

APPENDIX A

Notice of Preparation and Initial Study

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ZONING / PERMIT PROCESSING
831/420-5100 • FAX 831/420-5434
COMPREHENSIVE PLANNING
831/420-5180 • FAX 831/420-5101



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PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

809 Center Street • Room 206 • Santa Cruz, CA 95060 • www.cityofsantacruz.com
Juliana Rebagliati, Director

October 7, 2016

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

RE: 1930 Ocean Street Extension

To Interested Agencies and Persons:

The City of Santa Cruz, as the lead agency, is preparing an Environmental Impact Report on the project described herein. Please respond with written comments regarding the scope and the content of the EIR as it may relate to your agency's area of statutory responsibility or your areas of concern or expertise. Your agency may need to use the EIR prepared by our agency when considering your permit or other approval for the project, if any is required. **Responses are due within 30 days of the receipt of this Notice, as provided by State law.** The contact person's name and address are listed below. Please include the name and phone number of a contact person at your agency in your response.

*****A public scoping meeting to take comments on the EIR scope of work will be held on October 26, 2016 at 6:30PM at Santa Cruz Police Department Community Room, 155 Center Street, in Santa Cruz. You or members of your agency or organization are invited to attend.*****

- 1. Project Location.** The approximate 2.74-acre project site is located at 1930 Ocean Street Extension (APN 008-044-02, 008-044-01) at the northern edge of the city of Santa Cruz; see the attached map. The property is located on the east side of Ocean Street Extension, northwest of the Ocean Street/Plymouth Avenue/Highway 17/Highway 1 interchange. The site is bordered by Ocean Street Extension and the Santa Cruz Memorial Park Cemetery on the west, the Santa Cruz Memorial Park crematory on the south, Graham Hill Road on the east, and undeveloped land with oak trees on the north. The surrounding area consists of a mix of residential uses: multi-family apartments and condominiums are located along Graham Hill Road south of Ocean Street Extension, and low-density single-family homes along Graham Hill Road exist to the north.
- 2. Project Description.** The proposed project consists of construction of 40 residential condominium/apartment units within ten residential buildings with three carport buildings. The unit mix consists of 12 one-bedroom/one bath and 28 two-bedroom/two bath units. The units range in size from 940 to 1,091 square feet. The project includes a 375-square foot manager's office

building. Project access will be provided via an onsite private street that extends from one entrance off of Ocean Street Extension. A total of 96 parking spaces are proposed. Proposed offsite improvements include modifications to and expansion of an existing turn lane at the Graham Hill Road/Ocean Street intersection and widening of Ocean Street Extension in vicinity of the project site.

The following approvals and permits will be required from the City of Santa Cruz: General Plan Amendment, Zoning Map Amendment, Tentative Condominium Plan, Design Permit, and Planned Development (PD). The General Plan Amendment is to change the land use designation from L (Low Density Residential) to LM (Low Medium Density Residential). The Zoning Map amendment is to rezone the site from R-1-10 (Single-Family Residence) to RL (Multiple Residence – Low Density). The PD request is for a variation to allow tandem parking. A variance to slope regulations is requested to permit development within 10 feet of 30 percent slopes. Other City approvals include a Heritage Tree Permit to remove ten heritage trees.

3. Project Applicant.

OWNER: Rick Moe & Craig Rowell, P.O. Box 3710, Santa Cruz, CA 95063

- 4. Probable Environmental Effects of the Project.** After completing a preliminary review of the project, as described in Section 15060 of the CEQA Guidelines, and preparing an Initial Study for the project, which is attached or is available for review on the City's website at: <http://www.cityofsantacruz.com/departments/planning-and-community-development/environmental-documents>, the City has determined that an EIR should be prepared to assess the potentially significant environmental impacts of this project. The City has identified the following possible effects of the project as topics for analysis in the EIR, which are further described below: air quality and greenhouse gas emissions, geology and soils, hydrology and water quality, traffic, and public utilities - water supply. The City will consider the written comments received in response to this Notice of Preparation in determining whether any additional topics should be studied in the Draft EIR.

- Air Quality and Greenhouse Gas Emissions (GHG). The project would generate air emissions through new regional vehicle trips. In accordance with directives in the *General Plan 2030* and EIR, project emissions will be calculated and evaluated in an EIR. The analysis will include calculation and analysis of project emissions, including PM₁₀ emissions associated with project excavation and grading, construction and operations, as well as GHG emissions generated by the project. Studies that have been conducted over the past five years to assess the risk of adverse health effects to future residents of the project site due to potential exposure to toxic air contaminants (TACs) from emissions at the adjacent crematory will be addressed in the EIR.
- Geology and Soils. The project site may be subject to seismic, geologic and/or geotechnical hazards or constraints. Potential impacts will be evaluated based on existing geotechnical studies that have been conducted for the project.
- Hydrology and Water Quality. The project would result in an increase in impervious surfaces and stormwater runoff. Potential impacts to drainage facilities and water quality

will be assessed based on review of a stormwater management plan prepared for the project.

- **Traffic.** The project site is located on Ocean Street Extension north of the Graham Hill Road/Ocean Street intersection. A traffic review conducted for the project analyzed traffic conditions at four intersections during the PM peak hour period:
 - Ocean Street / Graham Hill Road,
 - Ocean Street / Highway 1 northbound onramp,
 - Ocean Street / Highway 1 Southbound offramp, and
 - Ocean Street-Highway 17 Ramps / Ocean Street – Plymouth Street.

Review of impacts of traffic generated by the project and provision of emergency access should be provided in the EIR. A project traffic impact analysis will be reviewed, which includes existing weekday peak traffic volumes, project trip generation and distribution, project impacts upon intersection and highway levels of service, cumulative impacts, and identification of mitigation measures for any identified significant impacts.

- **Public Utilities - Water Supply.** The EIR will provide an analysis of project water demand and effects upon water supply.
- **Land Use.** Review of potential project conflicts with plans, policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect will be assessed in the EIR.

4. Contact Person Name and Phone Number:

Ryan Bane, Senior Planner
City of Santa Cruz Planning and Community Development Department
809 Center Street, Rm. 206
Santa Cruz, CA 95060
Phone: 831 420-5141
Email: RBane@cityofsantacruz.com

Responses to this Notice of Preparation are due by November 7, 2016.

Sincerely,



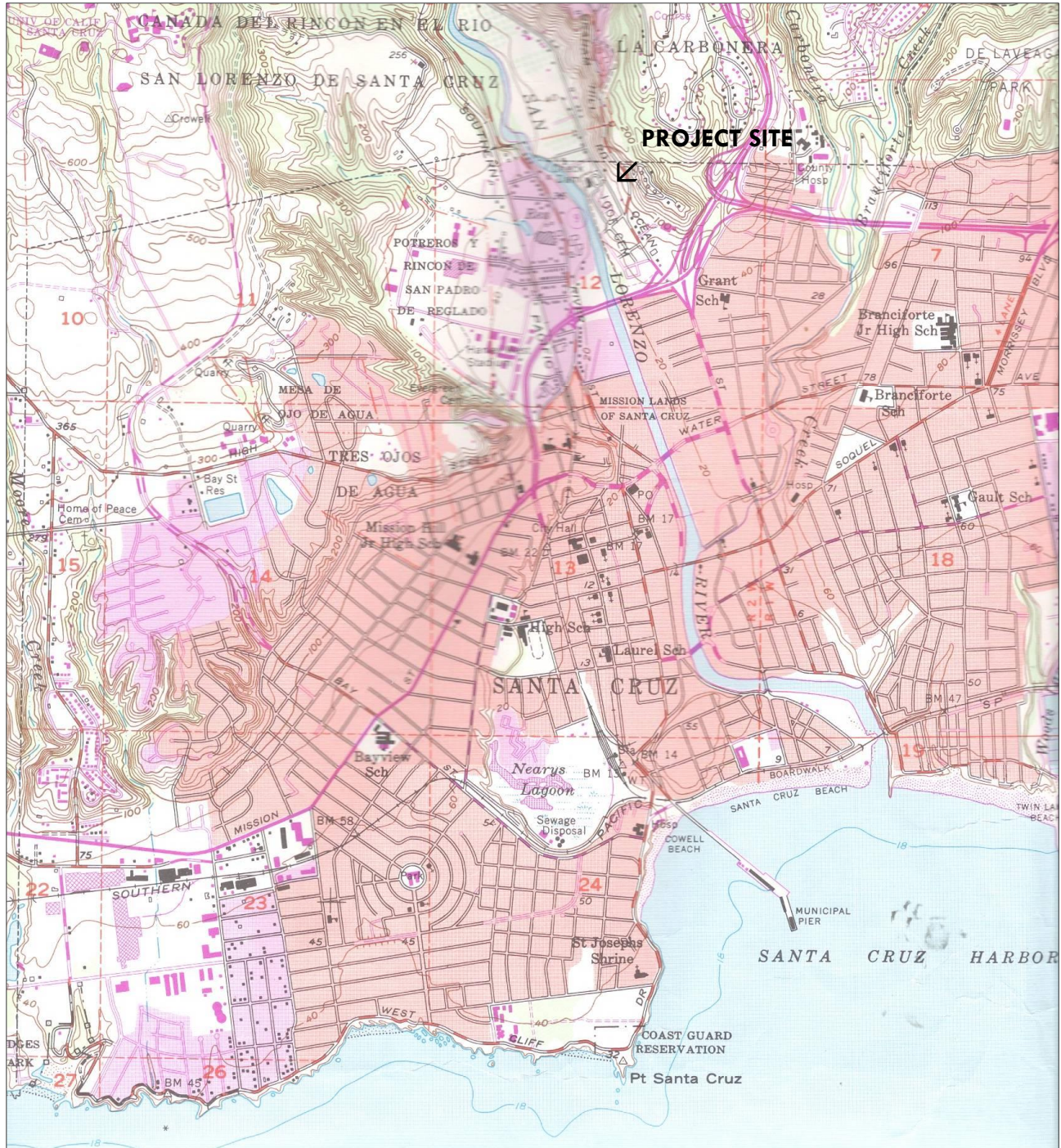
Ryan Bane
Senior Planner

Attachments:

Location Map

Initial Study (Online at: <http://www.cityofsantacruz.com/departments/planning-and-community-development/environmental-documents>)

LOCATION MAP



City of Santa Cruz
INITIAL STUDY / ENVIRONMENTAL CHECKLIST

I. BACKGROUND & PROJECT DESCRIPTION

- 1. Application No:** CP10-0033
- 2. Project Title:** 1930 Ocean Street Extension
- 3. Lead Agency Name and Address:**
 City of Santa Cruz
 809 Center Street, Room 107
 Santa Cruz, CA 95060
- 4. Contact Person and Phone Number:** Ryan Bane, (831) 420-5141
RBane@cityofsantacruz.com
- 5. Project Location:** 1930 Ocean Street Extension (APN 008-044-02); see Figure 1.
- 6. Project Applicant's/Sponsor's Name and Address:**
 OWNER: Rick Moe & Craig Rowell, P.O. Box 3710, Santa Cruz, CA 95063
- 7. General Plan Designation:** Low Density Residential (L), 1.1 – 10.0 0 du/acre
- 8. Zoning:** R-1-10 (Single-Family Residence)
- 9. Project Description:** The project application consists of a General Plan Amendment, Zoning Map Amendment, Tentative Condominium Plan, Design Permit, and Planned Development (PD) to construct a 40-unit apartment/condominium development. The General Plan Amendment is to change the land use designation from L (Low Density Residential) to LM (Low Medium Density Residential). The Zoning Map amendment is to rezone the site from R-1-10 (Single-Family Residence) to RL (Multiple Residence – Low Density). The PD request is for a variation to allow tandem parking. A variance to slope regulations is requested to permit development within 10 feet of 30 percent slopes. Other City approvals include a Heritage Tree Permit to remove ten heritage trees.

