

**From:** [Jim Cockrell](#)  
**To:** [City Plan](#)  
**Subject:** Appl. CP 23-0103  
**Date:** Monday, April 29, 2024 7:08:00 PM

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Dear City Planner,

I'm opposed to the proposed development permit application CP 23-0103 at APN 006-203, 204 and 205 - the Food Bin.

This is at one of the busiest stretches of the already bursting Mission Street. The intersecting Laurel Street already struggles to calm traffic and has existing speed bumps and median curbs, and Laurel is a route to King Street as alternative to busy Mission. King at Mission Middle School and the 5-point intersection is already a bottle neck. The opposite way direction across Mission, Laurel is a busy route to downtown. Any of these three ways from the West Side toward town are often already a stand-still. This proposed development adds 47 families' cars, and additional commercial traffic to this congested area.

Finally, a 5-story, 3-lot wide development is out of place at the edge of this quiet, charming, very old residential neighborhood. The height will eclipse the cute cottage next door rendering that pretty garden and rooftop solar panels useless even at midsummer.

Have traffic studies quantified the increased traffic from 47 additional vehicles and associated new commercial traffic at this site? How is it proposed to mitigate the increased traffic? Will the property owners to the north be compensated for their loss of sunlight, gardens and solar panels?

Please oppose this proposed development.

Jim Cockrell  
246 Moore St.  
831-246-8872

**From:** [Sara Bassler](#)  
**To:** [City Plan](#); [City Plan](#)  
**Subject:** May 16 Planning Commission Mtg Re 1130/1132 Mission Street: CP23-0103 (APN006-203-24, -25) Appeal of the Planning Commission Approval of the Development Proposal at 1130/1132 Mission St. Not exempt from parking requirements  
**Date:** Tuesday, May 14, 2024 8:55:48 PM  
**Attachments:** [Bus Routes 18 and 19 April 2024.pdf](#)  
[Bus Routes 40 41 42 April 2024.pdf](#)

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[Sara Bassler](#)  
[526 Meder St.](#)  
[Santa Cruz, CA 95060](#)  
[sarabassler@earthlink.net](mailto:sarabassler@earthlink.net)

-  
[May 14, 2024](#)

[City of Santa Cruz Planning Commission via Email](#)

[RE: This project is not within one-half mile of qualifying public transit and thus is not exempt from parking requirements: 1130/1132 Mission Street: CP23-0103 \(APN 006-203-24, -25\) Appeal of the Planning Commission Approval of the Development Proposal at 1130/1132 Mission St.](#)

Dear Planning Commission:

I reside within the city of Santa Cruz.

Please uphold both appeals of this Development Proposal at 1130/1132 Mission St. and deny this project because the project design is predicated on the false assertion that it qualifies for full residential parking exemption pursuant to California Government Code section 65863.2 (AB 2097).

This project does not qualify for a full residential parking exemption because this project is not within a half-mile of public transit as defined by California Government Code section 65863.2.

Government Code section 65863.2 defines public transit: (5) “Public transit” means a major transit stop as defined in [Section 21155 of the Public Resources Code](#) which in turn relies on “a major transit stop” as defined in “Public Resource Code Section 21064.3.

As correctly asserted in the Ian and Natasha Guy Appeal and by the Planning Dept, the only possible definition of “major transit stop” which applies to this project is Public Resource Code Section 21064.3 subsection (c). In reading this

subsection one must read the code in its entirety: a “major transit stop’ means **a site** containing the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (emphasis added)”.

In the planning dept response to the Ian and Natasha Guy Appeal, the planning department argues that:

“Analyzing the transit stops within a half-mile radius of the subject site, it was found that there are four transit stops (1225, 1226, 1624, 1625) with frequency intervals of 15 minutes or less during the morning and afternoon peak commute periods, qualifying these stops as Major Transit Stops per the state definition (attached). Therefore, state law prohibits the City from imposing minimum automobile parking requirements for the project.”

In making this argument, the planning department makes several errors: regarding code section 65863.2, inserts the term “radius” when this word isn’t in this code section; regarding Code Section 21064.3: substitutes “transit stops” for “bus routes”; drops the word “service” from the phrase “frequency of service interval” and misinterprets this phrase; ignores the requirement that there be two intersecting bus routes “at a site”; ignores the requirement that the bus routes be “major”.

### **The word “radius” isn’t in code section 65863.2:**

In concluding that public transit is within one-half mile of this project, the planning department finds that specific “transit stops” satisfy this requirement because they are “within a half-mile radius” of the subject site. Government Code section 65863.2 states, “(a) A public agency shall not impose or enforce any minimum automobile parking requirement on a residential, commercial, or other development project **if** the project is located **within one-half mile of public transit**. (emphasis added)”

This code clearly states that a development project only is exempt from minimum automobile parking requirements, **if, and only if** it is located **within one-half mile of public transit**.

This Code does NOT state “within a one-half mile radius” as alleged by the Planning Dept. This detail is important because inserting “radius”, may result in

measuring this one-half mile by how the crow flies and not how a person walks when the intent of this section is for the public transit to be within one-half mile walking distance not crow flying distance.

**“Transit stops” are not synonymous with “bus routes”:**

Public Resource Code Section 21064.3 subsection (c) clearly legally requires the calculation of the “frequency of service interval” for “bus routes” not transit stops.

