group Ltd., Architects
201 West Indian School Road
Phoenix, AZ  85013

Subject:  Dominican Hospital Daily Trip Generation and VMT Comparison

Dominican Hospital is planning to modernize with an 84,054-square foot (s.f.) hospital expansion, renovation of the existing surgical department of 12,448 s.f., and the construction of a 409-space multi-level parking structure. The modernization would allow it to better serve its patients in Santa Cruz County. County staff typically requires a project to pay a transportation impact fee proportional to the forecast vehicle trip generation. For a project like this, the trip generation and vehicle miles traveled (VMT) could be developed based on either of two methods:

1) the increased building size (method 1), or
2) the increased employment population (method 2).

Thus, the chosen trip generation method influences the potential transportation impact fee for this project.

The purpose of this project is to right-size Dominican Hospital to meet current healthcare needs of the community and the state required upgrades to meet seismic compliance. The project while increasing the overall square footage of the campus is not increasing the number of licensed patient beds or change its service area – Santa Cruz County. Thus, Dominican Hospital will not substantially change its operations or delivery services with the modernization in a way that notably increases the daily trip generation or daily VMT on the County roadway system. This letter compares the daily vehicle trip and VMT of each method.

Summary and Comparison of Trip Generation and VMT Results

The first method using the increase in building size is often used by County Public Works staff to estimate the transportation impact fee. The second method uses employee population growth to estimate the anticipated daily trip generation and VMT. These methods are documented in greater detail in the Dominican Hospital Modernization Transportation Analysis (TA) report (November 2020) and the Dominican Hospital Vehicle Miles Traveled (VMT) Assessment memorandum (December 11, 2020). The results for each method are summarized below.
- **Method 1 – Vehicle Trip Generation and VMT Estimates using Increased Building Size:**

The daily trip generation is based on the average vehicle trip rates per 1,000 square feet published in the *Trip Generation Manual* 10th Edition by the Institute of Transportation Engineers (ITE). Based on the increase in square footage, the Project is estimated to generate 901 daily trips. The attached Table 1 presents the trip generation summary.

The VMT assessment described in the *Dominican Hospital Vehicle Miles Traveled (VMT) Assessment* memorandum, shows that the VMT on the Santa Cruz County roadway system only increases by 1,680 daily VMT with the 901 daily trip estimate. This is a 0.02% increase in the VMT on roadways in Santa Cruz County.

- **Method 2 – Vehicle Trip Generation and VMT Estimates using Increased Employment Population:** The hospital has projected an increase of 39 employees and 35 additional visitors with the increase of two operating rooms, above their current number of operating rooms and additional facility staff needed to maintain the new building. The sum of the 39 employee and 35 visitor trips is multiplied by two to get round trips to and from the hospital, resulting in an estimate of 148 daily vehicle trips. The attached Table 2 presents the trip generation summary.

The VMT assessment described in the *Dominican Hospital Vehicle Miles Traveled (VMT) Assessment* memorandum, shows that the VMT on the Santa Cruz County roadway system only increases by 70 daily VMT with the 148 daily trip estimate. This is a 0.0009% increase in the VMT on the roadways in Santa Cruz County.

Dominican Hospital has agreed to enroll in the CruzS11 Rideshare program. Participation in the rideshare program will assist in reducing the number of new vehicle trips to and from the Project site. The rideshare program helps employees who are interested in carpooling or vanpooling find suitable riders with similar work schedules, origins, and destinations. In fact, under Method 2, shifting 10 employees with a 7 mile round trip commute to the rideshare program would off-set the 70 VMT increase on the roadway system.

The anticipated daily trip generation and VMT change is expected to be very small based on the hospital's anticipated employee growth. This hospital modernization will remain local serving because most of the building size increase is dedicated to existing employees and visitor activities, the limited change in the hospital's operations, the licensed patient beds will be unchanged, and the hospital service area will remain primarily Santa Cruz County.

