City of Santa Cruz
ENVIRONMENTAL CHECKLIST FORM / INITIAL STUDY

I. Background

1. **Application No:** CP25-0120

2. **Project Title:** 307 Chestnut Street Residence

3. **Lead Agency Name and Address:**
   City of Santa Cruz Planning and Community Development Department
   809 Center Street, Room 101
   Santa Cruz, CA 95060

4. **Contact Person and Phone Number:**
   Rina Zhou, Senior Planner
   City of Santa Cruz Community Development Department
   (831) 420-5104 | rzhou@santacruzca.gov

5. **Project Location:** 307 Chestnut Street (APN 006-502-11) in the City of Santa Cruz; see Figure 1.

6. **Project Applicant's/Sponsor's Name and Address:**
   Peter Cook
   402 Ingalls Street, Suite #5A
   Santa Cruz, CA 95060

7. **General Plan Designation:** Low-Medium Density Residential

8. **Zoning:** R-L (Multiple Residence-Low Density District)

9. **Description of the Project:** The proposed project consists of a Residential Demolition Authorization Permit, Design Permit and Heritage Tree Removal Permit to demolish an existing single-family dwelling, construct a new single-family dwelling unit and remove two heritage-sized trees on a parcel located within the Santa Cruz Downtown Historic District. The project proposes demolition of an existing single-family residential structure on a parcel containing two existing structures and construction of a new two-story single-family residential structure. The proposed new dwelling unit would contain a total of eight bedrooms and three bathrooms, which is similar to the existing structure that has six bedrooms and three bathrooms. The proposed dwelling unit would be a two-story structure with an approximate total floor area of 2,002 square feet, consisting of 1,010 square feet on the first floor and 992 square feet on the second floor, as well as an 81-square-foot covered porch. The new dwelling unit would be located generally within the footprint of the existing dwelling being demolished. The project site plan is shown on Figure 2.

An adjacent single-family residential structure that is located on the project site would remain in place and would not be demolished, modified, or otherwise affected by the proposed development. This existing residence would continue to function independently from the proposed project.

An existing deck located between the two buildings would be removed. Existing gas and electrical meters associated with the demolished structure would also be removed. A six-foot-tall existing fence surrounding the properties would remain, except for an existing three-foot-tall fence located along the front yard, which would be removed and replaced as part of the proposed improvements.

Access and Parking. The project would continue to be accessed from Chestnut Street. No new vehicular access points are proposed. The site plan identifies two tandem standard-sized parking spaces and two tandem compact parking spaces in a driveway adjacent to the proposed house.

Landscaping. The project would provide approximately 410 square feet of private open space. The proposed project includes the removal of two heritage trees. Replacement landscaping would include planting two 24-inch box Crepe Myrtle trees.

Utilities. The project would be served by existing public water and sanitary sewer lines in Chestnut Street. A new onsite sanitary sewer line would tie into the existing lateral located in the side yard. A new onsite water and fire supply line also would be installed that connects to the existing water line on Chestnut Street. Electrical and gas service would be provided by Pacific Gas & Electric (PG&E), and electrical service would be provided through a new underground connection.

10. **Other public agencies whose approval is required:** None known.