**The legal phrase is “frequency of service interval” not “frequency of interval”:**

The Planning Department’s misleading wording of the phrase “frequency of interval” is compounded by its Attachment #6 identified as the “Major Transit Stops Information” for bus stops 1225, 1226, 1624 and 1625. First, the Public Resource Code Section 21064.3 subsection (c) clearly states “frequency of service intervals”. Second, the correct way to calculate “frequency of service intervals” is to look at a single bus route going in one direction and how frequently it stops at one specific bus stop with the idea being that this reflects the real life situation we all experience when taking the bus: “If I’m going to catch the bus to a specific destination, and I miss this current bus, how long do I have to wait at the bus stop for a bus going in the correct direction to come along and take me to my destination?” If you apply this commonsense definition, then you’ll see that this attachment is nonsense. For example, this document shows a 3 minute difference between the inbound and outbound route 18 bus at stops 1624 and 1625-two buses going in opposite directions on the same route. It also shows a zero time difference between a route 18 bus at stop 1624 and a route 19 bus at a stop 1225-two different bus routes and two different bus stops. The document repeatedly shows the time difference between the inbound and outbound bus stops for routes 18 and 19. All these time differences are irrelevant to the question of the “frequency of service interval” for a specific bus route which is what the code section requires to be calculated.

**Code Section 21064.3 requires that there be two intersecting major bus routes at “a site”:**

According to Public Resource Code Section 21064.3 subsection (c), a “major transit stop” means **a site** containing **the intersection of two or more** major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (emphasis added)”.

The bus stops listed by the planning department are not “a site”. They are four different sites:

1225 is at Bay View School, near Bay and Mission.

1226 is near Bay and Mission but across the street from Bay View School

1624 is the at the corner of Mission and Olive

1625 is at the corner of Mission and Trescony.

Therefore to meet the definition of “major transit stop”, one of these sites must be where two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods intersect. None of these four bus stops meet this definition.

Bus stops 1225 and 1226 are inbound and outbound stops only for bus route 19.

Bus stops 1624 and 1625 are inbound and outbound stops for bus routes 18, 40, 41, and 42. However of these 4 bus routes, only route 18 comes close to having a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute times. (Bus schedules and routes attached)

### **Bus routes 18 and 19 may not qualify as “major” bus routes:**

The idea of defining a “major transit stop” as the intersection of two major bus routes suggests that the bus routes would go to different places. For someone living at the corner of Mission and Laurel, these two bus routes don’t go to different places. They essentially run between downtown and UCSC. So to characterize them as intersecting major bus routes violates the spirit of these laws which are hoping to reduce reliance on automobiles.

### **The requirement of residential parking impacts the base density FAR calculation for this project, so the project must be redesigned.**

As noted by the Planning Department on page 490 or 29.4, “The prior plan incorrectly included the covered parking area in the FAR calculations, as

Section 24.22.366 of the Zoning Ordinance only ‘includes covered residential parking.’ Because this is all commercial parking, the area is not included in the above FAR calculation.” Therefore the requirement of residential parking must be taken into account when considering the design of this project and the possible impact on FAR calculation.

Based on the above, this project is required to have residential parking. Even if that parking is reduced per Government code section 65915(p)(2), it is not zero and it must be taken into account along with required commercial parking in designing this project.

For these reasons I ask you to uphold the appeals and deny this project.

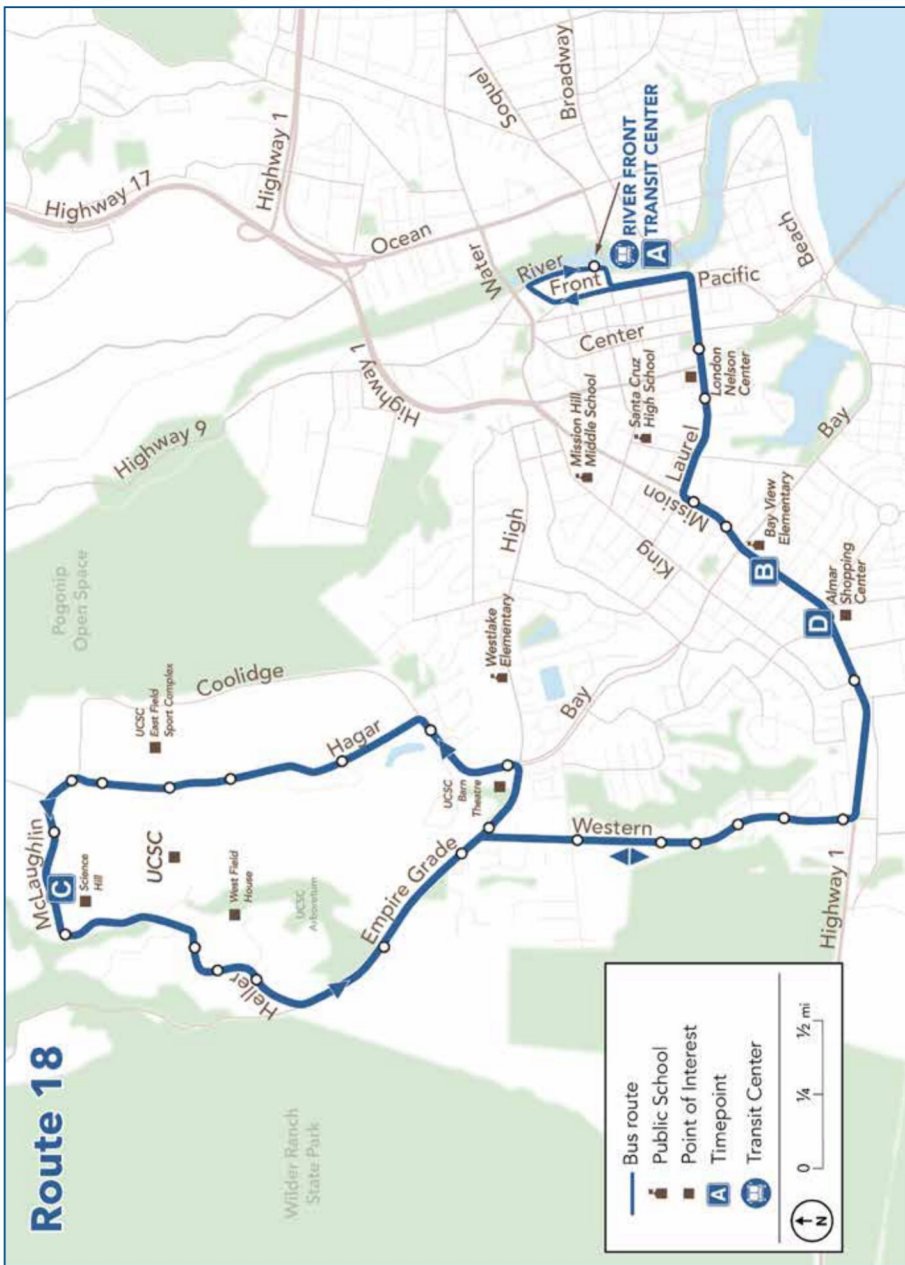
Thank you for consideration of my input.