We appreciate this opportunity to share this information on the two methodologies used to develop the trip generation and VMT. Please call Mark at (925)357-3375 with any questions.
Sincerely,

FEHR & PEERS

Mark Howard, EIT
Transportation Engineer

Daniel Rubins, P.E.
Senior Associate

Attachments:

- Table 1: Hospital Trip Generation Based on Building Size Rates
- Table 2: Hospital Trip Generation Based on Employee Population Rates
### Table 1: Hospital Trip Generation Based on Building Size Rates

<table>
<thead>
<tr>
<th>Use</th>
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<td>Total</td>
</tr>
<tr>
<td>New Hospital Tower</td>
<td>84.054 KSF</td>
<td>901</td>
<td>52</td>
<td>29</td>
</tr>
</tbody>
</table>

**Note:**
1. Daily trips rates obtained from *Trip Generation Manual, 10th Ed.* (Institute of Transportation Engineers, 2017) using ITE land use category 610 on a per 1,000 square foot basis. The peak hour trip generation rates are from *Table 8* in the *Dominican Hospital Modernization Transportation Analysis* report and are based on vehicle trip generation surveys of the project site.


### Table 2: Hospital Trip Generation Based on Employee Population Rates

<table>
<thead>
<tr>
<th>Use</th>
<th>Size</th>
<th>Daily¹</th>
<th>AM Peak Hour¹</th>
<th>PM Peak Hour¹</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
<td>Total</td>
</tr>
<tr>
<td>New Hospital Tower</td>
<td>39 Employees</td>
<td>148</td>
<td>4</td>
<td>2</td>
</tr>
</tbody>
</table>

**Note:**
1. Daily trips rates obtained from *Trip Generation Manual, 10th Ed.* (Institute of Transportation Engineers, 2017) using ITE land use category 610 on a per employee basis. While the peak hour trip generation rates are from *Error! Reference source not found.* in the *Dominican Hospital Modernization Transportation Analysis* report.

Final Memorandum

Date: December 11, 2020
To: Dudley Campbell, Devenney Group Ltd., Architects.
From: Mark Howard, EIT and Daniel Rubins, Fehr & Peers
Subject: Dominican Hospital Vehicle Miles Traveled (VMT) Assessment

This memorandum describes the results of a VMT assessment performed for the proposed Dominican Hospital modernization Project. The Project will include an 84,054-square foot (s.f.) hospital expansion, renovation of the existing surgical department of 12,448 s.f., and the construction of a 409-space multi-level parking structure.

The modernization of Dominican Hospital would allow it to better serve its patients in Santa Cruz County, not increase the number of licensed patient beds and will continue to primarily serve Santa Cruz County. The small increase (0.02% or less) in daily boundary VMT could be off set by participating in regional transportation demand management programs like Cruz511.org.

SB 743 VMT Assessment Overview

Senate Bill (SB) 743, signed by Governor Jerry Brown in 2013, is changing the way transportation impacts are identified under the California Environmental Quality Act (CEQA). Specifically, the legislation directed the State of California’s Office of Planning and Research (OPR) to look at different metrics for identifying transportation impacts. Following several years of draft proposals and related public comments, OPR issued its Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) to assist practitioners in implementing the CEQA Guidelines revisions to use vehicle miles traveled (VMT) as the preferred metric for assessing passenger vehicle related impacts. Along with this OPR advisory guidance, the CEQA guidelines were updated in December 2018, such that vehicle LOS will no longer be used as a determinant of significant environmental impacts, and an analysis of VMT will be required. The use of VMT for CEQA is required as of July 2020.

Santa Cruz County has prepared its guidance for SB 743 implementation under the Analyzing Vehicle Miles Traveled for CEQA Compliance (July 2020). This document indicates a hospital would
use a net change in the regional daily VMT generated by Santa Cruz County as the VMT threshold (Exhibit 3 – Significance Thresholds and Methodology). The regional daily VMT is the sum of the employee and customer VMT in Santa Cruz County in any type of vehicle.

Project Description

Dominican Hospital is planning for the future and has identified a need to modernize to continue providing healthcare in Santa Cruz County at the highest level and to provide enhanced care capabilities. The main purpose for the hospital modernization Project is to enhance patient and operating room quality by converting existing semi-private rooms to private rooms and replacing existing operating rooms. The combination of converting the existing semi-private rooms to private rooms and adding 60 new private patient’s rooms will not increase the total number of patient beds. Dominican Hospital currently has 222 licensed patient beds. The modernization will result in a total of 222 licensed patient beds when the Project is completed.

The Project includes the following components:

- Renovation of 12,448 s.f. in the existing surgical department for patient’s room
- Addition of 84,054 s.f. in a new hospital tower
- Construction of a 409-space parking structure

The proposed hospital expansion will be located on the northeast side of the existing hospital building. It will consist of three levels plus a basement floor containing storage and mechanical equipment. This hospital modernization will replace eight existing operating rooms with 10 new operating rooms on the ground level and provide 60 new patient rooms on two levels (30 private patient rooms per floor) by converting of the existing facility’s semi-private patient rooms into private patient rooms, thus not increasing the total number of licensed patient beds for the hospital.