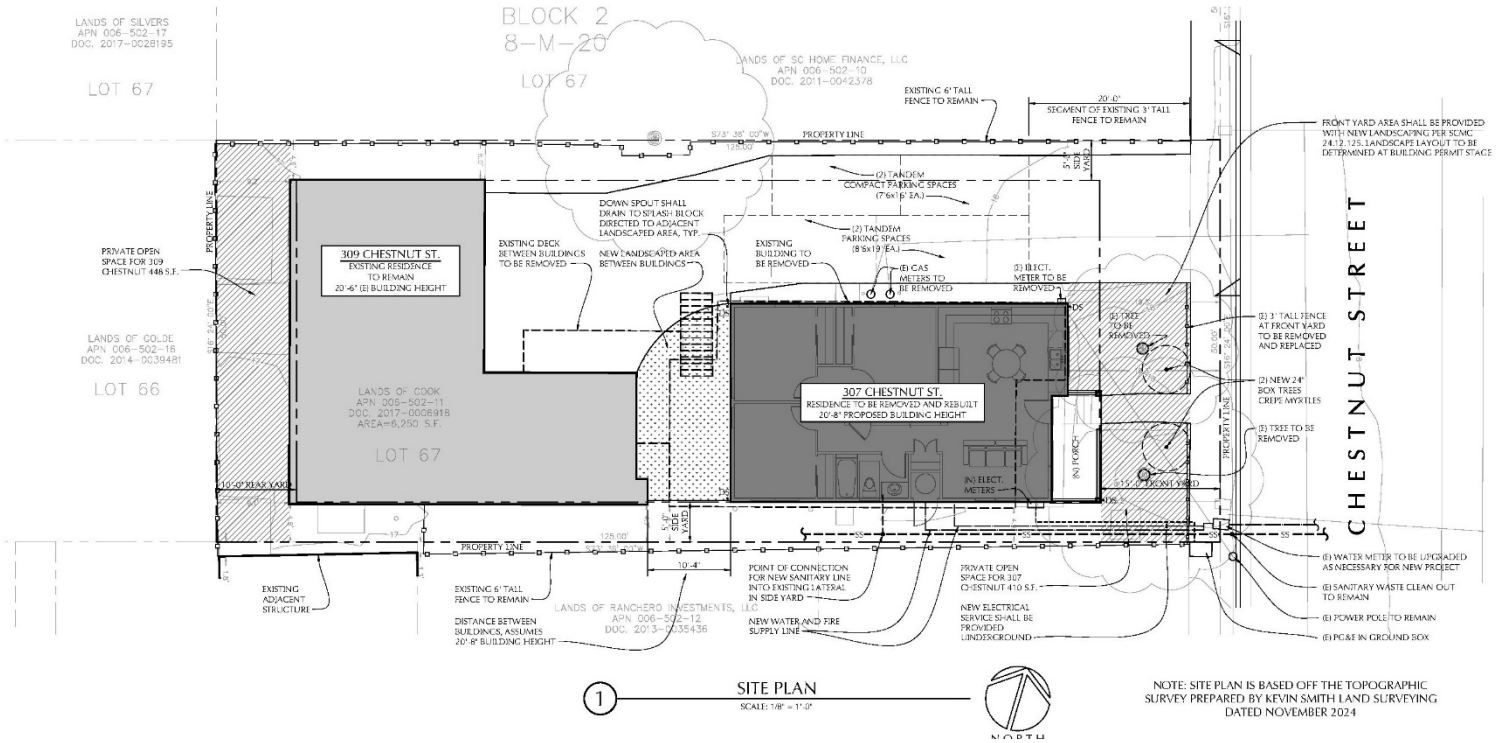
11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1?** Yes

II. Environmental Setting and Surrounding Land Uses

The 6,249-square-foot project site is located on Chestnut Street, north of Maple Street, in the Downtown neighborhood of the City of Santa Cruz, as defined by the City's General Plan (SOURCE V1.a). The site is bordered by Chestnut Street on the east and residential uses on the north, south, and west. The project site is located within a developed residential neighborhood that has a mix of single-family and small multi-family dwellings. Santa Cruz High School is located west of the project site. The site is currently developed with two existing single-family dwellings, tandem parking spaces and associated landscaping.

FIGURE 1: Vicinity Location

FIGURE 2: Project 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 and Forestry Resources		Air Quality
	Biological Resources	✓	Cultural Resources		Energy
	Geology / Soils		Greenhouse Gas Emissions		Hazards and Hazardous Materials
	Hydrology / Water Quality		Land Use / Planning		Mineral Resources
	Noise		Population / Housing		Public Services
	Recreation		Transportation		Tribal Cultural Resources
	Utilities / Service Systems		Wildfire	✓	Mandatory Findings of Significance

A. Instructions to Environmental Checklist

1. A brief explanation is required (see Section 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 Section V, References and Data 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 evaluate each question; and
   b) The mitigation measure identified, if any, to reduce the impact to less than significant.

B. Use of Earlier Analyses

In analyzing the proposed project, the City may consider whether existing environmental documents already provide an adequate analysis of potential environmental impacts. An earlier analysis may be used where, pursuant to the tiering, program EIR, or other California Environmental Quality Act (CEQA) provisions, if it can be determined that one or more effects have been adequately analyzed in an earlier EIR or negative declaration (State CEQA Guidelines Section 15063(c)(3)(D)).