Attachment: Bus routes and schedules for routes 18, 19, 40, 41 and 42

Sincerely,

Sara Bassler

Sent from [Mail](#) for Windows



# 18 UCSC via Main Gate - Mission

Departs	Departs	Departs	Departs	Arrives
RiverFront Area 1	Mission & Olive	Science Hill (UCSC)	Mission & Almar	RiverFront Area 3
A	B	C	D	A
MONDAY - FRIDAY				
6:15AM	6:20	6:35	6:47	6:54
6:45	6:50	7:06	7:18	7:25
7:15	7:20	7:38	7:51	7:58
7:43	7:48	8:06	8:19	8:26
8:15	8:21	8:42	8:56	9:03
8:30	8:36	8:57	9:11	9:18
8:45	8:51	9:12	9:26	9:33
9:00	9:06	9:27	9:41	9:48
9:15	9:21	9:41	9:55	10:03
9:30	9:36	9:56	10:10	10:18
9:45	9:51	10:11	10:25	10:33
10:00	10:06	10:27	10:41	10:50
10:14	10:20	10:42	10:56	11:05
10:30	10:36	10:58	11:13	11:22
10:45	10:51	11:13	11:29	11:38
11:00	11:07	11:29	11:45	11:54
11:15	11:22	11:44	12:00PM	12:09
11:30	11:37	11:59	12:16	12:25
11:45	11:52	12:14	12:31	12:40
12:00	12:07	12:29	12:46	12:55
12:15	12:22	12:44	1:01	1:10
12:30	12:37	12:59	1:16	1:25
12:45	12:52	1:14	1:31	1:41
1:00	1:07	1:29	1:46	1:56
1:15	1:22	1:44	2:01	2:11
1:30	1:37	1:59	2:16	2:26
1:45	1:52	2:14	2:31	2:41
2:00	2:07	2:29	2:46	2:56
2:15	2:22	2:44	3:01	3:11
2:30	2:37	2:59	3:16	3:26
2:45	2:52	3:14	3:31	3:41
3:00	3:07	3:29	3:46	3:56
3:15	3:22	3:44	4:01	4:11
3:30	3:37	3:59	4:17	4:26
3:45	3:52	4:14	4:32	4:41
4:00	4:07	4:29	4:47	4:56
4:15	4:22	4:44	5:02	5:11
4:30	4:37	4:59	5:17	5:26
4:45	4:52	5:14	5:32	5:41
5:00	5:07	5:29	5:47	5:56
5:15	5:22	5:44	6:02	6:11

more trips continued / más viajes →

Route 18

# 18 UCSC via Main Gate - Mission

Departs	Departs	Departs	Departs	Arrives
RiverFront Area 1	Mission & Olive	Science Hill (UCSC)	Mission & Almar	RiverFront Area 3
A	B	C	D	A
MONDAY - FRIDAY				
5:30	5:37	5:59	6:15	6:23
5:43	5:50	6:12	6:28	6:36
6:00	6:06	6:27	6:43	6:51
6:15	6:21	6:42	6:57	7:05
6:30	6:36	6:57	7:12	7:20
6:45	6:51	7:12	7:27	7:35
7:00	7:06	7:27	7:41	7:49
7:14	7:20	7:41	7:55	8:03
7:30	7:36	7:55	8:09	8:17
7:45	7:51	8:10	8:24	8:32
8:00	8:06	8:24	8:38	8:46
8:15	8:21	8:39	8:53	9:01
8:40	8:46	9:04	9:18	9:26
9:11	9:16	9:34	9:48	9:56
9:41	9:46	10:04	10:18	10:26
10:11	10:16	10:33	10:47	10:54
10:45	10:50	11:06	11:20	11:27
11:15	11:19	11:35	11:47	11:52
11:45	11:49	12:05	12:17	12:22
12:15	12:19	12:34	12:46	12:51