Technical Approach

As noted above, the modernization will not increase the number of patient beds. In addition, the Project is primarily serving Santa Cruz County, meaning only a small portion of vehicle trips travel outside of Santa Cruz County. Furthermore, the hospital expects to add fewer than 40 employees with this modernization. This analysis discusses the expected distribution of daily vehicle trips and the Project’s resulting effect on VMT under Existing Conditions:

- Distribution of Daily Trips: To confirm the Project is primarily serving Santa Cruz County, we compared the trip distribution from the Santa Cruz County Regional Transportation
Commission (SCCRTC) travel model for the Project transportation analysis zone and from the StreetLight© trip data for the Dominican Hospital campus.

- **Project's Effect on VMT under Existing Conditions:** The change in boundary VMT was evaluated using the SCCRTC travel model with 1) 39 additional employees to reflect the employment growth estimate prepared by Dominican Hospital (see Attachment A), and 2) 197 additional employees to reflect the 901 additional daily trips to be used by County Public Works staff to estimate the traffic fee.

To conduct a VMT assessment, certain methodological determinations must first be made based on the County guidelines. The necessary determinations, and the selected tools to be used in this case, are as follows:

- **Select a VMT calculation tool**
  - Use the SCCRTC travel forecasting model with a modification to the land use input for TAZ to classify 1,483 service employees as public employees. This was done for consistency with the cumulative year land use inputs that classified the hospital as public employees – a more appropriate classification of hospital employees. This change does not affect the daily trip generation.
  - As shown in Table 1, the service population is the sum of the number of employees plus residents within Santa Cruz County. The land use input is an important part of the VMT generation.

- **Select the VMT accounting method**
  - Boundary VMT and Boundary VMT per Service Population: The Project’s effect on VMT is evaluated using the boundary VMT which is the VMT that occurs within all of Santa Cruz County by any type of vehicle and an adjustment for vehicles once they travel outside of Santa Cruz County (see Attachment B). This captures all on-road vehicle travel on a roadway network for any purpose and includes local trips as well as trips that pass through the area without stopping. The boundary VMT is divided by the service population (residents plus employees) to distinguish the effects of Project employment growth from the effects of changes in personal travel behavior. The boundary VMT is used to evaluate the "regional VMT change" described in the *Santa Cruz County Analyzing Vehicle Miles Traveled for CEQA Compliance* (October 2020) by including all VMT generated by employees and customers in Santa Cruz County and pass-through VMT on the roadways. Because people travel by vehicle to work or to consume a good and/or service, this is all the VMT on the roadway system in Santa Cruz County with adjustments for trips that have a trip end outside of the County.

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1 StreetLight© is a data vendor that provides location-based data from cellular devices and GPS data from equipped vehicles that can be used to estimate average trip lengths, as well as trip origins and destinations.
• Calculate the existing daily boundary VMT estimates
  ° The analysis presented here uses VMT from all trip purposes and vehicle types (i.e., there is no separation of VMT by land use) for Santa Cruz County under base year conditions from the SCCRTC travel model.

Table 1: Santa Cruz County Service Populations

<table>
<thead>
<tr>
<th>Population</th>
<th>Existing Conditions</th>
<th>Existing with Project Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employees (A)</td>
<td>111,910</td>
<td>111,950</td>
</tr>
<tr>
<td>Residents (B)</td>
<td>272,650</td>
<td>272,650</td>
</tr>
<tr>
<td>Service Population (A + B = C)¹²</td>
<td>384,560</td>
<td>384,600</td>
</tr>
</tbody>
</table>

Notes:
1. Rounded service population and VMT to nearest 10.
2. Service population is defined as the sum of all residents and employees.

VMT Assessment

Distribution of Trips

To confirm that the hospital primarily serves Santa Cruz County the trip distribution from the SCCRTC travel model and StreetLight® data are summarized in Table 2. The trip distribution is a summary of two slightly different geographic areas because of the smallest land use summary unit in the SCCRTC travel model is the transportation analysis zone, and the Dominican Hospital campus for the StreetLight® data.