The project consists of ten residential buildings and three carport buildings as shown on Figure 2. Four dwelling units are planned within each of the ten buildings. The unit mix consists of 12 one-bedroom/one bath and 28 two-bedroom/two bath units. The units range in size from 940 to 1,091 square feet. The project includes a 375 square foot manager's office building.

Project access will be provided via an onsite private street that extends from one entrance off of Ocean Street Extension. A total of 95 parking spaces is proposed. Proposed offsite improvements include:

- Minor modification of the median at the Graham Hill Road/Ocean Street Extension intersection;
- Expansion of the left-turn lane from Graham Hill Road onto Ocean Street Extension; and
- Widening Ocean Street Extension by approximately 15 feet for a distance of approximately 600 feet north of Graham Hill Road. The widening will accommodate 8 ~~20~~ on-street parking spaces and a new sidewalk on the west side of the road.

10. Public Agencies Whose Approval or Review Is Required:

- California Regional Water Quality Control Board: Review Notice of Intent and Storm Water Pollution Prevention Plan filed by Applicant

II. ENVIRONMENTAL SETTING

The approximate 2.74-acre (119,538 square feet) project site is located at the northern edge of the City of Santa Cruz. The property is located on the east side of Ocean Street Extension, northwest of the Ocean Street/Plymouth Avenue/Highway 17/Highway 1 interchange (see Figure 1). The site is bordered by Ocean Street Extension and the Santa Cruz Memorial Park Cemetery on the west, the Santa Cruz Memorial Park crematory on the south, Graham Hill Road on the east, and undeveloped land with oak trees on the north. An eroded gully/drainage ditch with some oak, acacia, and other non-native trees is located adjacent to the site on the north.

The surrounding area consists of a mix of residential uses; multi-family apartments and condominiums are located along Graham Hill Road south of Ocean Street Extension, and low-density single-family homes along Graham Hill Road exist to the north. There are also a couple of commercial buildings and a temple on Graham Hill Road between Ocean Street and Ocean Street Extension. The existing cemetery is the primary use in the immediate vicinity of the project site. Undeveloped properties and low-density residential uses are found along Ocean Street Extension north of the project site.

The project site slopes gently up from Ocean Street Extension and steepens just below Graham Hill Road. The property is currently undeveloped. The site consists of non-native grasses with scattered oak, eucalyptus, and acacia trees.

FIGURE 1: VICINITY LOCATION

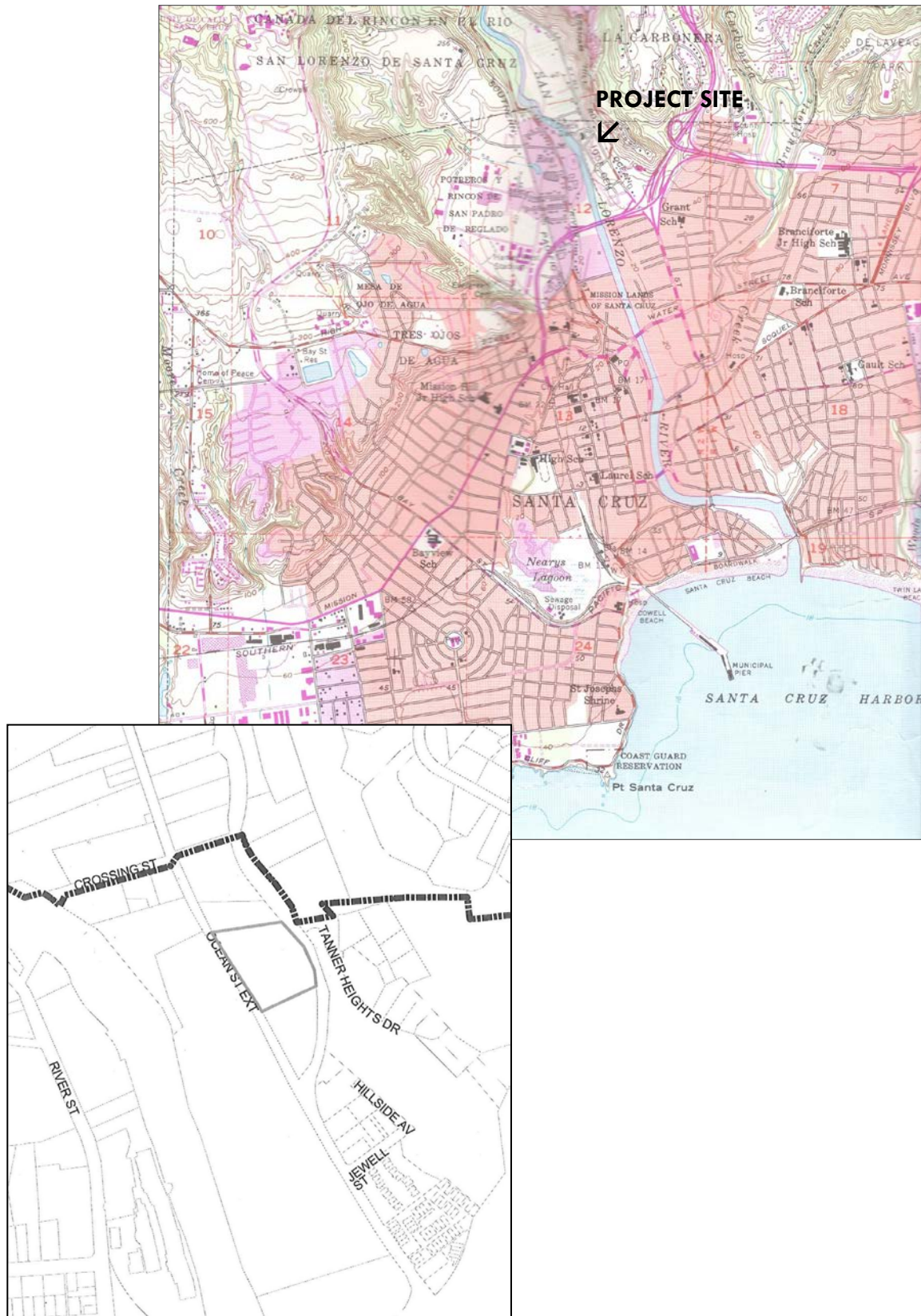


FIGURE 2: PROPOSED SITE PLAN



III. ENVIRONMENTAL CHECKLIST

Environmental Factors Potentially Affected by the Project: The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

✓	Aesthetics		Agricultural & Forest Resources	✓	Air Quality
✓	Biological Resources		Cultural Resources	✓	Geology / Soils
✓	Greenhouse Gas Emissions	✓	Hazards & Hazardous Materials	✓	Hydrology / Water Quality
	Land Use / Planning		Mineral Resources	✓	Noise
✓	Population / Housing	✓	Public Services	✓	Recreation
✓	Transportation / Traffic	✓	Utilities/Service Systems	✓	Mandatory Findings of Significance

Instructions to Environmental Checklist

1. A brief explanation is required (see VI. "Explanation of Environmental Checklist Responses") for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question (see V. Source List, attached). A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that any effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier Analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case a discussion should identify the following on attached sheets:

- a) *Earlier Analysis used.* Identify earlier analyses and state where they are available for review.
 - b) *Impacts adequately addressed.* Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) *Mitigation measures.* For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. The explanation of each issue should identify:
- a) The significance criteria or threshold, if any, used to evaluation each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL IMPACTS Issues (and Supporting Information Sources):	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista? (V.1b-Figure 4.3-1 in DEIR)				✓
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?			✓	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			✓	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓	
2. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement Methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (V.1b-Figure 4.15-1 in DEIR)				✓
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d) Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?				✓

ENVIRONMENTAL IMPACTS Issues (and Supporting Information Sources):	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?				✓
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	✓			
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				✓
d) Expose sensitive receptors to substantial pollutant concentrations?	✓			
e) Create objectionable odors affecting a substantial number of people?				✓
4. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			✓	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✓
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		✓		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		✓		

ENVIRONMENTAL IMPACTS Issues (and Supporting Information Sources):	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?				✓
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?				✓
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓	
d) Disturb any human remains, including those interred outside of formal cemeteries?				✓
e) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?				✓
6. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (V.Ia) ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides? (V.Ib-DEIR Figure 4.10-3)	✓		✓	✓
b) Result in substantial soil erosion or the loss of topsoil?	✓			
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	✓			

ENVIRONMENTAL IMPACTS Issues (and Supporting Information Sources):	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (v.8b)				✓
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓
7. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	✓			
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				✓
8. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				✓
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				✓
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ miles of an existing or proposed school?				✓
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	✗		✓	

ENVIRONMENTAL IMPACTS Issues (and Supporting Information Sources):	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?				✓
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local ground water table level (for example, the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				✓
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				✓
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				✓
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	✓			
f) Otherwise substantially degrade water quality?	✓			
g) Place housing within a 100-year flood-hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (V.1b-Figure 4.7-1 in DEIR)				✓
h) Place within a 100-year flood-hazard area structures which would impede or redirect flood flows? (V.1b-Figure 4.7-1 in DEIR)				✓
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j) Inundation by seiche, tsunami, or mudflow? (V.1b-Figure 4.7-2 in DEIR)				✓
10. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				✓
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program,	✓			

ENVIRONMENTAL IMPACTS Issues (and Supporting Information Sources):	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				
c) Conflict with any applicable Habitat Conservation Plan or Natural Community Conservation Plan?				✓
11. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (V.1a)				✓
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				✓
12. NOISE: Would the project:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?		✓		
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?				✓
c) Substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓
13. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	

ENVIRONMENTAL IMPACTS Issues (and Supporting Information Sources):	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓
14. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or need for new or physical altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a) Fire protection?			✓	
b) Police protection?			✓	
c) Schools?			✓	
d) Parks?			✓	
e) Other public facilities?				✓
15. RECREATION. Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓
16. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	✓			
b) Conflict with an applicable congestion management program, including, but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				✓
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓

ENVIRONMENTAL IMPACTS Issues (and Supporting Information Sources):	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Substantially increase hazards due to a design feature (for example, sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment)?				✓
e) Result in inadequate emergency access?	✓			
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				✓
17. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				✓
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				✓
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	✓			
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g) Comply with federal, state, and local statutes and regulations related to solid waste?				✓
18. MANDATORY FINDINGS OF SIGNIFICANCE. Would the project:				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history				✓

ENVIRONMENTAL IMPACTS Issues (and Supporting Information Sources):	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
or prehistory?				
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects.)		✓		
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				✓

DISCUSSION OF ENVIRONMENTAL CHECKLIST

See Section **VI--ENVIRONMENTAL EVALUATION** for discussion.