The preparation of this Initial Study has drawn from analyses contained in the *City of Santa Cruz General Plan 2030 EIR* (April 2012), which includes the Draft EIR volume (September 2011) and the Final EIR volume (April 2012). The Santa Cruz City Council certified the EIR and adopted the *General Plan 2030* on June 26, 2012. The General Plan EIR is a "program" EIR prepared pursuant to State CEQA Guidelines section 15168, which reviewed environmental impacts associated with future development and buildout within the City's planning area that would be accommodated by the General Plan. A program EIR can be used for subsequent projects implemented within the scope of the program/plan and where the project is consistent with the general plan and zoning of the city or county in which the project is located. Typically, site-specific impacts or new impacts that were not addressed in the program EIR would be evaluated in an Initial Study, leading to preparation of a Negative Declaration, Mitigated Negative Declaration or EIR. Site-specific mitigation measures included in the General Plan EIR also would be a part of future development projects, and

supplemented, as may be necessary, with site-specific mitigation measures identified in the subsequent environmental review process. The General Plan EIR reviewed all of the topics included on the Appendix G environmental checklist in the State CEQA Guidelines. In accordance with CEQA and the State CEQA Guidelines, this Initial Study is being "tiered" from the General Plan 2030 EIR. "Tiering" refers to using analyses of general matters contained in an EIR for a plan with later environmental analyses for development projects, concentrating solely on the issues specific to the later project. This approach is in accordance with State CEQA Guidelines section 15152, which encourages lead agencies to use an EIR prepared for a general plan or other program or ordinance, when the later project is pursuant to or consistent with the program or plan. The Initial Study tiers from the General Plan 2030 EIR for the following topics; relevant information is summarized under each subsection.

- Aesthetics – Light and Glare
- Geology and Soils
- Hydrology and Water Quality – Groundwater
- Noise

The General Plan 2030 EIR is on file at the City's Planning and Community Development Department, 809 Center Street, Room 101, Santa Cruz, California and available for review from 7:30 to 11:30 AM, Monday through Thursday. The document also is available for review on the City of Santa Cruz Planning Department's website at: https://www.santacruzca.gov/Government/City-Departments/Community-Development/Long-Range-Policy-Planning/General-Plan.

ENVIRONMENTAL IMPACTS Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?				✓
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓	
2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement Methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
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-DEIR volume)				✓
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))?				✓

ENVIRONMENTAL IMPACTS Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				✓
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district 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) 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?			✓	
c) Expose sensitive receptors to substantial pollutant concentrations?			✓	
d) Result in other emissions (such as those leading to odors adversely 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 state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓

ENVIRONMENTAL IMPACTS Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			✓	
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 pursuant to in Section 15064.5?	✓			
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?			✓	
c) Disturb any human remains, including those interred outside of formal cemeteries?			✓	
6. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			✓	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				✓
7. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause 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.				✓

ENVIRONMENTAL IMPACTS Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides?			✓	
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?				✓
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			✓	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✓
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓	
8. 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?				✓
9. 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?				✓

ENVIRONMENTAL IMPACTS Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
g) 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?				✓
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			✓	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				✓
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) Result in substantial erosion or siltation on- or off-site; ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			✓ ✓	

ENVIRONMENTAL IMPACTS Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
iii) 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; or			✓	
iv) impede or redirect flood flows?				✓
d) In flood hazard, tsunami or seiche zones, risk release of pollutants due to project inundation?				✓
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				✓
11. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				✓
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				✓
12. 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?				✓
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?				✓
13. NOISE: Would the project:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?			✓	
b) Result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?			✓	

ENVIRONMENTAL IMPACTS Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
14. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✓
15. PUBLIC SERVICES.				
a) 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?			✓	
16. 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?				✓

ENVIRONMENTAL IMPACTS Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
17. TRANSPORTATION. Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				✓
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			✓	
c) Substantially increase hazards due to a design feature (for example, sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment)?				✓
d) Result in inadequate emergency access?				✓
18. TRIBAL CULTURAL RESOURCES. Would the project:				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				✓
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				✓

ENVIRONMENTAL IMPACTS Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, ~~or~~ wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or which could cause significant environmental effects?				✓
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			✓	
c) 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?			✓	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			✓	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				✓
20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response land or emergency evacuation?				✓
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✓
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				✓

ENVIRONMENTAL IMPACTS Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				✓
21. MANDATORY FINDINGS OF SIGNIFICANCE. Would the project:				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history 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, Explanation of Environmental Checklist Responses**, 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.	

Rina Zhou, Senior Planner

June 29, 2026
Date

V. References and Data Source List

City Plans and Studies

1. City of Santa Cruz General Plan and EIR.
   a. Adopted June 26, 2012. General Plan 2030. Available online at: https://www.santacruzca.gov/Government/City-Departments/Community-Development/Long-Range-Policy-Planning/General-Plan.
   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: https://www.santacruzca.gov/Government/City-Departments/Community-Development/Long-Range-Policy-Planning/General-Plan.
   c. July 2018. "Cultural Resources Background Report Update with Policies, Programs, and Maps, City of Santa Cruz, Santa Cruz County, California." Prepared by Dudek.
   d. Adopted December 12, 2023. City of Santa Cruz 2023-2031 Housing Element-Prohousing. Prepared by Kimley-Horn. https://www.santacruzca.gov/Government/City-Departments/Community-Development/Long-Range-Policy-Planning/General-Plan.