Table 2: Project Distribution

<table>
<thead>
<tr>
<th>Location</th>
<th>SCCRTC Travel Model¹</th>
<th>StreetLight Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>Santa Cruz County</td>
<td>94%</td>
<td>91%</td>
</tr>
<tr>
<td>Santa Clara County</td>
<td>4%</td>
<td>4%</td>
</tr>
<tr>
<td>Monterey County</td>
<td>2%</td>
<td>3%</td>
</tr>
<tr>
<td>Other Counties²</td>
<td>0%</td>
<td>2%</td>
</tr>
</tbody>
</table>

Notes:
1. Summary of daily trip select zone analysis for transportation analysis zone (TAZ 514).
2. Not including Santa Cruz, Santa Clara, and Monterey County.
Both sources indicate that most of the hospital trips have an origin and a destination within Santa Cruz County. The SCCRTA travel model estimates 94 percent of the vehicle trips to and from the Project transportation analysis zone that includes the Project site stay within Santa Cruz County. The StreetLight data indicates that 91 percent of Dominican Hospital campus trips are within Santa Cruz County. The average trip length estimated by the SCCRTA travel model was 7.5 miles, which is similar to the 9.1 miles estimated by StreetLight data, both trip lengths would remain fully in Santa Cruz County. Because most of the project trips stay within Santa Cruz County, the use of the SCCRTA travel model is sufficient to estimate the effects on the boundary VMT in Santa Cruz County.

**Project’s Effect on VMT under Existing Conditions**

As noted earlier, the Project’s effect on VMT is evaluated using the boundary VMT, which captures all VMT on the roadway network within Santa Cruz County, including local trips plus interregional travel that does not have an origin or destination within the area. The geographical boundary method was adjusted at the SCCRTA travel model external stations to include the impact of vehicles once they travel outside the area limits. The use of boundary VMT is a more complete evaluation of the potential effects of the Project because it captures the combined effect of new VMT, shifting existing VMT to/from other neighborhoods, and/or shifts in existing traffic to alternate travel routes or modes. The boundary VMT is also divided by the service population (sum of residents and employees) to account for the effects of population and/or employment growth and the effects of changes in personal travel behavior within the specified geographic area.

The Project’s effect on VMT was evaluated by adding 39 additional employees to the Dominican Hospital TAZ and comparing the boundary VMT with and without the Project as shown in Table 3. Under Existing Conditions, the boundary VMT per service population is 21.3. And with the addition of 39 employees under Existing with Project Conditions the boundary VMT per service population remains 21.3. The boundary VMT on the Santa Cruz County roadway system only increases by 70 daily boundary VMT with the additional 39 employees. This is a 0.0009% increase in the Santa Cruz County boundary VMT.
Table 3: Project’s Effect on VMT with 39 Employees

<table>
<thead>
<tr>
<th>VMT Metric</th>
<th>Existing Conditions</th>
<th>Existing with Project Conditions (39 Employees)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily Trips³</td>
<td>1,481,330</td>
<td>1,481,370</td>
</tr>
<tr>
<td>Boundary Vehicle Miles Traveled (A)¹</td>
<td>8,184,260</td>
<td>8,184,330</td>
</tr>
<tr>
<td>Service Population (B)¹²</td>
<td>384,560</td>
<td>384,600</td>
</tr>
<tr>
<td>VMT per Service Population (A/B = C)¹</td>
<td>21.3</td>
<td>21.3</td>
</tr>
</tbody>
</table>

Notes:
1. Rounded service population and VMT to nearest 10. VMT per service population rounded to the nearest tenth.
2. Service population is defined as the sum of all employees, and residents.
3. Daily trips rounded to nearest 10 and include the countywide daily trips and the pass-through trips.

The Project’s effect on VMT was evaluated by adding 197 additional employees to the Dominican Hospital TAZ and comparing the boundary VMT with and without the Project as shown in Table 4. This scenario tested the approximately 900 additional daily trips to be used by County Public Works staff to estimate the traffic fee. Under Existing Conditions, the boundary VMT per service population is 21.3. With the addition of 197 employees under Existing with Project Conditions the boundary VMT per service population remains 21.3. The boundary VMT on the Santa Cruz County roadway system only increases by 1,680 daily boundary VMT with the additional 197 employees. This is a 0.02% increase in the Santa Cruz County boundary VMT.