IV. DETERMINATION

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	
I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.	✓*
I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	

Ry - B

Ryan Bane, Senior Planner

10/4/16
Date

* Topics to be addressed in EIR as identified and discussed in this Initial Study include:

- Air Quality and Greenhouse Gas Emissions
- Geology and Soils
- Hydrology
- Transportation and Traffic
- Public Utilities - Water Supply
- Land Use – Plan/Policy Review

V. REFERENCES AND DATA SOURCE LIST

1. City of Santa Cruz General Plan and EIR
 - a) Adopted June 26, 2012. *General Plan 2030*. Available online at: <http://www.cityofsantacruz.com/departments/planning-and-community-development/general-plan-2030>
 - b) April 2012. "City of Santa Cruz *General Plan 2030* Final EIR." [SCH#2009032007] Certified June 26, 2012. Includes Draft EIR document, dated September 2011. Available online at: <http://www.cityofsantacruz.com/departments/planning-and-community-development/general-plan-2030>
 - c) January 27, 2016. "City of Santa Cruz Draft 2015-2023 Housing Element."
2. City of Santa Cruz Adopted Plans.
 - a) Adopted August 2016. *2015 Urban Water Management Plan*. Prepared by City of Santa Cruz Water Department.
 - b) Adopted 2013. *City of Santa Cruz Local Hazard Mitigation Plan 2012-2017*
3. County of Santa Cruz. December 19, 1994 [EFFECTIVE DATE]. *1994 General Plan and Local Coastal Program for the County of Santa Cruz, California*.
4. Monterey Bay Unified Air Pollution Control District.
 - a) April 17, 2013, Adopted. "Triennial Plan Revision 2009 – 2011." Final.
 - b) August 2008. *2008 Air Quality Management Plan for the Monterey Bay Region*.
 - c) February 2008. "CEQA Air Quality Guidelines."
 - d) Adopted April 1996-Revised February 2016. *Guidelines for Implementing the California Environmental Quality Act*.
5. Donald Ballanti, *Certified Consulting Meteorologist*. July 1, 2010. "Greenhouse Gas Analysis for the Ocean Street Apartments/Condominiums, Santa Cruz, California."
6. Biotic Resources Group.
 - a) March 21, 2016. "1930 Ocean Street Extension (APN 008-044-02) – Development Project: Biological Review."
 - b) March 26, 2007. "1930 Ocean Street Extension Property (APN 008-044-02): Results of Biological Review."
7. Ellen Cooper & Associates.
 - a) January 27, 2016. Untitled Review.
 - b) June 9, 2010. Reviewed January 27, 2016. "Addendum to Arborist Report."
 - c) March 15, 2010. Revised August 16, 2010. Reviewed January 27, 2016. "Arborist Report" for 1930 Ocean Street Extension."

8. Haro, Kasunich and Associates, Inc.
 - a) November 20, 2014. "Geologic Assessment and Response to Geology and Soils comments from Wittwer and Parkin LLP."
 - b) April 2007. "Geotechnical Feasibility Investigation for Land of Krassow, McFadden & Bostwick, Ocean Street Extension, APN 008-044-01 & 02, Santa Cruz, California."
9. Pacific Legacy. February 2007. "Results of Archaeological Records Search and Survey at 1930 Ocean Street Extension, Santa Cruz, Santa Cruz County."
10. Edward L. Pack Associates, Inc. October 29, 2009. "Noise Assessment Study for the Planned 'Ocean Street Extension Apartments, Ocean Street Extension, Santa Cruz."
11. School References
 - a) California Department of Education, Educational Demographics Unit. "District and School Enrollment by Grade-Enrollment by Grade for 2015-16." Available online at: <http://dq.cde.ca.gov/dataquest/> (Accessed 9/15/16).
 - b) DecisionInsite. January 2016. *Analysis of Enrollment Projections: Fall 2016*. Prepared for Santa Cruz City Schools. Available online at: http://sccs.net/UserFiles/Servers/Server_222705/File/Board%20Books/Books%202015-16/Board%20Book%201-13-16%20Final%20Duplex.pdf (Accessed August 30, 2016).

Initial Study Preparation: Dudek (Stephanie Strelow, Anais Schenk) in association with the City of Santa Cruz Planning and Community Development Department

VI. EXPLANATION OF ENVIRONMENTAL CHECKLIST RESPONSES

1. **Aesthetics.**

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Santa Cruz plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including visually prominent trees, rock outcrops, or historic buildings along a state scenic highway;
- Substantially degrade the existing visual character or quality of the site and surroundings, i.e., be incompatible with the scale or visual character of the surrounding area; or
- Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

(a) Scenic Views. The project site is located in the north-central portion of the city of Santa Cruz in an area characterized by residential and open space land uses. According to maps developed for the City's *General Plan 2030* and included in the General Plan EIR, the project site is not within a mapped scenic viewshed (SOURCE V.1b-DEIR Figure 4.3). Graham Hill Road to the north of the project

site is located in the unincorporated county area, and is not designated as a scenic road in the Santa Cruz County General Plan (SOURCE V.3). Views along Graham Hill Road consist of residential development within a wooded setting north of the project site. In the vicinity of the project site, development in the Harvey West area and the distant City-owned Pogonip greenbelt property are part of the background view that is briefly visible to motorists along Graham Hill Road. There are no scenic views across or from the project site. Construction of the ten four-unit buildings would not obstruct or remove scenic vistas. Thus, the project would not result in an impact to scenic views.

(b) Scenic Resources. The project site currently has 15 trees, including eucalyptus and acacia trees along Graham Hill Road and six oak trees in the northwestern portion of the site. The eucalyptus trees are situated at the upper slope of the site along Graham Hill Road. There are eucalyptus, acacia and other trees along Graham Road east of the project site, as well as to the north and south. There is extensive tree coverage and landscaping along Graham Hill Road north of the project site.

Impact Analysis. The proposed project would result in removal of nine non-native onsite trees on the project site and one pine tree at the Ocean Street Extension/Graham Hill Road intersection, of which nine are considered heritage trees under City regulations. As the trees are not visually distinctive or prominent, their removal would be considered a *less-than-significant impact* to a potential scenic resource.

There are no existing buildings on the site, and the property is not located adjacent to or in proximity to a state scenic highway. The trees to be removed are mostly situated along the upper slope of the site, and include seven eucalyptus trees adjacent to Graham Hill Road and two small acacia trees. A number of the eucalyptus trees are multi-trunked, but are not visually distinctive or unusual specimens of eucalyptus trees. There are other eucalyptus trees on the east side of Graham Hill Road, and the trees on the project site are not visually prominent given other trees along Graham Hill Road, which is heavily vegetated adjacent to the project site and further north. A planted pine tree, located in a median at the at the Ocean Street Extension/Graham Hill Road intersection also is not visually prominent within the context of the surrounding trees.

None of the trees to be removed is a visually prominent feature of the surrounding landscape, and the trees are not readily distinctive with the backdrop of other existing trees along Ocean Street Extension and Graham Hill Road. The trees do not represent a significant or prominent visual element of the surrounding area, and removal would not substantially alter the visual character of the area. While any tree may possess aesthetic qualities, the trees that may be removed are not unusual for the species (mostly eucalyptus) or visually distinctive or prominent from a wide area. Therefore, the trees are not considered scenic resources and removal would be not result in a significant impact to a scenic resource.

Heritage tree removal and potential impacts to retained trees during construction are reviewed below under subsection 4(e).

(c) Effects on Visual Character of Surrounding Area. The project site is located at the edge of the city of Santa Cruz in an area designated for residential uses. The visual character of the surrounding area is a mix of residential uses and open space along Graham Hill Road between Ocean Street and Ocean Street Extension. There are several multi-family condominium and apartment developments along Graham Hill Road between Ocean Street and Ocean Street Extension, as well as a couple of commercial buildings and a temple. Low-density single-family homes exist along Graham Hill Road to the north of the project site within unincorporated Santa Cruz County. This area is heavily wooded with trees and other landscaping; residential development is partially visible, although it is often heavily screened by vegetation, landscaping, and topography.

The existing cemetery, crematory, and undeveloped wooded properties are the primary elements that characterize the visual setting in the immediate vicinity of the project site. Undeveloped properties and low-density residential uses are found along Ocean Street Extension north of the project site. There are no residential structures adjacent to the project site or in the immediate vicinity of the project site.

Views along Graham Hill Road consist of residential development with a more wooded, tree-lined setting adjacent to and north of the project site. The project site is visible from Graham Hill Road, in which portions of the sloping site and eucalyptus trees along Graham Hill Road are visible to motorists for a short duration. Northbound views include brief views of Pogonip in the background. Along southbound Graham Hill Road, mid-range views of the developed Harvey West area of the City are visible from the road in the vicinity of the project site as well as distant views of Pogonip.

Impact Analysis. The proposed project would introduce residential development into the area, which would be visible from Graham Hill Road in the immediate project vicinity. However, the project would not substantially degrade the visual character of the surrounding area as views of City development are currently available from Graham Hill Road, and the proposed project scale and mass are similar to other condominium, townhouse and apartment developments along Graham Hill Road south of the project site. Thus, this is considered a *less-than-significant impact* as discussed below.

The proposed project would result in the construction of ten two-story buildings, seven of which have basement parking. Parking would occupy the ground level with two stories of living space above the parking. Building height ranges between approximately 26 to 30 feet above finished grade based on cross sections included in the project application. Due to the gently sloping terrain, the buildings would be stepped up the property, and as a result some of the ground level parking would be partially below grade. The height limit in the proposed RL zone district is 30 feet. This is the same height limit in the R-1 zone district; the R-1 district has an additional limit to 2 ½ stories. The Planned Development (PD) regulations allow an increase in height, not to exceed one story or twenty percent of height (in feet) over and above regulations established in district regulations for the district in which the project is

proposed, which would be six feet for an increase in either the RL or R-1 district. The proposed heights would be within existing height limits permitted in the zoning regulations, and would be within the limits permitted with approval of a PD permit in the locations where the height exceeds 30 feet.

The proposed building materials include a concrete block foundation, board and batten siding with painted wood trim, vinyl windows and composition shingles for the roof. Muted gray, green and spruce colors are part of the color palette submitted to the City. Trellises with climbing vines are planned on some of the sides of the building. Approximately 90 trees are included in the proposed landscaping plan. Eighteen trees are planned at the outer eastern edge of the property and are primarily coast live oak and bay trees.

There are no other residential structures in the immediate vicinity of the project site, although several homes sit atop a hillside east of the project site and Graham Hill Road. The project would be visible from Graham Hill Road primarily along the northbound approach, but with the proposed removal of the seven multi-trunk eucalyptus trees along Graham Hill Road, views into the site would be opened up to southbound motorists as well. The upper floors of four buildings would be visible adjacent to Graham Hill Road. According to cross sections prepared as part of the permit applications, the structures would appear as two-story structures, as the lower level parking area is partially stepped on the slope. The massing of the buildings would be broken with setbacks between buildings, although the long sides of the buildings would be exposed from this vantage point. However, with the proposed muted colors, limited windows, planned landscaped trellises, and other landscaping, the overall building mass would be softened. A photosimulation of the project provided by the applicant is shown on Figure 3.

FIGURE 3: PHOTOSIMULATION OF PROJECT



The project would appear as an extension of existing residential development along Graham Hill road south of Ocean Street Extension, some of which is multi-family housing. The proposed project is of similar scale and mass as these existing developments, although there are no structural development in the immediate vicinity of the proposed project except for cemetery structures. From southbound Graham Hill Road, the project would become a foreground view for and partially block existing development in the Harvey West area that is visible beyond the project site and cemetery. Over time, the growth of the oak and bay trees that are part of proposed landscaping along the eastern portion of the site would soften the building mass of the proposed structures and partially screen the buildings. Additionally, the proposed oak and bay tree plantings in this area would blend with other existing tree cover along Graham Hill Road.