# 18 UCSC via Main Gate - Mission

Departs	Departs	Departs	Departs	Arrives
RiverFront Area 1	Mission & Olive	Science Hill (UCSC)	Mission & Almar	RiverFront Area 3
A	B	C	D	A
SATURDAY - SUNDAY				
8:35AM	8:42	8:59	9:15	9:25
9:35	9:42	9:59	10:15	10:25
10:35	10:42	10:59	11:15	11:25
11:20	11:27	11:44	12:00PM	12:10
11:50	11:58	12:16	12:32	12:42
12:20	12:28	12:49	1:09	1:19
12:50	12:58	1:19	1:39	1:49
1:20	1:28	1:50	2:10	2:20
1:42	1:50	2:12	2:32	2:42
1:57	2:05	2:27	2:47	2:57
2:12	2:20	2:42	3:02	3:12
2:27	2:35	2:57	3:17	3:27
2:42	2:50	3:12	3:32	3:42
2:57	3:05	3:27	3:47	3:57
3:12	3:20	3:42	4:02	4:12
3:27	3:35	3:57	4:17	4:27
3:42	3:50	4:12	4:32	4:42
3:57	4:05	4:27	4:47	4:57
4:12	4:20	4:42	5:02	5:12
4:27	4:35	4:57	5:17	5:27
4:42	4:50	5:12	5:32	5:42
4:57	5:05	5:27	5:47	5:57
5:12	5:20	5:42	6:02	6:12
5:27	5:35	5:57	6:17	6:27
5:42	5:50	6:12	6:32	6:42
5:57	6:05	6:27	6:47	6:57
6:12	6:20	6:41	7:01	7:10
6:27	6:35	6:55	7:15	7:24
6:42	6:50	7:10	7:30	7:39
6:57	7:04	7:23	7:42	7:51
7:12	7:19	7:38	7:57	8:06
7:27	7:34	7:53	8:12	8:21
7:50	7:57	8:16	8:34	8:43
8:20	8:27	8:46	9:04	9:13
8:50	8:56	9:14	9:29	9:38
9:35	9:41	9:59	10:14	10:23
10:35	10:40	10:57	11:09	11:18
11:35	11:40	11:56	12:08	12:17







# 19 UCSC via West Gate - Bay

Departs	Departs	Departs	Departs	Arrives
RiverFront Area 1	Bay & Mission	Science Hill (UCSC)	Bay & Mission	RiverFront Area 3
A	B	C	B	A
<b>MONDAY - FRIDAY</b>				
7:00AM	7:09	7:21	7:33	7:41
7:30	7:39	7:51	8:03	8:11
8:02	8:11	8:24	8:36	8:44
8:27	8:36	8:49	9:01	9:09
8:42	8:51	9:04	9:16	9:24
8:57	9:06	9:19	9:31	9:39
9:12	9:21	9:34	9:46	9:54
9:26	9:35	9:48	10:00	10:08
9:41	9:50	10:03	10:15	10:23
9:56	10:05	10:18	10:30	10:38
10:12	10:21	10:34	10:46	10:54
10:26	10:37	10:50	11:02	11:10
10:43	10:52	11:05	11:17	11:25
10:58	11:07	11:21	11:34	11:42
11:13	11:22	11:36	11:50	11:58
11:28	11:37	11:51	12:05PM	12:13
11:43	11:52	12:06	12:20	12:28
11:58	12:07	12:21	12:35	12:43
12:13	12:22	12:36	12:50	12:58
12:28	12:37	12:51	1:05	1:13
12:43	12:52	1:06	1:20	1:28
12:58	1:07	1:21	1:35	1:43
1:13	1:22	1:36	1:50	1:58
1:28	1:37	1:51	2:05	2:13
1:43	1:52	2:06	2:20	2:28
1:58	2:07	2:21	2:35	2:43
2:13	2:22	2:36	2:51	3:00
2:28	2:37	2:51	3:06	3:15
2:43	2:52	3:06	3:21	3:31
2:58	3:07	3:21	3:36	3:46
3:13	3:22	3:36	3:51	4:01
3:29	3:38	3:52	4:07	4:17
3:44	3:53	4:07	4:22	4:32
3:59	4:08	4:22	4:37	4:47
4:14	4:23	4:37	4:52	5:02
4:29	4:38	4:52	5:07	5:17
4:44	4:53	5:07	5:22	5:32
4:59	5:08	5:22	5:37	5:46
5:14	5:23	5:36	5:51	6:00
5:29	5:38	5:51	6:06	6:15
5:45	5:53	6:05	6:19	6:28

more trips continued / más viajes →

# 19 UCSC via West Gate - Bay

Departs	Departs	Departs	Departs	Arrives
RiverFront Area 1	Bay & Mission	Science Hill (UCSC)	Bay & Mission	RiverFront Area 3
A	B	C	B	A
<b>MONDAY - FRIDAY</b>				
6:00	6:08	6:20	6:34	6:43
6:14	6:22	6:34	6:48	6:57
6:29	6:37	6:49	7:03	7:12
6:44	6:52	7:04	7:18	7:25
6:59	7:07	7:19	7:33	7:40
7:14	7:22	7:34	7:48	7:55
7:29	7:37	7:48	8:01	8:08
7:43	7:51	8:02	8:15	8:22
7:58	8:06	8:17	8:30	8:37
8:13	8:21	8:32	8:45	8:52
8:30	8:38	8:49	9:02	9:09
9:00	9:08	9:19	9:32	9:39
9:30	9:38	9:49	10:01	10:08
10:00	10:08	10:19	10:31	10:37
10:30	10:37	10:47	10:59	11:05
11:00	11:07	11:17	11:29	11:35
11:30	11:37	11:47	11:59	12:05