2. Other City of Santa Cruz Adopted Plans and Studies.
   a. 2026. 2025 Urban Water Management Plan. Prepared by the City of Santa Cruz, Water Department. Adopted June 2026. Available online at: https://www.santacruzca.gov/files/assets/city/v/1/wt/documents/online-reports/2025-uwmp/new-folder/2025-uwmp_final-ada.pdf.
   b. 2025. Santa Cruz Downtown Plan Expansion Draft Subsequent EIR [SCH#: 2022090276]. Certified May 13, 2025. Includes Draft Eir document dated January 2025. Prepared by Kimley-Horn. Available online at:
      https://www.santacruzca.gov/Government/City-Departments/Community-Development/Current-Planning/Environmental-ReviewCEQA.
   c. 2022. City of Santa Cruz 2030 Climate Action Plan Update, Resilient Together. Adopted September 2022. Available online at: Available online at: https://www.santacruzca.gov/Government/Climate-Initiatives/Sustainability/Climate-Action-Plan.
   d. Adopted June 14, 2022. SB 743 Implementation Guidelines, City of Santa Cruz. May 12, 2022.
   e. August 2020. City of Santa Cruz Parks Master Plan 2030. Prepared by the City of Santa Cruz Parks and Recreation Department and Royston Hanamoto Alley and Abey. Available online at: https://www.cityofsantacruz.com/home/showpublisheddocument/82608/637443197322970000.
   f. June 2020. Resolution of the City Council of the City of Santa Cruz Adopting the Use of Vehicle Miles Traveled as the New Transportation Measure of Environmental Impacts. June 9, 2020 with Draft SB 743 Implementation Guidelines (May 27, 2020).
   g. 2018. City of Santa Cruz Climate Adaptation Plan Update 2018-2023. Available online at: https://www.santacruzca.gov/Government/Climate-Initiatives/Resiliency/2025-2030-Local-Hazard-Mitigation-and-Climate-Adaptation-Plan.

Other Agency Plans and Studies

3. AMBAG.
   a. Adopted June 15, 2022. "2022 Regional Growth Forecast."
   b. Adopted June 2022. *Monterey Bay 2045 Moving Forward, 2045 Metropolitan Transportation Plan / Sustainable Communities Strategy.*
   c. Adopted June 11, 2014. "2014 Regional Growth Forecast".

4. California Air Resources Board (CARB).
   a. 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. November 2022. Available online at: https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf.
   b. 2022. California Air Resources Board 2022 Scoping Plan—Appendix D, Local Actions. November 2022. Available online at: https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-d-local-actions.pdf.

5. California Environmental Protection Agency (CalEPA). 2025. Cortese List Data Resources. Available online at https://calepa.ca.gov/SiteCleanup/CorteseList/.

6. California Department of Finance. 2026. May 2026. "E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2026." Available online at: https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2026/.

7. Monterey Bay Air Resources District.
   a. Adopted March 15, 2017. *2012-2015 Air Quality Management Plan.* Adopted March 15, 2017. Available online at: https://www.mbard.org/air-quality-plans#docaccess-b0e082046a01d722cbb1a51cc381a0e03c775a38034bf055dbc809cba36777a8.
   b. Revised February 2016, adopted April 1996. "Guidelines for Implementing the California Environmental Quality Act." Available online at:
   c. https://www.mbard.org/ceqa#docaccess-8d84f64a4f4c1c97f6d56dc8803ca4b0dd659335e2ada6eff00fa6973d5e75d7.
   d. February 2008. "CEQA Air Quality Guidelines." Available online at: https://www.mbard.org/ceqa.

8. Schoolworks, Inc. March 2024. 2024 Developer Fee Justification Study for the Santa Cruz School Districts. Available online at: https://www.sccs.net/developer-fees.

9. U.S. Energy Information Administration. 2024. "California State Energy Profile." Available online at: https://www.eia.gov/state/print.php?sid=CA.

Applicant Studies

10. Architectural Resources Group. February 4, 2026. Memorandum: 307 Chestnut Street, Santa Cruz – Standards Compliance Assessment.

11. Monarch Consulting Arborists. November 20, 2025. *Dawn Redwood and Avocado Assessments.*

12. Paramoure, Patricia, A.S., B.A., M.A., RPA. August 11, 2025. Preliminary Archaeological Reconnaissance of Property at 307 / 309 Chestnut Street, Santa Cruz, Santa Cruz County, California (APN: 006-502-11). Patricia Paramoure Archaeological Consulting.