Although the project would be visible from adjacent roadways, neither Graham Hill Road nor Ocean Street Extension is a designated scenic road. The project site is on the edge of the City and other City development is visible along Graham Hill Road to the south, including multi-family residential developments. Although there is limited structural development in the immediate vicinity of the project, the proposed development is of similar mass and scale as other existing developments along Graham Hill Road to the south, and with the proposed landscaping, muted colors, and wood materials, the proposed buildings would not substantially degrade the visual quality of the surrounding area. The project impact to the visual character of the surrounding area is considered less than significant. Architectural and design features of the proposed structure will be further reviewed by City staff as part of the Design Permit process.

(d) Light and Glare. The project would not result in introduction of a major new source of light or glare, although there will be exterior building lighting typically associated with residential development. The project does not contain any design elements or features that would result in introduction of a substantial new source glare that would adversely affect day or nighttime views in the area. Exterior building lighting will be further reviewed as part of the Design Permit review, and the project will be conditioned to install lighting such that is not directed onto adjacent properties. Therefore, the project would not result in a significant impact related to creation of a new source of substantial light or glare.

2. Agriculture and Forest Resources.

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Santa Cruz plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- Convert prime farmland, unique farmland or farmland of state importance to non-agricultural uses;
- Conflict with existing zoning for agricultural use or a Williamson Act contract;
- Conflict with existing zoning for, or cause rezoning of, forest land;
- Result in the loss of forest land or conversion of forest land to non-forest use; or
- Involve other changes to the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

The project site does not contain prime or other agricultural lands as mapped on the State Farmland Mapping and Monitoring Program, but is designated as “Urban and Built-up Land” (SOURCE V.1b-DEIR Figure 4.3-1). The site is not designated for agricultural uses in the City’s General Plan and is not located adjacent to lands that are in agricultural production. There are parcels north of the project site that are within the unincorporated area of Santa Cruz County that are in agricultural production, but there are no properties in agricultural production adjacent to the project site. The project would not interfere or conflict with agricultural operations on properties along Ocean Street Extension north of the site. The project site has 15 existing trees, over half of which are eucalyptus and non-native trees. Neither the onsite trees nor the site are considered to be forest resources or forest land under state definitions, and these trees are not considered timber resources. The project site is not zoned Timberland Preserve. Thus, the proposed project would not result in or lead to the conversion of agricultural or forest lands to other uses.

3. **Air Quality.**

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Santa Cruz plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- *Conflict with or obstruct implementation of the applicable air quality plan;*
- *Violate any air quality standards or contribute substantially to an existing or projected air quality violation, i.e. result in generation of emissions of or in excess of 137 pounds per day for VOC or No_x, 550 pounds per day of carbon monoxide, 150 pounds per day of sulfur oxides (SO_x), and/or 82 pounds per day of PM₁₀ (due to construction with minimal earthmoving on 8.1 or more acres per day or grading/excavation site on 2.2 or more acres per day for PM₁₀) pursuant to impact criteria for significance developed by the MBUAPCD (MBUAPCD, “CEQA Air Quality Guidelines,” February 2008);*
- *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);*
- *Expose sensitive receptors to substantial pollution concentrations; or*
- *Create objectionable odors affecting a substantial number of people.*

(a) Conflict with Air Quality Management Plan. In 1991, the Monterey Bay Unified Air Pollution Control District (MBUAPCD) adopted the *Air Quality Management Plan* (AQMP) for the Monterey Bay Region in response to the California Clean Air Act of 1988, which established specific planning requirements to meet the ozone standards. The California Clean Air Act requires that AQMPs be updated every three years. The MBUAPCD has updated the AQMP five times. The most recent update, the Triennial Plan Revision 2009-2011, was adopted in 2013. The 2013 AQMP relies on a multilevel partnership of federal, State, regional, and local governmental agencies. The 2013 AQMP documents the MBUAPCD’s progress toward attaining the state 8-hour ozone standard, which is more stringent than the state 1-hour ozone standard. The 2013 AQMP builds on information developed in past AQMPs and updates the 2008 AQMP. The primary elements from the 2008 AQMP that were updated in the 2012 revision include the air quality trends analysis, emission inventory, and mobile source programs (SOURCE V.4a).

The project site is designated for residential uses. The proposed project would result in construction of 40 residential condominium/apartment units. Effective September 1, 2011 the MBUAPCD Board approved a new procedure for determining whether a residential project conflicts with the District's adopted *Air Quality Management Plan* (AQMP). The procedure uses AMBAG's adopted housing unit forecast instead of population, and the MBUAPCD has developed a spreadsheet to assist jurisdictions with developing calculations, which was used to determine whether the proposed project conflicts with the AQMP as described below.

The City had 23,635 existing dwelling units as of January 1, 2016, and approximately 362 residential units have been constructed, are under construction, have been approved, or have applications submitted to the City. With existing units and the proposed project increase of 40 residential units, there would be a total of 24,037 dwelling units within the City, which is below the AMBAG forecast of 26,890 dwelling units for the year 2020. Therefore, the proposed project is consistent with the AQMP, and would not conflict with or obstruct implementation of the AQMP.

(b) Project Emissions. To protect public health, both the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards (AAQS) that are the maximum levels of ambient (background) air pollutants considered safe, with an adequate margin of safety to protect public health and welfare. The national standards address six criteria pollutants, including ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, fine particulate matter (both PM₁₀ and PM_{2.5}, which refer to particles less than 10 microns and 2.5 microns, respectively), and lead. The state standards, which are generally more stringent than the federal standards, apply to the same pollutants as the federal standards do, but also include sulfate, hydrogen sulfide, and vinyl chloride.

The North Central Coast Air Basin (NCCAB), in which the project site is located, is under the jurisdiction of the Monterey Bay Air Pollution Control District (MBUAPCD) and includes Santa Cruz, Monterey and San Benito Counties. The NCCAB is currently in attainment for the federal PM₁₀ (particulate less than 10 microns in diameter), ozone, nitrogen dioxide, sulfur dioxide, and carbon monoxide standards and is unclassified or attainment for the federal PM₂₅ and lead standards. The basin is designated non-attainment for the state ozone and PM₁₀ standards, and is in attainment for all other state standards, except for carbon monoxide for which it is unclassified.

The MBUAPCD's 2013 AQMP identifies a continued trend of declining ozone emissions in the Air Basin primarily related to lower vehicle miles traveled. Overall, based on monitoring data for 2009-2011, there were fewer exceedance days in the time period 2009-2011 compared to 2006-2008. Therefore, the control measures presented in the 2008 AQMP have not been implemented as the District determined progress was continuing to be made toward attaining the 8-hour ozone standard during the three-year period reviewed (2009-2011) (SOURCE V.4a).

The project would generate air emissions through new regional vehicle trips. In accordance with directives in the *General Plan 2030* and the General Plan EIR, project emissions will be calculated and evaluated in an EIR, including PM₁₀ emissions associated with excavation and grading. The MBUAPCD's "CEQA Air Quality Guidelines," indicate that 8.1 acres could be graded per day with

minimal earthmoving or 2.2 acres per day with grading and excavation without exceeding the PM₁₀ threshold of 82 lbs/day. The project site is approximately 2.4 acres in size, which slightly exceeds the MBUAPCD threshold for potential significant impacts resulting from grading.

(c) Cumulative Pollutant Increases. According to the MBUAPCD CEQA Guidelines, projects that are consistent with the “Air Quality Management Plan” (AQMP) would not result in cumulative impacts as regional emissions have been factored into the Plan. The MBUAPCD prepares air quality plans, which address attainment of the state and federal emission standards, and which, incorporate growth forecasts developed by AMBAG. The AQMP takes into account cumulative development within the City, and thus, cumulative emissions have been accounted for in the Plan. As indicated above in subsection 3(a), the project would not conflict with the AQMP.

(d) Sensitive Receptors. The project site is located at the edge of a developed area of the City of Santa Cruz and is located adjacent to residential uses on the north and open spaces uses on the west and south. As indicated above, the proposed project would not result in stationary emissions. Thus, the proposed project would not expose sensitive receptors to substantial pollutant concentrations. For CEQA purposes, a sensitive receptor is defined as any residence, including private homes, condominiums, apartments, and living quarters; education resources such as preschools and kindergarten through grade twelve (k-12) schools; daycare centers; and health care facilities such as hospitals or retirement and nursing homes (SOURCE V.4c).

Toxic Air Contaminants. The project site is adjacent to the Santa Cruz Crematory that is part of the Santa Cruz Memorial Park Cemetery, located on Ocean Street Extension at its intersection with Graham Hill Road. Mercury emissions from amalgam tooth fillings have been raised as a potential health concern from crematories. The crematory operates two incinerators (“retorts”), and operates in full compliance with permits issued by the MBUAPCD. A health risk assessment (HRA) and other reviews have been conducted over the past five years to assess the risk of adverse health effects to future residents of the project site due to potential exposure to toxic air contaminants (TACs). The results of these studies and potential impacts related to exposure to TACs will be addressed in the EIR.

Diesel Fuel Emissions. Diesel particulate matter was identified as a toxic air contaminant (TAC) by the State of California in 1998. Following the identification of diesel as a TAC, the California Air Resources Board (CARB) developed a comprehensive strategy to control diesel PM emissions. The “Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles”—a document approved by ARB in September 2000—set goals to reduce diesel PM emissions in California by 75% by 2010 and 85% by 2020. This objective would be achieved by a combination of approaches (including emission regulations for new diesel engines and low sulfur fuel program). An important part of the Diesel Risk Reduction Plan is a series of measures for various categories of in-use on- and off-road diesel engines, which are generally based on the following types of controls:

- Retrofitting engines with emission control systems, such as diesel particulate filters or oxidation catalysts,

- Replacement of existing engines with new technology diesel engines or natural gas engines, and
- Restrictions placed on the operation of existing equipment.

Once the Diesel Risk Reduction Plan was adopted, the CARB started developing emission regulations for a number of categories of in-use diesel vehicles and equipment. In July 2007, the CARB adopted regulations for in-use, off-road diesel vehicles that will significantly reduce particulate matter emissions by requiring fleet owners to accelerate turnover to cleaner engines and install exhaust retrofits.

Impact Analysis. Grading and project construction could involve the use of diesel trucks and equipment that will emit diesel exhaust, including diesel particulate matter, which is classified as a toxic air contaminant. There are no residences or sensitive receptors adjacent to the site or in the immediate vicinity that would be exposed to diesel exhaust emissions. The nearest residences are located on a hillside east of Graham Hill Road and are partially screened from the project site by topography and landscaping. Additionally, construction-related diesel emissions would be of limited duration (i.e., primarily during grading) and temporary. Thus, the project would not expose sensitive receptors to substantial pollutant concentrations. Furthermore, the State is implementing emission standards for different classes of on- and off-road diesel vehicles and equipment. Thus, potential exposure to adjacent residents is considered a *less-than-significant impact*.

Construction-related diesel emissions would be of limited duration (i.e., primarily during grading) and temporary. CARB has identified diesel exhaust particulate matter as a toxic air contaminant, and assessment of toxic air contaminant cancer risks is typically based upon a 70-year exposure period. Project excavation and construction activities that would utilize diesel-powered equipment would expose receptors to possible diesel exhaust for a very limited number of days out of a 70-year (365 day per year, 24-hour per day) period. Because exposure to diesel exhaust would be well below the 70-year exposure period, and given the limited and short-term duration of activities that would use diesel equipment, construction-related diesel emissions are not considered significant. Furthermore, the State is implementing emission standards for different classes of on- and off-road diesel vehicles and equipment that applies to off-road diesel fleets and includes measures such as retrofits. Additionally, Title 13 of the California Code of Regulations (section 2485(c)(1)) prohibits idling of a diesel engine for more than five minutes in any location. Thus, the project would not expose sensitive receptors to substantial pollutant concentrations, and potential exposure of sensitive receptors to diesel emissions and associated risks is considered a less-than-significant impact.