Table 4: Project’s Effect on VMT with 197 Employees

<table>
<thead>
<tr>
<th>VMT Metric</th>
<th>Existing Conditions</th>
<th>Existing with Project Conditions (197 Employees)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily Trips³</td>
<td>1,481,330</td>
<td>1,481,590</td>
</tr>
<tr>
<td>Boundary Vehicle Miles Traveled (A)¹</td>
<td>8,184,260</td>
<td>8,185,940</td>
</tr>
<tr>
<td>Service Population (B)¹²</td>
<td>384,560</td>
<td>384,760</td>
</tr>
<tr>
<td>VMT per Service Population (A/B = C)¹</td>
<td>21.3</td>
<td>21.3</td>
</tr>
</tbody>
</table>

Notes:
1. Rounded service population and VMT to nearest 10. VMT per service population rounded to the nearest tenth.
2. Service population is defined as the sum of all employees and residents.
3. Daily trips rounded to nearest 10 and include the countywide daily trips and the pass-through trips.
Conclusion

The VMT assessment above shows that the Dominican Hospital modernization would primarily serve Santa Cruz County and increase the VMT on Santa Cruz County roadways by 0.02% or less.

Attachment

Attachment A  Dominican Hospital Employment Growth Estimates
Attachment B  External Station Distance Adjustments
<table>
<thead>
<tr>
<th>Existing</th>
<th># of Rooms</th>
<th>Min. Staffing Ratio per Room</th>
<th>Support Staff per Unit</th>
<th>Total</th>
<th>Planned Utilization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Rooms</td>
<td>8</td>
<td>4</td>
<td>5</td>
<td>51</td>
<td>75%</td>
</tr>
<tr>
<td>Preoperative Care Unit</td>
<td>2</td>
<td>1/4</td>
<td>3</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Post Anesthesia Care Unit</td>
<td>10</td>
<td>1/2</td>
<td>1</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Patient Rooms</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CT/LAB</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ICU Unit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Med Surg / TE/LF</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Med Surg / Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proposed</td>
<td># of Rooms</td>
<td>Staffing Ratio per Room</td>
<td>Total</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating Rooms</td>
<td>10</td>
<td>2</td>
<td>8</td>
<td>4</td>
<td>64</td>
</tr>
<tr>
<td>Preoperative Care Unit</td>
<td>16</td>
<td>1/4</td>
<td>4</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>Post Anesthesia Care Unit</td>
<td>16</td>
<td>1/2</td>
<td>3</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>Patient Rooms</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CT/LAB</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ICU Unit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Med Surg / Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Patient Volume Assumptions</td>
<td>Planning</td>
<td>Forecast</td>
<td>% of Change</td>
<td>Planned</td>
<td>% of cases during Primary Shift</td>
</tr>
<tr>
<td></td>
<td>Start Date</td>
<td>Date</td>
<td></td>
<td>Utilization</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2017</td>
<td>2020</td>
<td></td>
<td>24%</td>
<td>71%</td>
</tr>
<tr>
<td>Major Surgery</td>
<td>26.7%</td>
<td>31.1%</td>
<td>46%</td>
<td>3.9</td>
<td></td>
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<tr>
<td>Total Surgical Cases</td>
<td>4376</td>
<td>5815</td>
<td>33%</td>
<td>71%</td>
<td></td>
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<tr>
<td>Family &amp; Patient assumptions</td>
<td>A of Work</td>
<td>CB</td>
<td>% of Increase</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing</td>
<td>221</td>
<td>1.5</td>
<td>33%</td>
<td></td>
<td></td>
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<tr>
<td>Future State</td>
<td>232</td>
<td>1.5</td>
<td>10%</td>
<td>356.5</td>
<td></td>
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<tr>
<td>Potential Increase</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>ID</td>
<td>STREET NAME</td>
<td>LTPD</td>
<td>RLK SD</td>
<td>DKT TD</td>
<td>LTPD</td>
</tr>
<tr>
<td>-------</td>
<td>--------------------</td>
<td>-------</td>
<td>--------</td>
<td>--------</td>
<td>-------</td>
</tr>
<tr>
<td>15589</td>
<td>SKYLINE BLVD</td>
<td>5.87</td>
<td>701</td>
<td>4,115</td>
<td>5.87</td>
</tr>
<tr>
<td>22734</td>
<td>WARD RD</td>
<td>5.87</td>
<td>0</td>
<td>0</td>
<td>5.87</td>
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<tr>
<td>40606</td>
<td>CABRILLO HWY</td>
<td>11.03</td>
<td>5,326</td>
<td>58,743</td>
<td>11.03</td>
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<td>22414</td>
<td>WHITEHOUSE RD</td>
<td>0.68</td>
<td>0</td>
<td>0</td>
<td>0.68</td>
</tr>
<tr>
<td>45599</td>
<td>CANYON RD</td>
<td>1.06</td>
<td>0</td>
<td>0</td>
<td>1.06</td>
</tr>
<tr>
<td>21939</td>
<td>JOHANSEN TRL</td>
<td>1.05</td>
<td>0</td>
<td>0</td>
<td>1.05</td>
</tr>
<tr>
<td>22754</td>
<td>CHINA GRADE RD</td>
<td>0.99</td>
<td>0</td>
<td>0</td>
<td>0.99</td>
</tr>
<tr>
<td>22435</td>
<td>BLACK RD</td>
<td>0.75</td>
<td>0</td>
<td>0</td>
<td>0.75</td>
</tr>
<tr>
<td>33150</td>
<td>SUMMIT RD</td>
<td>0.56</td>
<td>0</td>
<td>0</td>
<td>0.56</td>
</tr>
<tr>
<td>35209</td>
<td>SANTA CRUZ HWY</td>
<td>14.90</td>
<td>52,350</td>
<td>780,019</td>
<td>14.90</td>
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<td>33137</td>
<td>OLD SUMMIT RD</td>
<td>14.90</td>
<td>0</td>
<td>0</td>
<td>14.90</td>
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<tr>
<td>22969</td>
<td>BEAR CREEK RD</td>
<td>0.40</td>
<td>0</td>
<td>0</td>
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<td>68</td>
<td>THURWACHER RD</td>
<td>23.03</td>
<td>107</td>
<td>2,468</td>
<td>23.03</td>
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<tr>
<td>10440</td>
<td>STATE HWY 1</td>
<td>23.03</td>
<td>25,941</td>
<td>597,431</td>
<td>23.03</td>
</tr>
<tr>
<td>45043</td>
<td>STATE HWY 1</td>
<td>23.03</td>
<td>25,342</td>
<td>583,623</td>
<td>23.03</td>
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<tr>
<td>44969</td>
<td>ROGGE LN</td>
<td>23.03</td>
<td>445</td>
<td>10,256</td>
<td>23.03</td>
</tr>
<tr>
<td>41647</td>
<td>MAIN ST</td>
<td>23.03</td>
<td>25,987</td>
<td>598,476</td>
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<td>45047</td>
<td>MURPHY RD</td>
<td>23.03</td>
<td>905</td>
<td>20,836</td>
<td>23.03</td>
</tr>
<tr>
<td>47543</td>
<td>LOCAL RD</td>
<td>9.79</td>
<td>5,662</td>
<td>55,430</td>
<td>9.79</td>
</tr>
<tr>
<td>45610</td>
<td>CONGRESS SPRINGS</td>
<td>0.83</td>
<td>2,570</td>
<td>2,144</td>
<td>0.83</td>
</tr>
<tr>
<td>40702</td>
<td>RIVERSIDE DR</td>
<td>23.03</td>
<td>10,911</td>
<td>251,276</td>
<td>23.03</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>2,964,816</td>
<td></td>
<td></td>
<td>2,965,043</td>
</tr>
</tbody>
</table>
May 5, 2021