13. United States Department of the Interior, National Park Service. June 29, 1989. *National Register of Historic Places Registration Form.*

14. Project Storm Water and Low Impact Development (LID) Checklist for Single-Family Home Projects.

15. City of Santa Cruz. 2026. 2030 Climate Action Plan (CAP) Project Review List.

Initial Study Preparation: City of Santa Cruz Community Development Department in association with Dudek.

VI. Explanation of Environmental Checklist Responses

1. Aesthetics

(a) Scenic Views. The project site is located in the downtown neighborhood of the City in an area characterized by a mix of residential buildings with commercial uses along Laurel Street to the south and Santa Cruz High School to the west. According to maps developed for the City's *General Plan 2030* and included in the General Plan EIR, the project site is not located within any mapped panoramic view areas or in proximity to visual landmarks (SOURCE V.1b-DEIR Figure 4.3 1). The nearest panoramic views are located along West Cliff Drive and at the end of the Santa Cruz Wharf, approximately 0.6 and 0.7 miles south of the project site, respectively. However, the project site is not visible from either of these viewpoints or from areas along the coast. In addition, the project is not within an area visible from a mapped viewpoint/panorama as identified in the City's Local Coastal Program (LCP) maps (SOURCE V.1b-DEIR Map CD-3: Scenic Views); mapped scenic viewpoints from West Cliff Drive are oriented toward the ocean. Thus, the proposed residential development and associated improvements would not be within or have an adverse effect on a scenic view. Therefore, the project would have *no impact* on scenic views.

(b) Scenic Resources. There are no designated state scenic highways or roads within the City. The project site is not located near a state scenic highway. Therefore, the project would result in *no impact* to scenic resources within a state scenic highway.

It is also noted that to accommodate development of the proposed project, the existing avocado tree and dawn redwood would be removed due to their fair to poor condition and hazard to existing utilities. Although these trees are visible from adjacent properties and partially visible from Chestnut Street, the trees are not visible from a wide-ranging, publicly-viewed area. Chestnut Street generally is lined with trees between Laurel Street to the south of the project site and Locust Street to the north, and the trees at the project site are not visually prominent or distinctive given the existing trees along Chestnut Street and are not considered scenic resources. The proposed project also would demolish an existing house that is considered a historical resource as discussed in Section VI.5(a). However, the structure is

heavily screened by existing trees and would not be considered a scenic resource given the variety of styles of homes found along Chestnut Street.

(c) Visual Character. The project site is developed with two residential structures and a driveway for tandem parking. The General Plan 2030 EIR concluded that most of the future development accommodated by the General Plan would not substantially degrade the visual character of surrounding areas with implementation of General Plan policies and actions to develop design guidelines and review development to protect "distinctive design characteristics" and landmarks of neighborhoods (CD2.1, CD2.3) in combination with continued application of design review as part of Design Permit approvals.

Impact Analysis. The proposed project consists of the replacement of an existing two-story single-family residential structure with a new two-story single-family dwelling with a height of approximately 21 feet and a similar massing as the existing structure proposed for demolition. The elevations included in the site plan show a two-story, rectangular residence with a front facing gable and a composition shingle roof. The proposed building height is below the 30-foot height limit established in the Multiple Residence-Low-Density zone district. The proposed building would be similar to or less than the height, scale and mass of other residential structures in the neighborhood, which includes a mix of one- and two-story single-family and small multi-family dwellings of varying architectural designs. As such, the proposed new residence would not degrade the residential architectural character of the existing neighborhood context.

The project will be reviewed through the Design Permit process. Per section 24.08.400 of the Municipal Code, the purpose of the City's Design Permit review is to "promote the public health, safety and general welfare through the review of architectural and site development proposals and through application of recognized principles of design, planning and aesthetics and qualities typifying the Santa Cruz community." The City must make the required findings to approve the Design Permit for the project, and with approval, the project would be consistent with Design Permit regulations that serve to reduce potential visual character impacts.

The City of Santa Cruz is an "urbanized area" under the definition of the term in CEQA Guidelines section 15387. Per the CEQA Guidelines Environmental Checklist (Appendix G), the City need not specifically consider existing visual character or the quality of the existing views and the project's potential effect on them. In an urbanized area, a project that conflicts with applicable zoning and other regulations governing scenic quality could be considered to result in a significant impact regarding scenic quality.