(e) Odors. The planned residential use would not create objectionable odors.

4. **Biological Resources.**

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Santa Cruz plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- *Have a substantial adverse effect, either directly or through habitat modifications on; or substantially reduce the number or restrict the range of any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;*
- *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service;*
- *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;*
- *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;*
- *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance;*
- *Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan;*
- *Substantially reduce the habitat of a fish or wildlife species;*
- *Cause a fish or wildlife population to drop below self-sustaining levels; or*
- *Threaten to eliminate a plant or animal community.*

The property supports three principal plant communities: non-native annual grassland, coast live oak woodland and non-native tree groves (SOURCE V.6b). Grassland dominates the central and southern portion of the site, which is largely made up of annual, non-native species. The northern edge of the property supports a band of coast live oak woodland, which extends onto the adjacent property to the north. Non-native acacia also are found in this area. The site also supports a band of non-native blue gum eucalyptus trees that abut Graham Hill Road as well as individual trees within the grassland (Ibid.).

Oak woodlands provide the highest habitat type for wildlife (SOURCE V.6b). In general, grasslands provide foraging resources for a variety of wildlife species such as raptors and other predators including coyote, fox, skunk and snakes (Ibid). The onsite eucalyptus and acacia trees are not native and do not support a diverse wildlife assemblage, although they may provide nesting and roosting habitat for raptors and in some local locations they provide potential wintering habitat for monarch butterflies (*Danaus plexippus*) (Ibid.).

A biological assessment was originally conducted for the property in March 2007. An updated review was conducted in March 2016 that included a site reconnaissance and review of revised project plans to determine if there had been any changes to site resources or findings (SOURCE V.6a). There have been no significant changes in site conditions from those previously

documented. The property continues to support a mosaic of native and non-native trees groves, annual grassland, and a gully supporting oak woodland. Some acacia trees growing along the northeastern boundary were previously cut, but have re-sprouted. No new special status species or habitats were found to occur on site since the previous analysis. The conclusions presented in the 2007 biological review of the proposed project remain valid according to the 2016 review (SOURCE V.6b) and are summarized in the following sections. These conclusions include recommendations for pre-construction surveys for dusky-footed woodrats, removal of trees during the non-nesting season (or conducting pre-construction survey for nesting birds), removal of invasive, non-native plant species, and avoiding unnecessary impacts to native trees (SOURCE V.6a).

(a) Special Status Species. No special status plant species were observed onsite although surveys during the flowering season were not conducted. However, the site does not support open sandy areas that would be suitable for special status species populations known in the greater area to inhabit grassland, such as robust spineflower and San Francisco popcorn flower (SOURCE V.6b). The dense non-native grass cover also reduces the site's suitability for Santa Cruz tarplant (Ibid.). Although, the site does have a small patch of coastal prairie grassland, it is predominantly covered by exotic weedy species typical of disturbed coastal prairie (Ibid.).

The onsite grasslands were considered potential habitat for the Ohlone tiger beetle (*Cicindela ohlone*), a federally listed endangered species. A focused survey found it was absent from this site (SOURCE V.6b). American badger (*Taxidea taxus*) and western burrowing owl (*Athene cunicularia hypugea*), both California species of special concern, inhabit grasslands; however, no potential badger or owl burrows were observed during the site survey (Ibid.). These species are considered unlikely inhabitants of the site due to its small size and development in the area, as well as the tall dense grass (Ibid.). There is was no evidence of San Francisco dusky-footed woodrat nests on the site (Ibid.). However, the biological review indicates that the site has the potential to support this species and recommends that a pre-construction survey be conducted.

Eucalyptus groves can provide wintering habitat for monarch butterflies. However, the onsite trees provide low quality winter roosting habitat because they are as only six linear scattered tree groups (with low wind protection). The site is adjacent to areas that lack a water source, and the site lacks appropriate nectar plants for adults and larval host plants (SOURCE V.6B). Site visits in December 2007 and January 2008 found no evidence of monarch butterflies in the onsite eucalyptus trees (Ibid.).

In response to comments on the Notice of Preparation, white-rayed pentachaeta (*Pentachaeta bellidiflora*) is a state and federally-listed endangered species. According to the project biologist, the 2007 site survey was conducted in March, which is within the blooming period for this species. None were detected. Subsequent site surveys were conducted in October 2010 and September 2014, which were outside the blooming period, yet there was no change to site conditions. The local CNPS checklist of vascular plants indicates the species is presumed to be extirpated in Santa Cruz County. The County is at the southern edge of the species' range; it was last reported in the County in 1955 (Kathleen Lyons, Biotic Resources Group, personal communication, January 2017).

Impact Analysis. The project would not result in impacts to special status species or sensitive habitats as none were identified. Although, the site survey did not reveal nest sites for the San Francisco dusky-footed woodrat, the project biological review noted some potential for this species to occur on the site. This is considered a *less-than-significant impact*. Although mitigation measures are not required, a pre-construction survey is recommended.

RECOMMENDED CONDITION OF APPROVAL: Require a pre-construction survey, conducted by a qualified biologist, to examine the project area (including offsite gully) before and during any initial vegetation or tree removal, or other initial ground disturbing activities to search for active woodrat nests. If any are found, the biologist shall consult with California Department of Fish and Game regarding removal of nests or installation of a protective exclusion zone around any woodrat nest found prior to initiating tree/vegetation removal and ground disturbing activities.

(b-c) Sensitive Habitats. No riparian habitat, wetlands or other sensitive habitat types were identified on the project site or identified in the biological review (SOURCE V.6a-b). The site is not located in a sensitive habitat area shown in the General Plan 2030 and General Plan EIR (Figure 4.8-3). Potential impacts to sensitive sandhills habitat and species supported by this habitat, including the Mount Hermon June beetle and Zayante band-winged grasshopper, were raised in some comments on the Notice of Preparation. The biological surveys did not identify sandhills habitat on the project site. The Santa Cruz Sandhills are a unique community of plants and animals found only on outcrops of Zayante sands in the central portion of Santa Cruz County¹; the Zayante soil type is not mapped on the project site. Potential sandhills habitat is mapped along parts of the eastern side of Ocean Street Extension further north of the project site within the unincorporated area.

(d) Wildlife Movement/Nesting. Wildlife corridors are segments of land that provide a link between these different habitats while also providing cover. Wildlife dispersal corridors, also called dispersal movement corridors, wildlife corridors or landscape linkages, are features whose primary wildlife function is to connect at least two significant or core habitat areas and which facilitate movement of animals and plants between two or more otherwise disjunct habitats (SOURCE V.1b-DEIR). Three main corridors have been identified within the City that could provide connectivity between core habitats within or adjacent to the city: western corridor (Moore Creek), central corridor (San Lorenzo River and major tributaries), and eastern corridor (Arana Gulch) (Ibid.). The project is located between two roadways with development bordering the site on the south. There is a vacant wooded property adjacent to the project site on the north. However, the project site is not part of the identified wildlife corridors in the City, is not adjacent to a water course, and does not provide a link between habitat areas. Project plans show fence along the perimeter of the site. While, there may be use and movement by common wildlife species on the

¹ County of Santa Cruz Planning Department. June 2015. "Sandhills Habitat Information." Accessed Online on 2/20/217at: <http://www.sccoplanning.com/Portals/2/County/Planning/env/Permit%20Processing%20Chart.pdf?ver=2015-06-09-131829-803>.

project site, the project would not substantially interfere with wildlife movement or with established wildlife corridors given adjacent uses and the fact that the site is not a link to other habitat areas.

Nesting raptors have the potential to occur in the eucalyptus trees on the project site. All raptor and migratory bird nests are protected by California Department of Fish and Game Code (CDFG), and migratory birds are protected by the Migratory Bird Treaty Act (MBTA).

Impact Analysis. Seven large eucalyptus trees and two acacia trees on the eastern edge of the proposed development area site are proposed to be removed to accommodate the proposed building sites. There is also a pine tree in a median at the intersection of Ocean Street Extension and Graham Hill Road that is proposed for removal as part of proposed offsite intersection improvements. Tree removal during the breeding season (generally March 1 to August 1) could result in direct mortality to nesting avian species protected under the Migratory Bird Treaty Act due to destruction if active nest sites are present. Construction activity for a prolonged period could affect nesting adults and result in nest abandonment or failure. This is considered a *potentially significant impact*. Implementation of the following mitigation measure would reduce the impact to a less-than-significant level. Implementation of the following mitigation measure would reduce the impact to a less-than-significant level.

MITIGATION MEASURE BIO-1: Schedule tree removal to take place between August 15 and February 15 of any given year to avoid the nesting season for birds. If this schedule is not practical, require a qualified biologist to conduct a pre-construction survey for nesting raptors no more than 15 days prior to tree removal. If nesting raptors are found, construction may need to be delayed until August or after the wildlife biologist has determined the nest is no longer in use or unless a suitable construction buffer zone can be identified by the biologist. The biologist will determine the extent of a construction-free buffer zone to be established around the nest (typically 300 feet for raptors and 100 feet for other species), to ensure that no nests of species protected by the MBTA and California Fish and Game Code will be disturbed during project construction.

(e) Conflicts with Local Ordinances - Tree Removal. There are 15 existing trees on the project site, all of which are considered heritage trees under City regulations, except for one eucalyptus tree. The onsite trees include six oak trees, seven eucalyptus trees, and two acacia trees. An arborist report prepared for the project and updated in January 2016 assessed the condition of onsite trees. The review found that the trees proposed for removal were in poor condition and/or hazardous or potentially hazardous (SOURCE V.7c). There is also a pine tree in a median at the intersection of Ocean Street Extension and Graham Hill Road that is proposed for removal as part of proposed offsite intersection improvements. This tree is assumed to be a heritage tree due to its observed size.

Chapter 9.56 of the City Municipal Code defines heritage trees, establishes permit requirements for the removal of a heritage tree, and sets forth mitigation requirements as adopted by resolution by the City Council. Resolution NS-23,710 adopted by the City Council in April 1998 establishes the

criteria for permitting removal of a heritage tree and indicates that one or more of the following findings must be made by the Director of Parks and Recreation:

- 1) The heritage tree or heritage shrub has, or is likely to have, an adverse effect upon the structural integrity of a building, utility, or public or private right of way;
- 2) The physical condition or health of the tree or shrub, such as disease or infestation, warrants alteration or removal; or
- 3) A construction project design cannot be altered to accommodate existing heritage trees or heritage shrubs.

City regulations require tree replacement for approved to include replanting three 15-gallon or one 24-inch size specimen or the current retail value which shall be determined by the Director of Parks and Recreation. Removal would be permitted if found in accordance with the above criteria and requirements. Approval of a tree removal permit automatically requires replacement trees as set forth above. Removal of a heritage tree that is consistent with the criteria, provisions, and requirements set forth in City ordinances is not considered a significant impact.

Impact Analysis. A total of 10 trees would be removed, all of which are heritage trees under City regulations, ~~except for on-site eucalyptus tree.~~ The heritage trees to be removed include nine onsite trees (seven eucalyptus and two acacia trees) and one offsite pine tree in an area of road improvements. Removal of heritage trees could fall under criteria 2) or 3) above as set forth in the City ordinance for approval of tree removal. Replacement trees are required to be provided in accordance with City regulations. Six onsite coast live oak trees will be retained as part of the proposed development, but could be damaged during construction due to grading and disturbance to root zones (SOURCE V.7a). Due to potential inadvertent damage to retained trees during construction, potential damage to retained trees during construction is considered a *potentially significant impact*.