# 19 UCSC via West Gate - Bay

Departs	Departs	Departs	Departs	Arrives
RiverFront Area 1	Bay & Mission	Science Hill (UCSC)	Bay & Mission	RiverFront Area 3
A	B	C	B	A
<b>SATURDAY - SUNDAY</b>				
8:05AM	8:12	8:24	8:36	8:43
9:05	9:13	9:25	9:37	9:44
10:05	10:13	10:26	10:39	10:46
11:05	11:14	11:27	11:41	11:50
11:35	11:44	11:57	12:11 PM	12:20
12:05	12:14	12:27	12:41	12:50
12:35	12:44	12:57	1:11	1:20
1:05	1:14	1:27	1:41	1:50
1:35	1:45	1:58	2:12	2:21
2:05	2:15	2:28	2:42	2:51
2:35	2:45	2:58	3:12	3:21
3:05	3:15	3:28	3:42	3:51
3:35	3:45	3:58	4:12	4:21
4:05	4:15	4:28	4:42	4:51
4:35	4:45	4:58	5:12	5:21
5:05	5:15	5:28	5:42	5:51
5:35	5:45	5:58	6:12	6:20
6:05	6:15	6:28	6:42	6:50
6:35	6:45	6:58	7:12	7:20
7:05	7:15	7:28	7:42	7:50
7:35	7:45	7:58	8:12	8:20
8:05	8:14	8:27	8:41	8:49
8:35	8:44	8:57	9:11	9:18
9:05	9:14	9:27	9:40	9:47
10:05	10:14	10:26	10:39	10:46
11:05	11:14	11:26	11:39	11:46