One of the findings set forth in section 24.08.430 of the City's zoning ordinance for approval of a Design Permit is that the site plan shall be situated and designed to protect views along the ocean and of scenic coastal areas. As discussed in Impact AES-1, the proposed project would not result in impacts to existing scenic views and would not affect coastal views along West Cliff Drive.

There are no other applicable zoning and other regulations governing scenic quality. The project does not conflict with applicable zoning and other applicable regulations

governing scenic quality. Therefore, the project would have a *less-than-significant impact* on the visual character of public views.

This conclusion also is consistent with CEQA (Public Resources Code section 21099), which provides that aesthetic impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment, although design review would still be required pursuant to local City requirements and regulations. "Infill site" means a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. "Transit priority area" means an area within one-half mile of a major transit stop that is existing or planned. The project qualifies as a residential project on an infill site in a transit priority area (approximately 0.5 miles from Santa Cruz Metro Center); see also discussion in section VI.17(b).

(d) Light and Glare. Light and glare refers to exterior lighting associated with surface parking, walkways, and lighting on buildings. There are no existing significant sources of excessive light or glare in the project area.

Impact Analysis. The project would not result in introduction of a major new source of light or glare. Although there would be exterior lighting on the proposed residential building, this would be typical of residential areas throughout the City, including the existing dwelling proposed for demolition. Exterior building lighting also would be further reviewed as part of the Design Permit review process, and the project would be conditioned to install lighting such that it is directed downward and does not create light spillover onto adjacent properties. Additionally, section 24.14.266 of the City's Municipal Code prohibits direct or sky-reflected glare.

The General Plan 2030 EIR concluded that new infill development accommodated by the plan could result in potential sources of light and glare but would not result in creation of "substantial" new sources of light and glare or result in a significant impact. The EIR indicated that infill buildings would have standard window and exterior lighting treatments but would not be expected to result in new sources of substantial light or glare as future development projects would largely replace or redevelop existing urban uses. (The General Plan 2030 EIR analyses are included on pages 4.3-19 to 4.3-20 of the Draft EIR volume.)

Thus, the project would not be expected to create a new substantial source of light and glare and would not impact adjacent properties and the surrounding area. The following standard condition of approval will be included in the Project Conditions of Approval. Therefore, the project would result in a *less-than-significant impact* related to creation of a new source of substantial light or glare.

STANDARD CONDITION OF APPROVAL: Plans submitted for building permit issuance shall show all exterior site lighting locations and fixture details. All exterior building

lighting shall be shielded and contained in a downward direction. No exterior lighting shall produce off-site glare.

2. Agriculture and Forestry Resources

The project site does not contain farmland or grazing land as mapped on the Santa Cruz Important Farmland Map by the California Department of Conservation Farmland Mapping and Monitoring Program (SOURCE V.1b-DEIR Figure 4.15-1). The project site is designated as "Urban and Built-Up Land." Surrounding lands are designated as "Other Land" and "Urban and Built-Up Land." Neither the site nor adjacent lands are designated for agricultural uses in the City's General Plan. The project site is not zoned Timberland Production. Therefore, the project would not result in the conversion of agricultural or forest lands to other uses, and *no impact* would occur.

3. Air Quality

(a) Conflict with Air Quality Management Plan. In 1991, the Monterey Bay Air Resources District (MBARD) 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 MBARD has updated the AQMP seven times. The most recent update, the *2012-2015 Air Quality Management Plan* (2016 AQMP), was adopted in 2017. The 2016 AQMP relies on a multilevel partnership of federal, state, regional, and local governmental agencies. The 2016 AQMP documents the MBARD's progress toward attaining the state 8-hour ozone standard, which is more stringent than the state 1-hour ozone standard. The 2016 AQMP builds on information developed in past AQMPs and updates the 2012 AQMP. The primary elements from the 2012 AQMP that were updated in the 2016 revision include the air quality trends analysis, emission inventory, and mobile source programs (SOURCE V.7a).

For population-related projects, the MBARD developed a procedure that compares existing, under-construction, and approved residential dwelling units with AMBAG's housing unit forecast for a jurisdiction, as dwelling units are closely related to population and can be tracked within local jurisdictions; therefore, the number of dwelling units is used as the method for determining consistency with the AQMP. Consistency of indirect emissions associated with commercial, industrial, or institutional projects intended to meet the needs of the population as forecast in the AQMP is determined by comparing the estimated current population of the county in which the project is to be located with the applicable population forecast in the AQMP. If the estimated current population does not exceed the forecasts, indirect emissions associated with the project are deemed to be consistent with the AQMP. Projects which are consistent with AMBAG's regional forecasts have been accommodated in the AQMP and are therefore consistent with the AQMP (SOURCE 7c). The MBARD's most recent 2015 AQMP utilized AMBAG's 2014 Regional Growth Forecast.