Approval of a heritage tree removal permit automatically requires replacement trees as set forth above. Removal of a heritage tree that is consistent with the criteria, provisions and requirements set forth in City ordinances is not considered a significant impact. City regulations require tree replacement for removal of a heritage tree to consist of replanting three 15-gallon or one 24-inch size specimen for each heritage tree approved for removal. The proposed landscaping plan depicts 90 trees that would be planted throughout the site, as well as four trees along Ocean Street Extension in the proposed improved parking area. Most trees are 15-gallon size, but some are 24-inch box size. Eleven of the proposed trees are coast live oak trees. The total number of trees to be planted exceeds the requirement under City regulations, which would be at least 30 15-gallon trees. Thus, the project complies with and exceeds the City's tree replacement requirements for removal of 10 heritage trees, and thus, the removal of heritage trees is considered a less-than-significant impact.

The retained trees could be inadvertently damaged during grading and construction. Grading and soil compaction and inadvertent damage due to construction equipment could damage the root zones unless the trees and root zones are adequately protected during construction. The arborist report prepared for the project recommends measures to protect the trees during

construction and techniques for pruning trees near building sites (SOURCE V.7a-b). Implementation of the following mitigation measure would reduce the impact to a less-than-significant level.

MITIGATION MEASURE BIO-2: Implement measures to protect oak trees to be retained in order to minimize damage to protected trees and their root zones during construction as outlined in the project arborist reports (Ellen Cooper & Associates, March 15, 2010, August 16, 2010 as updated in January 2016), including, but not limited to, the following: installation of temporary construction fencing around the dripline of the trees, cabling of tree trunks as specified, prohibition of storage or dumping of any kind within the fenced area, protection of the trees and root zones as specified, and pruning as specified in the report. Require that the project arborist be retained throughout the duration of the project to inspect and monitor tree protection zones and to ensure that all arborist recommendations are implemented. The project arborist shall determine in the field if and how Tree 14 can be retained and protected during grading operations.

(f) Habitat Conservation Plans. There are no adopted Habitat Conservation or Natural Community Conservation Plans in the project vicinity.

5. **Cultural Resources.**

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Santa Cruz plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- *Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines*;*
- *Cause a substantial adverse change in the significance of an archaeological resource;*
- *Disturb any human remains, including those interred outside of formal cemeteries;*
- *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or*
- *Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074.*

**Pursuant to CEQA Guidelines, "historical resources include a resource listed in, or determined to be eligible for listing in the California Register of Historical Resources; a resource included in a local register of historical resources; and any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.*

A "substantial adverse change in the significance of an historical resource" means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired. The significance of an historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources or local register of historical places.

(a) Historical Resources. According to maps developed for the City's *General Plan 2030* and included in the General Plan EIR, the project site is not within a designated historic district (as identified in the City's General Plan or Historic Building Survey) (SOURCE V.1c-DEIR Figure 4.9-4). The site is undeveloped, and there are no structures present on the site. An archaeological survey conducted at the project site found no cultural resources on the property or in the immediate area, concluded development would not result in an adverse effect to historic properties (SOURCE V.9). Thus, the project would not result in impacts to historical resources.

(b, d, e) Archaeological and Tribal Cultural Resources. According to maps developed for the City's *General Plan 2030* and included in the General Plan EIR, the project site is within a mapped "sensitive" archaeological area (SOURCE V.1b-DEIR Figure 4.9-1), but is not located within a "sensitive" historical archaeological area (SOURCE V.1b-DEIR Figure 4.9-3).

An archaeological reconnaissance prepared for the project indicated that there are no cultural resources within the project area or immediate vicinity, and no sacred lands are known within the project area (SOURCE V.9). The field reconnaissance survey found no evidence of prehistoric or historic resources (Ibid.).

State Assembly Bill 52, effective July 1, 2015, recognizes that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities. The law establishes a new category of resources in the California Environmental Quality Act called "tribal cultural resources" that considers the tribal cultural values in addition to the scientific and archaeological values when determining impacts and mitigation. Public Resources Code section 21074 defines a "tribal cultural resource" as either:

- (1) Sites, features, places, cultural landscapes, sacred places and objects with cultural value to a California Native American tribe that is either listed, or determined to be eligible for listing, on the national, state, or local register of historic resources, or
- (2) A resource determined by the lead agency chooses, in its discretion and supported by substantial evidence, to treat as a tribal cultural resource.

The California Public Resources Code section 21084.2 now establishes that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment." The Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project.

The project site is not located within an area of known archaeological sensitivity or archaeological resources. There are no known resources on or adjacent to the site that would be considered a tribal cultural resource. No Native American tribe has contacted the City of Santa Cruz and requested consultation.

Impact Analysis. Based upon the field reconnaissance and background research, the archaeological investigation concluded that the project site contains no evidence of potentially significant cultural resources (SOURCE V.9). The project would not result in impacts to archaeological resources or cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074. However, there is a possibility of discovering unidentified (e.g., buried) cultural resources during construction involving soil disturbance. This is considered a *less-than-significant impact*. While no impacts have been identified, the following measure is recommended as a Project Condition of Approval if unknown resources are discovered during construction.

RECOMMENDED CONDITION OF APPROVAL: If archaeological resources or human remains are accidentally discovered during construction, work shall be halted within 50 meters (150 feet) of the find until it can be evaluated by a qualified professional archaeologist. If the find is determined to be significant, appropriate mitigation measures shall be formulated and implemented in accordance with section 24.12.430 of the City's Municipal Code – "Protection of Archaeological Resources." The County Coroner and shall be notified in accordance with provisions of Public Resources Code 5097.98-99 in the event human remains are found and the Native American Heritage Commission shall be notified in accordance with the provisions of Public Resources Code section 5097 if the remains are determined to be Native American.

(c) Paleontological Resources. According to maps developed for the City's *General Plan 2030* and included in the General Plan EIR, the project site is mostly located within an area mapped as Holocene Alluvium and possibly a small area of Santa Margarita Sandstone geologic formations (SOURCE V.1b-DEIR Figure 4.9-5). Four geologic units in the General Plan area are known to contain fossils: Late Pleistocene alluvium; the Purisima Formation; the Santa Cruz Mudstone; and the Santa Margarita Sandstone (Ibid.). Though Holocene alluvium is generally considered too young to contain paleontological resources, this geologic unit is moderately sensitive for paleontological resources because it is underlain by sedimentary geologic units that have a high paleontological sensitivity. General Plan Action HA1.2.3 requires the City to notify applicants within paleontologically sensitive areas of the potential for encountering such resources during construction and condition approvals that work would be halted and resources examined in the event of encountering paleontological resources during construction. If the find is significant, the City would require treatment of the find in accordance with the recommendations of the evaluating paleontologist. Treatment may include, but is not limited to, specimen recovery and curation or thorough documentation.

Impact Analysis. Construction of the proposed project could result in discovery of unknown paleontological resources. With application of the notification process in the event that paleontological resources are discovered during construction as required by the General Plan, the project would not result in significant impacts. The following measure is recommended as a Project Condition of Approval in the event that unknown resources are encountered during construction, consistent with Action HA1.2.3 in the *General Plan 2030*.

RECOMMENDED CONDITION OF APPROVAL: The City shall notify applicants within paleontologically sensitive areas of the potential for encountering such resources during construction and condition approvals that work would be halted and resources examined in the event of encountering paleontological resources during construction. If the find is significant, the City should require the treatment of the find in accordance with the recommendations of the evaluating paleontologist. Treatment may include, but is not limited to, specimen recovery and curation or thorough documentation.

6. **Geology and Soils.**

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Santa Cruz plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- *Expose people or structures to potential substantial adverse effects resulting from the rupture of a known earthquake fault, seismic ground shaking, landslides, or seismic-related ground-failure, including liquefaction, and that cannot be mitigated through the use of standard engineering design techniques;*
- *Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide or slope failure;*
- *Result in substantial soil erosion or the loss of topsoil and subsequent sedimentation into local drainage facilities and water bodies;*
- *Be located on an expansive soil, as defined by the Uniform Building Code (1997) or subject or other soil constraints that might result in deformation of foundations or damage to structures, creating substantial risks to life or property; or*
- *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available.*

(a-ii-iv,c) Seismic and Geologic Hazards. The project site is located in a seismically active region of California and the region is considered to be subject to very intense shaking during a seismic event. The City of Santa Cruz is situated between two major active faults: the San Andreas, approximately 11.5 miles to the northeast and the San Gregorio, approximately nine miles to the southwest. There are no active fault zones or risk of fault rupture within the City (SOURCE V.1b-DEIR). According to maps developed as part of the City's recently adopted *General Plan 2030* and included in the General Plan EIR and General Plan, the project site is not located in an area identified as being subject to liquefaction hazards (SOURCE V.1b-DEIR Figure 4.10-4). However, exploratory borings conducted on the project site indicate that the southern third of the project site is subject to liquefaction (SOURCE V.8b).

According to maps developed as part of the City's recently adopted *General Plan 2030* and included in the General Plan EIR, the project site is not located in a mapped landslide area (SOURCE V.1b-DEIR Figure 4.10-3), but is located in an area of steep slopes: 30-50% (SOURCE V.1b-DEIR Figure 4.10-5). The project site gently slopes from north to south toward Ocean Street Extension. Slope gradients range from ten to 15 percent above Ocean Street Extension and 25 to 70 percent downslope of Graham Hill road (SOURCE V.8b). Slope instability was one of the potential

geotechnical concerns raised in the preliminary geotechnical feasibility report. Seismic and geologic constraints and impacts should be further reviewed in an EIR.

(b, d) Soils and Erosion. The project site is underlain by Santa Margarita sandstone; undifferentiated alluvial deposits are mapped down the slope of the site and undifferentiated terrace deposits are mapped upslope of the site (SOURCE V.8b). The exploratory borings indicate a variety of soil conditions on the site; however, borings in the southern portion of the site were not taken due to wet soil conditions and limited access for drilling equipment at the time borings were conducted. Expansive soils were not identified (Ibid.). Uniform bearing support for engineered structures and appropriate control of surface runoff were primary geotechnical concerns raised in the preliminary geotechnical report (Ibid.). Perched groundwater was encountered at a depth of about three feet below ground surface on portions of the site; and moist to wet soil conditions were encountered from five to 15 feet below ground surface in the central portion of the site. According to the City's General Plan EIR, the project site is located within an area subject to high erosion (SOURCE V.1b-DEIR). Geotechnical and soils impacts should be further reviewed in an EIR.

(e) Use of Septic Systems. The project will be connected to City sanitary sewers, and would not use septic systems.

7. Greenhouse Gas Emissions.

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Santa Cruz plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or*
- *Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.*

(a) Greenhouse Gas Emissions. Climate change refers to any significant change in measures of climate, such as average temperature, precipitation, or wind patterns over a period of time. Climate change may result from natural factors, natural processes, and human activities that change the composition of the atmosphere and alter the surface and features of the land. Significant changes in global climate patterns have recently been associated with global warming, an average increase in the temperature of the atmosphere near the Earth's surface, attributed to accumulation of greenhouse house gas (GHG) emissions in the atmosphere. Greenhouse gases trap heat in the atmosphere, which in turn heats the surface of the Earth. Some GHGs occur naturally and are emitted to the atmosphere through natural processes, while others are created and emitted solely through human activities (SOURCE V.1b-DEIR). Climate change models predict changes in temperature, precipitation patterns, water availability, and rising sea levels, and these altered conditions can have impacts on natural and human systems in California that can affect California's public health, habitats, ocean and coastal resources, water supplies, agriculture, forestry, and energy use (Ibid.).