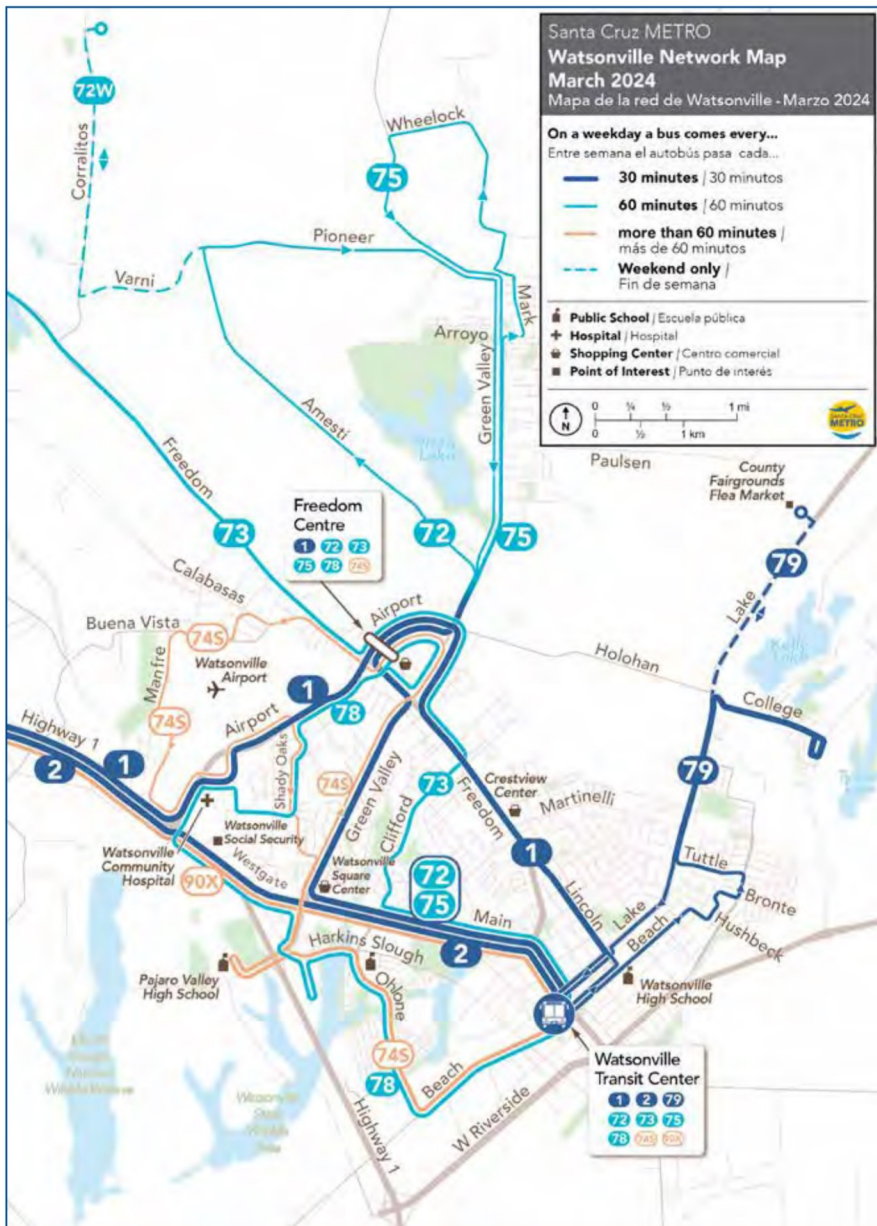
## ROUTE 40 WEEKDAY - OUTBOUND

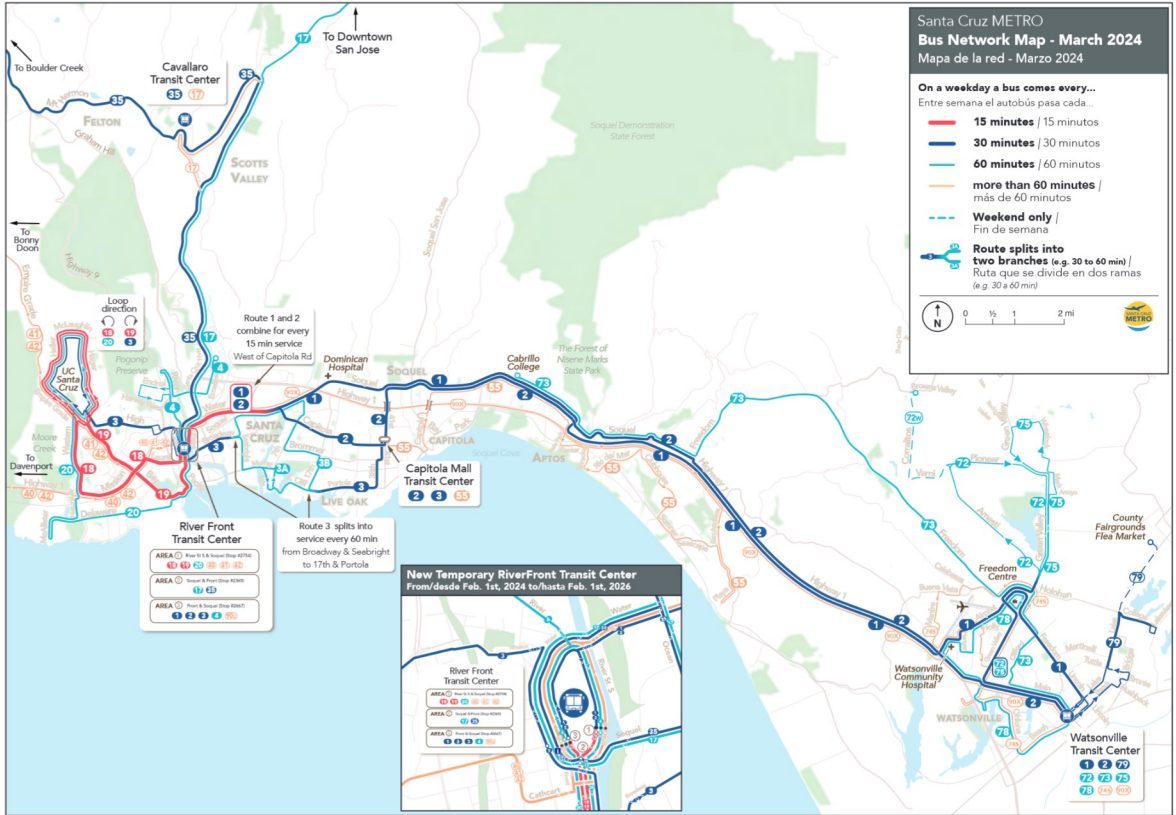
<b>40 Highway 1 to Davenport</b>			
<i>Departs</i>	<i>Departs</i>	<i>Departs</i>	<i>Arrives</i>
RiverFront Area 1	Santa Cruz High School	Hwy 1 & Western Dr	Pacific School (Davenport)
<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>
<b>MONDAY - FRIDAY</b>			
6:55AM	6:58	7:03	7:13
7:40	7:43	7:48	7:58
8:00	8:03	8:08	8:18