The City had 25,066 existing dwelling units as of January 1, 2026 (SOURCE V.6), and approximately 2,900 residential units are under construction or have been approved throughout the City,

including residential development at the University of California Santa Cruz (UCSC)[1]. With the addition of these units, the City's housing units would total approximately 27,966 dwelling units, which is below the AMBAG Regional Growth Forecast of 28,297 dwelling units for the year 2030 that was factored into the AQMP. The proposed project consists of replacement of an existing single-family residence with a unit of similar size and would not result in a net increase in residential dwelling units. Therefore, the proposed project would be consistent with the AQMP, would not conflict with or obstruct implementation of the AQMP and would result in *no impact*.

(b) Project Criteria Pollutant Emissions. The U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards that are the maximum levels of ambient (background) air pollutants considered safe, with an adequate margin of safety to protect public health and welfare. Criteria pollutants include ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), inhalable particulates (PM_{10}), fine particulates ($PM_{2.5}$), and lead. High O3 levels are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NOx), which react under certain meteorological conditions to form O_3. In California, sulfates, vinyl chloride, hydrogen sulfide, and visibility-reducing particles are also regulated as criteria air pollutants. An area is designated as "in attainment" when it is in compliance with the federal and/or state standards, as further discussed below.

The project site is located within the North Central Coast Air Basin (NCCAB), which is under the jurisdiction of the MBARD and includes Santa Cruz, Monterey, and San Benito Counties. The NCCAB is designated attainment for the federal PM_{10} and SO_2 standards, and is designated attainment/unclassified for the other federal standards. The NCCAB is designated attainment for the state $PM_{2.5}$, NO_2, SO_2, and lead standards, and is designated unclassified for CO in Santa Cruz County. The NCCAB has nonattainment designations for state O_3 and PM_{10} standards.

The MBARD 2012-2015 AQMP, adopted March 15, 2017, identifies a continued trend of declining O_3 emissions in the NCCAB primarily related to lower vehicle miles traveled (VMT), showing that the region is continuing to make progress toward meeting the state O_3 standard during the three-year period reviewed (SOURCE V.7a).

Impact Analysis. The proposed project would indirectly generate air pollutant emissions through vehicle trips resulting from one new dwelling unit, as well as emissions during construction. The proposed project would not result in stationary emissions. However, the proposed project would replace an existing single-family residence with a new single-family residence and would not result in a net increase in dwelling units. The proposed

[1] Residential projects at UCSC are primarily student housing projects, and there is one approved employee housing project and the first phase of the Student Housing West (Hagar Development). In general, part-year student housing is considered group quarters and year-round faculty / student family housing is counted as housing units (SOURCE V.3a). For the 2014 forecast used in the AQMP, University population and housing projections were completed separately from jurisdiction population projections (SOURCE V.3c). For the purpose of this review and in accordance with current AMBAG guidance, approved employee housing is considered as housing units, and student housing is considered group quarters and is not included as housing units, but the population accommodated by new student housing is included in the population estimates.

residential use is at a level that is substantially below the MBARD's screening level for the single-family residential units that could result in potentially significant O_3 impacts (SOURCE V.7c). Therefore, project emissions would not be considered substantial or result in an air quality violation, and the impact would be *less than significant*.

Project construction would result in generation of fugitive dust and PM_{10} emissions. According to the MBUAPCD's CEQA Air Quality Guidelines, 8.1 acres could be graded per day with minimal earthmoving or 2.2 acres per day with grading and excavation without exceeding the MBUAPCD's PM_{10} threshold of 82 pounds per day (SOURCE V.7c). Construction of the new home would result in some limited grading and placement of fill within an approximate 3,000-square foot building area. Therefore, the area of potential grading for new dwelling units would be less than the MBARD's threshold and impacts related to fugitive dust generation and PM_{10} emissions would be *less than significant*.

According to the MBARD CEQA Guidelines, projects that are consistent with the AQMP would not result in cumulative impacts, as the AQMP already accounts for regional emissions. The MBARD prepares air quality plans, which address attainment of the state and federal air quality 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 AQMP. As indicated above in criterion 3(a), the project would not conflict with the AQMP. Therefore, the project's contribution to cumulative air pollutant emissions would be *less than significant*.

(c) Sensitive Receptors. 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 12 schools; daycare centers; and healthcare facilities such as hospitals or retirement and nursing homes. A sensitive receptor includes long-term care hospitals, hospices, prisons, and dormitories or similar live-in housing (SOURCE V.7c).