Nathan MacBeth
County of Santa Cruz
701 Ocean St, 4th Flr
Santa Cruz, CA 95060

Ref: Gas and Electric Transmission and Distribution

Dear Nathan MacBeth,

Thank you for submitting the 1555 Soquel Dr plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

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

Below is additional information for your review:

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

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

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

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

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

Sincerely,

Plan Review Team
Land Management
Attachment 1 – Gas Facilities

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

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

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

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

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

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

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

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

5. Excavating: Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 12 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch
wide trench being dug along a 36 inch pipeline, the centerline of the trench would need to be at least 54 inches \([24/2 + 24 + 36/2 = 54]\) away, or be entirely dug by hand.)

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

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

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

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

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

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

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

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

10. **Landscaping:** Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4') in height at maturity may be planted within the easement area.
11. Cathodic Protection: PG&E pipelines are protected from corrosion with an "Impressed Current" cathodic protection system. Any proposed facilities, such as metal conduit, pipes, service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.

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

13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E’s facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.
Attachment 2 – Electric Facilities

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

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

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

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

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

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

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

7. Storage of Flammable, Explosive or Corrosive Materials: There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E’s easement. No trash bins or incinerators are allowed.
8. Streets and Roads: Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer’s expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E’s overhead electric lines, please be advised it is the contractor’s responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (https://www.dir.ca.gov/Title8/sb5g2.html), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E’s towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E’s towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

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