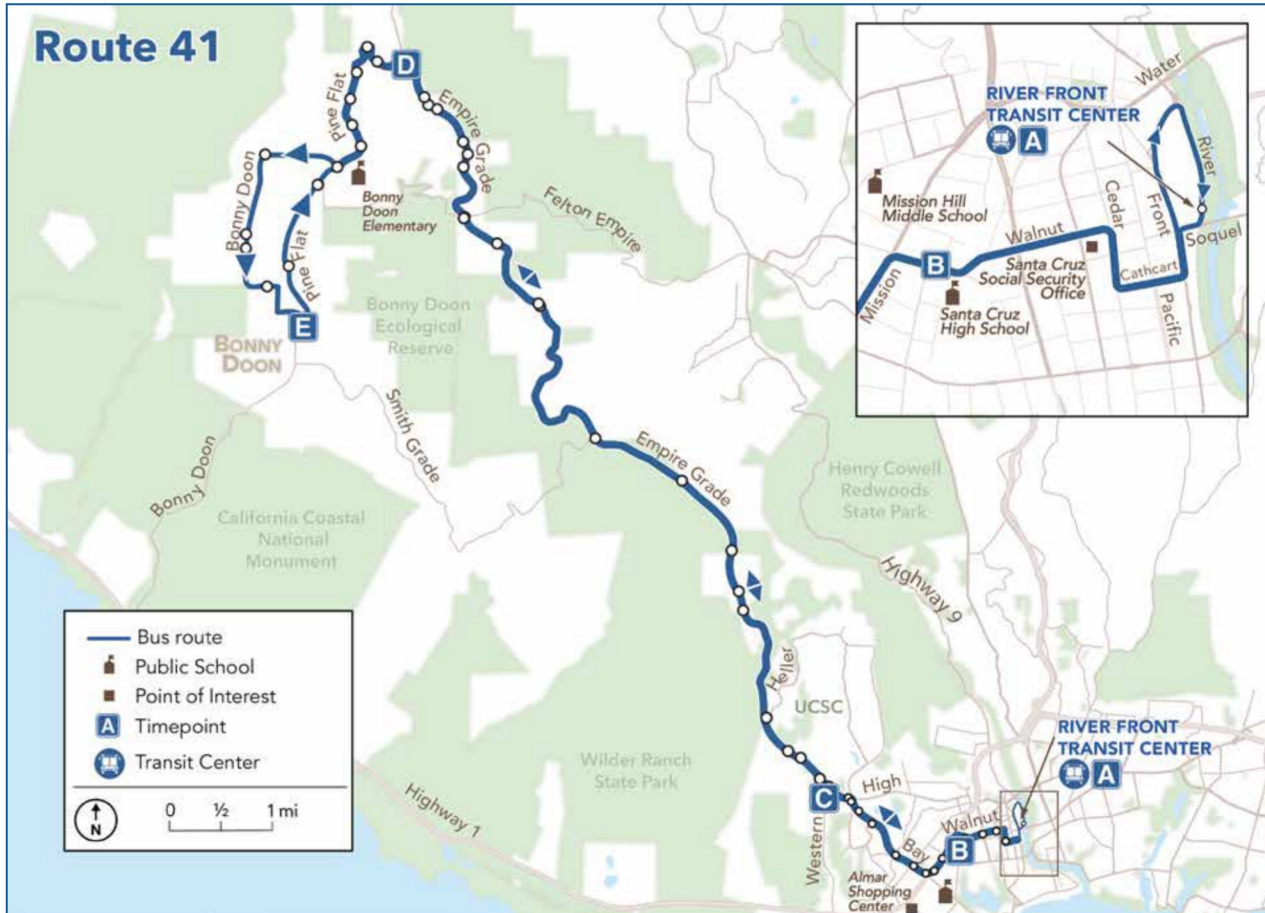
## ROUTE 40 WEEKDAY - INBOUND

<b>40 Highway 1 to Santa Cruz</b>			
<i>Departs</i>	<i>Departs</i>	<i>Departs</i>	<i>Arrives</i>
Pacific School (Davenport)	Mission & Swift	Santa Cruz High School	RiverFront Area 3
<b>D</b>	<b>E</b>	<b>B</b>	<b>A</b>
<b>MONDAY - FRIDAY</b>			
7:13AM	7:24	7:28	7:33
7:58	8:09	8:13	8:18
8:18	8:29	8:33	8:38











## ROUTE 41 WEEKDAY - OUTBOUND

<b>41 Empire Grade to Bonny Doon</b>				
<i>Departs</i>	<i>Departs</i>	<i>Departs</i>	<i>Departs</i>	<i>Arrives</i>
RiverFront Area 1	Santa Cruz High School	Bay Dr & High	Pine Flat & Empire Grade	Bonny Doon Rd & Pine Flat Rd
<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>
<b>MONDAY - FRIDAY</b>				
5:50AM	5:54	6:00	6:22	6:30
6:50	6:54	7:00	7:22	7:30

## ROUTE 41 WEEKDAY - INBOUND

<b>41 Empire Grade to Santa Cruz</b>			
<i>Departs</i>	<i>Departs</i>	<i>Departs</i>	<i>Arrives</i>
Bonny Doon Rd & Pine Flat Rd	Bay Dr & High	Santa Cruz High School	RiverFront Area 3
<b>E</b>	<b>C</b>	<b>B</b>	<b>A</b>
<b>MONDAY - FRIDAY</b>			
6:30AM	7:07	7:15	7:20
7:30	8:07	8:15	8:20



# 42 Davenport/Bonny Doon

<i>Departs</i>	<i>Departs</i>	<i>Departs</i>	<i>Departs</i>	<i>Departs</i>	<i>Departs</i>	<i>Arrives</i>
RiverFront Area 1	Santa Cruz High School	Pacific School (Davenport)	Bonny Doon Rd & Pine Flat Rd	Pine Flat & Empire Grade	Santa Cruz High School	RiverFront Area 3
<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>B</b>	<b>A</b>
MONDAY - FRIDAY						
12:35PM	12:40	1:00	1:20	1:30	1:55	2:00
3:35	3:45	4:00	4:20	4:30	4:55	5:00
5:35	5:40	6:00	6:20	6:30	6:55	7:00
8:35	8:40	9:00	9:20	9:30	9:55	10:00
SATURDAY - SUNDAY						
7:00AM	7:03	7:20	7:40	7:54	8:21	8:26
11:00	11:03	11:20	11:40	11:54	12:21PM	12:26
3:00	3:03	3:20	3:40	3:54	4:21	4:26



**From:** [Pamela San Miguel](#)  
**To:** [City Plan](#)  
**Subject:** 1130/1132 Mission Street - Food Bin Development - May 16 meeting  
**Date:** Tuesday, May 14, 2024 10:33:31 AM  
**Attachments:** [Laurel Creek.pdf](#)  
**Importance:** High

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Dear Planning Commission,

I'm writing to express my serious concerns about the environmental impact of the 1130 Mission Street project, both during construction and long term. I am afraid that if I do not speak up now, it will be too late, given what has transpired thus far.

I tried to speak to the owner of the Food Bin about his plan to protect Laurel Creek during construction. He flippantly told me the creek was "dead." His lack of concern and obvious lack of knowledge has me deeply worried.

Also, there is the biotic report, conducted by Kathleen Lyons of the Biotic Resources Group, which is superficial at best. It completely lacks details, noting only "non-native landscaping" and discounting the creek's value due to its size.

I have lived next door to the Food Bin/Herb Room, on the opposite side of Laurel Creek, for 20 years. I guarantee you that the creek is NOT dead!