The most common GHG that results from human activity is carbon dioxide, followed by methane and nitrous oxide (SOURCE V.1 b-DEIR). The primary contributors to GHG emissions in California are transportation (about 37%), electric power production (24%), industry (20%), agriculture and forestry (6%), and other sources, including commercial and residential uses (13%). Approximately 81% of California's emissions are carbon dioxide produced from fossil fuel combustion (Ibid.).

The State of California passed the Global Warming Solutions Act of 2006 (AB 32), which requires reductions of GHG emissions generated within California. The Governor's Executive Order S-3-05 and AB 32 (Health & Safety Code, § 38501 et seq.) both seek to achieve 1990 emissions levels by the year 2020. Executive Order S-3-05 further requires that California's GHG emissions be 80 percent below 1990 levels by the year 2050. AB 32 defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrocarbons, perfluorocarbons and sulfur hexafluoride.

The California Air Resources Board (CARB) is the lead agency for implementing AB32. In accordance with provisions of AB 32, CARB has completed a statewide Greenhouse Gas (GHG) Inventory that provides estimates of the amount of GHGs emitted to, and removed from, the atmosphere by human activities within California. In accordance with requirements of AB32, a Scoping Plan was adopted by CARB in December 2008 and updated in 2014. The Scoping Plan and 2014 Update identify emissions reduction measures and actions related to energy, transportation, agriculture, water conservation and management, waste management, natural resources, green building, and cap-and-trade actions.

The City's *General Plan 2030* includes goals, policies and actions on climate change, including reducing community-wide greenhouse gas emissions 30 percent by 2020, reducing 80 percent by 2050 (compared to 1990 levels), and for all new buildings to be emissions neutral by 2030. In October 2012, the City also adopted a "Climate Action Plan" that outlines the actions the City will take over the next ten years to reduce greenhouse gasses by 30%.

A GHG emissions calculation prepared in 2010 estimated that the project would result in generation of approximately 533 metric tons annually of GHG emissions due to project operation (i.e., traffic, energy use, etc.) (SOURCE V.5). Since that time, models used to calculate GHG emission have changed, and an updated GHG emissions calculation and assessment should be provided in the EIR as part of the air quality analysis.

(b) Conflict with Applicable Plans. The project would not conflict with state plans adopted for the purpose of reducing greenhouse gas emissions. In October 2012, the Santa Cruz City Council adopted a Climate Action Plan (CAP) that addresses citywide greenhouse emissions and reduction strategies. The CAP outlines the actions the City and its partners may take pertaining to reduction of greenhouse gas emissions to meet the goals and implement the policies and actions identified in the *General Plan 2030*. The CAP provides City emissions inventories, identifies an emissions reduction target for the year 2020, and includes measures to reduce energy use, reduce vehicle trips, implement water conservation programs, reduce emissions from waste collection, increase solar systems, and develop public partnerships to aide sustainable practices. Measures are outlined for the following sectors: municipal, residential, commercial, and community programs.

Each chapter, as well as Appendix A, provides a table of actions necessary to meet each reduction measure, quantifies the potential GHG emission reduction, and prioritizes implementation based on funding, ease, and current infrastructure. With a couple of exceptions, all measures establish the year 2020 as the target date to achieve the specified reductions. The CAP includes an Implementation chapter that identifies tracking and reporting of the success of the measures, including City staff responsibilities.

The project would be subject to approval of building permits that meet the California Building Code and City Green Building Code requirements and City requirements for water conservation fixtures and features, including drought-resistant landscaping. These measures are consistent with those recommended for residential uses in the CAP related to building and energy efficiency and water conservation. Thus, the project would not conflict with provisions of the CAP.

8. **Hazards.**

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Santa Cruz plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;*
- *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;*
- *Emit hazardous emissions or handle hazardous materials or waste within ¼ miles of an existing or proposed school;*
- *Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment;*
- *Impair the implementation of or physically interfere with an adopted emergency response or evacuation plan; or*
- *Expose people or structures to a significant risk of loss, injury or death involving wildland fires.*

(a-d) Hazardous Materials. The project consists of a 40-unit residential development. As a residential project, the proposed use would not result in creation of risks associated with hazardous material transport, use, or disposal and would not result in exposure to health hazards or creation of a health hazard.. The project site is not included on a list of hazardous materials compiled pursuant to Government Code section 65962.5 (known as the Cortese List).

(e-f) Location Near Airports. The site is not located near an airport or airstrip. The site is not included in a state hazardous materials site list.

(g) Emergency Response. The City of Santa Cruz has an Emergency Operations Plan (EOP) that details the City's concept of operations in response to disasters. The EOP outlines how information and resources are coordinated for disasters or threat of disasters. The City of Santa Cruz Emergency Operations Center Manager endeavors to conduct annual trainings, tabletop exercises

and other drills that support the preparedness and response capabilities of city staff and the readiness of the Emergency Operations Center. Information updates and tabletop discussions are conducted to clarify staff roles and responsibilities in the EOC, in the Department Operations Centers (DOCs) and in the field to help protect people and property (SOURCE V.2b). The proposed project would not impair or physically interfere with the implementation of this emergency operations plan. However, adequate provision of emergency access should be further reviewed in an EIR as indicated below in subsection 16(e).

(h) Wildland Fire Hazard. According to maps developed as part of the City's recently adopted *General Plan 2030* and included in the General Plan EIR and General Plan, the project site is located within a high fire hazard area (SOURCE V.1b-DEIR Figure 4.6-1). The site has six scattered oak trees in the northwestern portion of the site, and an oak woodland borders the project site on the north. The project site also contains seven eucalyptus and two acacia trees that are proposed to be removed.

Santa Cruz is a compact city surrounded by a greenbelt. The City's adopted Hazard Mitigation Plan indicates that the areas most vulnerable to wildfires within the city are: Pogonip, DeLaveaga Park, Moore Creek Preserve, Arana Gulch, and Arroyo Seco Canyon (SOURCE V.2b). The City has identified wildfire protection mitigation strategies in the adopted Hazard Mitigation Plan that includes the following actions:

- Cooperative fire protection agreements with other agencies.
- Reduction of fire risk in wildland/urban interface areas through improved vegetation management and appropriate code enforcement.
- Promotion of built-in fire extinguishing and warning fire alarm systems.
- Creation of a proactive (not reactive) hazard abatement program.
- Land use planning to reduce incidence of human caused wildfire.
- Adequate staffing to meet needs of City population and development.
- Fire prevention programs in schools, institutions and commercial buildings.

Impact Analysis. The proposed residential development is located at the edge of an urbanized area that transitions into a more wooded setting. The project would not increase the fire hazard but would expose structures and residents to existing wildland fire hazards in adjacent areas. This is considered a potentially significant impact although the project site is not heavily wooded. However, the proposed structures are set back from the adjacent wooded area to the north of the project site. Additionally, the project will be required to comply with all Fire Department conditions, including access for fire suppression vehicles, use of sprinklers and smoke detectors in the residential units, and hydrants. With these measures, exposure to fire hazards would be minimized, and people and structures would not be exposed to a significant risk of loss, injury or death involving wildland fires. Thus, the impact would be *less than significant*.

9. Hydrology.

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Santa Cruz plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- Violate any water quality standards or waste discharge requirements;
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge;
- Substantially alter the existing drainage pattern of the site or area or alteration of a stream in a manner that would result in substantial offsite erosion or siltation or flooding;
- Substantially increase the rate or amount of surface runoff which would exceed capacity of existing or planned storm drain facilities, cause downstream or offsite drainage problems, or increase the risk or severity of flooding in downstream areas;
- Substantially degrade surface water quality;
- Result in construction of habitable structures within a 100-year floodplain as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, which would expose people or structures to a significant risk of loss, injury or death due to flooding;
- Locate structures within a 100-year flood hazard area that would impede or redirect flood flows;
- Expose people or structures to a significant risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam; or
- Expose people or structures to a significant risk of loss, injury or death as a result in inundation by seiche, tsunami, or mudflow.

(a) Violation of Water Quality Standards. The proposed project does not include discharges that would result in violation of water quality standards.

(b) Groundwater. The project site is located within a developed area and would not affect groundwater supplies.

(c-e, f) Drainage and Water Quality. Existing site drainage is primarily by sheet flow. A Stormwater Management Plan has been prepared for the project. The proposed project would result in increased onsite impervious surface and increases in stormwater runoff. Drainage and water quality impacts should be further reviewed in an EIR due to potentially inadequate downstream storm drainage facilities and changes in the City's stormwater management requirements. Construction activity on projects that disturb one or more acres of soil must obtain coverage under the State's General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 99-08-DWQ). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must list best management practices (BMPs) that the discharger would use to protect storm water runoff and the placement of those BMPs. Proposed grading and development on the project site would disturb over one acre, and thus, the project would be subject to preparing a SWPPP. The City's regulatory requirements and BMPs, as detailed in the "Stormwater Best Management Practices Manual" published by the City's Public Works Department, must be implemented.

10. Land Use and Planning.

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Santa Cruz plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- *Physically divide an established community;*
- *Conflict with any applicable City land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect; or*
- *Conflict with any applicable Habitat Conservation Plan or Natural Community Conservation Plan.*

The project site is located at the edge of a developed area of the City. Construction of the project would not physically divide an established community.

(b-c) Consistency with Local Policies/ Plans. Review of potential project conflicts with plans, policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect will be assessed in the EIR. The project site is not subject to any Habitat Conservation or Natural Community Conservation Plans.

12. Noise.

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Santa Cruz plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- *Expose persons to or generate noise levels in excess of standards established in the County's "Land Use Compatibility for Community Noise" chart;*
- *Expose persons to or generate excessive groundborne vibration or groundborne noise levels;*
- *Result in a substantial permanent increase in ambient noise levels above existing levels if it will expose outdoor activity areas of noise-sensitive land uses to a 5 dB increase in noise where existing noise levels are below 60 dBA L_{dn} , a 3 dB increase in noise where existing noise levels are between 60 and 65 dBA L_{dn} , or a 1.2 dB increase in noise where existing noise levels are above 65 dBA L_{dn} . An outdoor noise standard of 65 dBA (CNEL) at the property line shall be used in the assessment of operational noise impacts; or*
- *Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing levels.*

The project site is not located near an airport or private airstrip.

(a-b) Exposure to Noise. The northern portion of the project site is located adjacent to Graham Hill Road, which is the primary noise source in the project area. The Santa Cruz Memorial Cemetery crematory adjacent to the project site on the south operates fans daily. A continuous sound level recording was conducted adjacent to Graham Hill Road in October 2009, and noise levels were found to range from 61.1 to 65 dBA L_{eq} during the day and from 49.3 to 62.1 dBA L_{eq} during the night (SOURCE V.10). Vehicular traffic noise dissipates at the rate of three to six dB for each doubling of distance from the source (Ibid.). Additionally, a short-term measurement of the

adjacent crematory fans were made at a distance of 108 feet from the setback with a resulting noise level of 58 dBA at the nearest planned building (approximately 80 feet) (Ibid.). There are no sources of groundborne vibration or noise within the project area.

Impact Analysis. Portions of the proposed residential buildings would be exposed to exterior and /or interior noise levels that exceed local and state requirements. This is considered a *significant impact*.

The City of Santa Cruz General Plan sets forth noise and land use compatibility standards. Exterior noise levels of 55 to 60 CNEL or less are considered normally acceptable for residential uses. Noise levels of 55 to 70 CNEL are considered conditionally acceptable. City and State standards require interior noise levels of 45 decibels (dB) or less.

Based on the onsite noise measurements, the exterior noise exposure at the most impacted planned building setback from Graham Hill Road (50 feet from the centerline) is 61 dB DNL (Day-Night Level descriptor), and is expected to increase to 63 dB DNL, both of which exceed local and state Title 24 criterion (SOURCE V.10). Noise modeling was conducted to determine future noise levels, which included an estimated two percent annual increase in traffic along Graham Hill Road over the next 20 years (Ibid.). The future 60 dB DNL noise contour is 80 feet from the centerline of Graham Hill Road and where there is a line-of-sight to the roadway. The second floors of two buildings (7 and 8) have a view to the road. All remaining second floors and all garage level first floors of the project are below the road surface and are adequately shielded by the elevated shoulder of the road (Ibid.). Proposed balconies are oriented to the center of the site, away from the roadway. The exterior noise exposure at the most impacted balcony (Building 7) is 53 dB DNL, which is within the City's General Plan noise exposure limits (Ibid.). It is noted that traffic volumes have decreased since the time the noise study was prepared based on results of updated traffic counts.

The fans at the crematory generate an operational sound level of 58 dBA and a noise exposure of 55 dB DNL at the nearest proposed building setback (80 feet from the fans) during normal business hours. Under a worst-case scenario, the fan operation could increase up to 60 dB DNL at the most impacted planning building setback. Although noise from the fans is within the limits of the standards, they may be a source of annoyance for some residents of the project (SOURCE V.10).

The interior noise exposures in the most impacted living spaces of the units closest to Graham Hill Road would be 46 and 48 dB DNL under existing and future traffic conditions, respectively. Thus, the noise exposures would be up to three dB in excess of the City Santa Cruz Noise Element and Title 24 standards (SOURCE V.10).

Implementation of the following mitigation would reduce the impact to a less-than-significant level.

MITIGATION MEASURE NOISE-1: Require implementation of recommendations set forth in the project noise assessment (Edward L. Pack Associates, Inc., October 28, 2009) as updated at the time of building permit submittal, which includes design standards for windows, including keeping some adjacent to Graham Hill Road closed at all times with proper ventilation if needed.

(c) Permanent Noise Increases. The proposed residential use is not the type of use that would result in significant increases in ambient noise levels, and no impact is anticipated.

(d) Temporary Noise. There would be a temporary increase in existing noise levels during construction of subdivision improvements and subsequent future construction of houses. There are no sensitive receptors in the immediate vicinity. Noise impacts resulting from construction depend on the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive receptors, as well as existing ambient noise levels. Noise generated during construction would vary throughout the construction period and on any given day, depending on the construction phase and the type and amount of equipment used at the construction site. The highest noise levels would be generated during grading of the site, with lower noise levels occurring during building construction and finishing. Overall, construction noise levels would be temporary, short-term and fluctuate throughout the construction period. Because construction noise impacts would be temporary, the impact of construction noise would be less than significant. Additionally, the nearest residences are approximately 150+ feet from the development area. Thus, temporary increased noise levels during construction is considered a *less-than-significant impact*.

13. **Population and Housing.**

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Santa Cruz plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure;*
- *Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere; or*
- *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.*

The proposed project would result in construction of 40 new residential units with a resulting population increase of 97 based on the City's average household size of 2.42². This population when added to the city's existing population of 64,632 does not represent a substantial population increase (less than one-half of one percent). Population served by the proposed residential project would not exceed local and regional population and housing projections and forecasts as discussed

² California Department of Finance. May 2016. "E-5 Population and Housing Estimates for Cities, Counties and the State, 2011-2016, with 2010 Census Benchmark." <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/> (Accessed August 30, 2016).

above in subsection 3a. The project site is vacant and would not result in displacement of existing housing or people.

14. **Public Services.**

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Santa Cruz plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- *Result in substantial adverse physical impacts associated with provision of new or physically altered facilities, the construction of which could cause significant impacts, in order to maintain acceptable service for fire protection, police protection, schools and parks.*

(a-b, d-e) Fire, Police, Parks & Other Public Services. The proposed project would be served by existing public services. The project would have no measurable effect on existing public services in that the incremental increase in demand would not require expansion of any services to serve the project. Construction of new fire or police facilities to serve the project would not be warranted. New development would be required to install automatic fire sprinklers and alarms in accordance with City requirements and comply with other Fire Department recommendations regarding access. It is also noted that the General Plan EIR analyses concluded that impacts of potential development and buildout accommodated by the General Plan would be less-than-significant for fire and police protection services and parks and recreation.

Schools. The proposed project would be served by the Santa Cruz City Schools. The closest schools to the project site are Gault Elementary, Mission Hill Middle School, and Santa Cruz High School. All three schools have enrollments under capacity based on enrollments reported by the state (SOURCE V.11a) and school capacities identified in the City's General Plan EIR (SOURCE V.1b-DEIR). Current projections for schools in the area project a decline in school enrollment over the next 5-10 years for elementary, middle and high schools (SOURCE V.11b). The study reflects current enrollment capacity, feeder district data, county birth rates and plans for new housing.

Impact Analysis. The proposed project would result in a construction of 40 new condominium residential units and could result in an increase in school enrollments of approximately 10-12 students in all grades in the Santa Cruz City School District based on rates identified in the General Plan EIR (SOURCE V.1b-DEIR) and in City School District studies (SOURCE V.11b). These students would be spread out through all schools serving the project area. The closest schools to the project site are currently under capacity and projections show further declines over the next 10 years (SOURCE V.11b). Thus, the project would not result in significant impacts to existing school facilities. Additionally, new development is subject to payment of school impact fees at the time of issuance of building permits.

(d) Parks. See discussion below under subsection 15 – Recreation.

15. Recreation.

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Santa Cruz plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- *Increase the use of existing parks or recreational facilities such that substantial physical deterioration would occur or be accelerated; or*
- *Include recreational facilities or require construction or expansion of recreational facilities which might have an adverse physical effect on the environment.*

Santa Cruz offers residents and visitors a wide range of parks, open space, beaches, trails, and recreational opportunities. The City has responsibility for management, maintenance and operation of over 1,700 acres of parks and open space lands, and various community/recreational facilities, and oversees development of new parks and improvements within City-owned parks, open space, and community facilities. Grant Park is the nearest neighborhood park to the project site, about one mile from the proposed project site. There is a bicycle and pedestrian bridge located just south of Highway 1 at Felker Street that crosses the San Lorenzo River. Additionally the San Lorenzo River Walk accessed via Felker Street offers open space recreation and access to parks along Ocean Street.

The proposed project would result in an incremental increased demand for recreational facilities at various locations throughout the City. However, increased park use is not expected to be significant in that the use would result in a substantial physical deterioration to park facilities. The project does not include construction or expansion of park facilities, and thus, no impacts would result from new park construction. The project would be required to pay in-lieu park dedication fees.

16. Transportation/Traffic.

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Santa Cruz plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;*
- *Change the level of service of a State Highway roadway segment from acceptable operation (LOS A, B, or C) to deficient operation (LOS D, E or F);*
- *Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;*
- *Substantially increase hazards due to a design feature (for example, sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment);*
- *Result in inadequate emergency access; or*

- Conflict with adopted policies, plans, programs that support supporting alternative transportation (for example, bus turnouts, bicycle racks).

There are no adopted congestion management programs for the project area. The project is not located near an airport.

The project site is located on Ocean Street Extension north of the Graham Hill Road/Ocean Street intersection. A traffic review conducted for the project analyzed traffic conditions at four intersections during the PM peak hour period:

- Ocean Street / Graham Hill Road,
- Ocean Street / Highway 1 northbound onramp,
- Ocean Street / Highway 1 Southbound offramp, and
- Ocean Street-Highway 17 Ramps / Ocean Street – Plymouth Street.

Review of impacts of traffic generated by the project and provision of emergency access should be provided in the EIR.

17. **Utilities and Service Systems.**

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Santa Cruz plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- Exceed wastewater treatment requirements of the Regional Water Quality Control Board;
- Result in a water demand that exceeds water supplies available from existing entitlements and resources, and new or expanded supplies or entitlements may be needed;
- Require or result in construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Require or result in construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Result in wastewater flows exceed treatment plant capacity; or
- Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste demands.

The project will be served by existing public utilities. The project would have no measurable effect on existing sewer or storm drainage utilities or solid waste disposal facilities in that the incremental increased demand would not require expansion of any of those services or construction of new facilities to serve the project.

(a-b, e) Wastewater Collection and Treatment. Wastewater treatment is provided by the City's wastewater treatment plant, which has adequate capacity to serve planned growth in the City (SOURCE V.1b-DEIR). The plant has an average dry weather flow capacity of 17 million gallons per day (mgd) and currently treats approximately 9.5 mgd (Ibid.) The Santa Cruz County Sanitation District has treatment capacity rights of 8 mgd at the City's treatment plan. The City contributes approximately 5.0 mgd with a remaining capacity of 4.0 mgd. The Sanitation District contributes

5.5 mgd with a remaining capacity of 2.5 mgd. The total remaining treatment plant capacity, therefore, is 7.5 mgd. Based on wastewater generation rates included in the City's General Plan EIR, wastewater generated by the project is estimated as .004 mgd. Thus, the treatment plant's available capacity of 4.0 mgd is adequate to serve the project.

(b, d) Water Supply. The project site is located within the service area of the City of Santa Cruz Water Department. The City of Santa Cruz Water Department serves approximately 22,000 connections in an approximate 20 square mile area that includes lands within existing City limits, a portion of UCSC, a portion of Live Oak in the unincorporated area of Santa Cruz County, a small part of the City of Capitola and coastal agricultural lands outside City limits. The City of Santa Cruz recently adopted an updated *2015 Urban Water Management Plan* (UWMP) in accordance with State law, which evaluates water supply and demand within the City's service area over the next 20 years. Project water demand will be estimated and the impacts on the City's water supply should be further evaluated in an EIR due to recently updated water plans, demand projections, and water supply considerations.

(c) Storm Drainage Facilities. See subsection 9(-e).

(f) Solid Waste Disposal. Solid waste collection and disposal is provided by the City of Santa Cruz to residents within the City's boundaries. The City owns and operates a Class III Sanitary Landfill located approximately three miles west of the City off Highway 1 on Dimeo Lane, which has an adequate capacity to serve City growth until the year 2058 (SOURCE V.1b-DEIR). The project is estimated to generate about 480 pounds per day of solid waste based on rates in the City's General Plan EIR, which would be within the remaining landfill capacity (Ibid.).

18. Mandatory Findings of Significance.

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Santa Cruz plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- *Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory;*
- *Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects.); or*
- *Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.*

(a) Quality of the Environment. The proposed project would have no significant effect on cultural resources or result in elimination of important examples of major period of California history or prehistory. The project would have a less-than-significant effect on biological resources with implementation of mitigation measures. The project would not degrade the quality of the

environmental or otherwise substantially adversely affect fish and wildlife habitats or threaten to eliminate a plant or animal community.

(b) Cumulative Impacts. Cumulative impacts will be reviewed in the EIR.

(c) Substantial Adverse Effects on Human Beings. No environmental effects have been identified that would have direct or indirect adverse effects on human beings.