Laurel Creek is lined with native horsetails—ancient land plants considered "living fossils." The creek is a thriving waterway that supports a myriad of native animal species, including a courting/nesting red-tailed hawk pair, whose territory encompasses 1130 & 1132 Mission Street. Red-tailed hawks are protected under the Migratory Bird Treaty Act. The pair's territory extends from the redwood trees behind the old Emily's Bakery on the opposite side of Mission Street/Highway 1 to the redwood trees behind the Willowbrook apartments (1112–1122 Mission Street) that border the creek. The hawks hunt along the creek (see attached photo) and are vital in controlling the local rodent populations, both native voles and urban rats.

In addition to the hawks, other species that rely on the creek include raccoon, opossum, skunk, fox, coyote, mallard duck, and multiple flying bird species, such as Stellar's and scrub jays, hummingbirds, and cedar waxwings, among others. The creek also supports crayfish, and insect species such as dragonflies and damselflies. There are countless other bird and insect species that I cannot identify.

Not only is Laurel Creek a source of both food and habitat, but it also serves the critical role of a passageway under busy Highway 1 for all native wildlife, protecting them as well as us humans from life-threatening accidents. Mallard ducklings would be especially vulnerable, without the creek to provide them safe passage. The Food Bin/Herb Room property borders the entrance to the creek tunnel under the highway.

Clearly, an in-depth study of the environmental impact of the project is warranted. Has the proper California Environmental Quality Act (CEQA) paperwork been completed? Will the project be conducted with the utmost care and regard for the creek and the native species that depend on it?

Further, I propose that the setback guidelines of 15 feet be enforced in order to preserve the health and safety of the local native wildlife. Revised plans that reflect the 15-foot setback should be submitted.

I've attached photos of Laurel Creek:

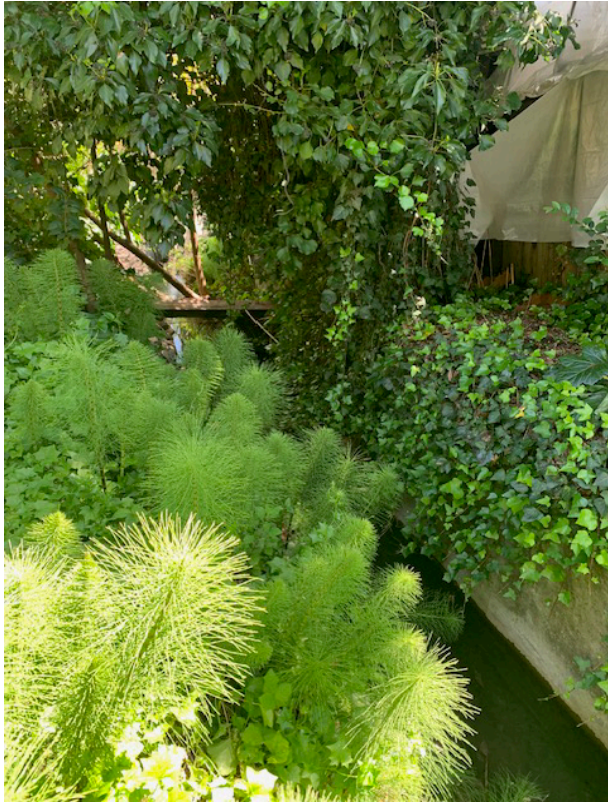
- 1) top left shows horsetails on one side and the Food Bin's plastic tarp on the other;
- 2) top right shows lovely Laurel Creek upstream of the Food Bin;
- 3) bottom left shows an animal path leading to the creek;
- 4) bottom right shows one of the red-tailed hawks in a tree leaning over the creek, with the leafy tree leaning over from the other side of the creek on Food Bin property.

We have a wonderful, wild ecosystem that's struggling to survive in an encroaching urban environment. Please, let's do everything we can to preserve it!

Thank you for your prompt attention to this impactful and time-sensitive matter.

Kind regards,

Pamela San Miguel



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**Staff: Tahra Goraya, President & CEO**

April 29, 2024

Santa Cruz City Council  
809 Center Street  
Santa Cruz, CA 95060

**Subject: 1130 Mission St. Apartments – Support**

Dear Santa Cruz City Council:

Monterey Bay Economic Partnership (MBEP) endorses the 1130 Mission St. Apartments project proposed by Workbench. Founded in 2015, MBEP consists of public, private and civic entities located throughout Monterey, San Benito and Santa Cruz counties with a mission to improve the economic health and quality of life in the Monterey Bay region. Our *Housing For All* initiative consists of a broad coalition of community members, local employers, and organizations to advocate for and catalyze an increase in housing of all types and income levels in the region.

1130 Mission St. Apartments feature 48 Single Room Occupancy units and space to accommodate 11 future one bedroom Accessory Dwelling Units. The site will also include a 2,627 ground floor commercial space to retain the current tenant, *Food Bin* local organic market. Six of the SRO units and two ADU's will be restricted at the VLI level (50% AMI) meeting the overall requirement for 20% affordability. The project utilizes several state laws that are critical for increasing infill housing and are aligned with MBEP's [White Paper](#) including State Density Bonus, SB 330 and AB 2097. The site will be ideal for students, seniors, and others who will have access to many nearby services.

Workbench has demonstrated how innovative design and a commitment to inclusivity can create vibrant, diverse communities in a major commercial corridor in Westside Santa Cruz. I urge you to support this transformative project by accepting staff recommendation to deny the appeal of the Planning Commission approval and allowing 1130 Mission Street Apartments to move forward as expeditiously as possible.

Sincerely,

Tahra Goraya, MA, MPA  
President & CEO

3180 Imjin Road, Suite 102  
Marina, CA 93933 831.915.2806