The project site is located within a developed, primarily residential neighborhood. Existing residences, which are considered sensitive receptors, are located adjacent to the project site on the north, south, west and east. Santa Cruz High School is located northwest of the project site and also is considered a sensitive receptor. The proposed residential project would not introduce a new source of stationary emissions, and thus would not expose sensitive receptors to substantial pollutant concentrations.

Diesel Particulate Emissions. Diesel particulate matter was identified as a toxic air contaminant (TAC) by the State of California in 1998. The General Plan 2030 EIR discusses construction-related impacts in which diesel particulate matter could be emitted from construction equipment. The impact was found to be less than significant due to the California Air Resources Board's ongoing adoption of regulations for in-use, off-road diesel vehicles that would significantly reduce particulate matter emissions by requiring fleet owners to accelerate turnover to cleaner engines and install exhaust retrofits. The EIR also noted that the California Code of Regulations, Title 13, section 2486(c)(1) prohibits idling of a diesel engine for more than five minutes in any location, thereby further limiting particulate matter emissions. Additionally, emissions during construction are of a short-term duration in comparison to life-long exposure

and health risks. Construction-related diesel emissions at the project site would be of limited duration (i.e., primarily during grading) and temporary. Thus, the construction of the proposed single-family dwelling unit project would not expose sensitive receptors to diesel emissions.

Subsequent to certification of the General Plan 2030 EIR, changes were made to California guidelines regarding review of health risks associated with exposure to TACs. The most recent guidance from the Office of Environmental Health Hazard Assessment (2015 Risk Assessment Guidelines Manual[2]) updated some cancer risk parameters, such as age-sensitivity factors, daily breathing rates, exposure period, fraction of time at home, and cancer potency factors. Diesel particulate emissions from heavy construction equipment and vehicles during construction could result in a health risk to proximate sensitive receptors, particularly to children and pregnant women. However, use of heavy-duty construction equipment is subject to a CARB Airborne Toxics Control Measure for in-use diesel construction equipment to reduce diesel particulate emissions and use of diesel trucks is also subject to an Airborne Toxics Control Measure, which serve to reduce emissions. Additionally, construction equipment that includes CARB-compliant emissions control equipment or diesel particulate filters can substantially reduce emissions and associated potential health risks to a level that would not be considered a significant impact.

General Plan 2030 Policy and Program HZ2.2 and HZ2.2.1 require review of air quality issues and mitigation of air quality impacts, and use of best available equipment controls are standard measures to control or reduce diesel emissions. The City's Climate Action Plan (CAP) (SOURCE 2.a) includes measures to work toward reduction/elimination of off-road gasoline- and diesel-powered equipment, including construction equipment (Actions T6.1 through T6.5), and best available equipment technology is identified as typical controls for TAC emissions from diesel equipment (SOURCE 2a-Appenix A). Additionally, the City's Water Department has identified Standard Construction Practices to be implemented by the City and/or its contractors during construction, which includes a requirement to use specified CARB-compliant equipment and/or diesel-particulate filters to substantially reduce diesel emissions.

Construction of the proposed project could utilize some vehicles that use diesel fuel, A standard project condition of approval requires use of specified CARB-compliant equipment and/or filters (e.g., requiring use of Tier 4 emission control technology), which would mitigate potential impacts associated with exposure to diesel emissions to a less-than-significant level, consistent with General Plan Program HZ2.2.1, Climate Action Plan measures and Standard Construction Practices implemented in the City. The following standard condition of approval will be included in the Project Conditions of Approval. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations, and potential exposure of sensitive receptors to diesel particulate matter and associated risks would be considered *less than significant*.

> **STANDARD CONDITION OF APPROVAL:** All diesel-fueled off-road construction equipment greater than 75 horsepower shall be zero-emissions or equipped with California Air Resources Board (CARB) Tier 4 Final or Interim compliant engines. Alternatively, CARB Tier 2 or 3 compliant engines may be used if CARB Level 3 Verified

[2] Office of Environmental Health Hazard Assessment. February 2015. Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments.

Diesel Emissions Control Strategy (VDECS) filters are added to each piece of off-road diesel-fueled equipment.

(d) Odors. According to the Air District's *CEQA Air Quality Guidelines* (SOURCE V.7c), land uses associated with odor complaints typically include landfills, agricultural uses, wastewater treatment plants, food processing plants, chemical plants, and refineries. The existing and proposed residential use would not include any activities associated with odors and would not create objectionable odors. Thus, *no impact* would occur.

4. Biological Resources

(a-c) Special-Status Species and Sensitive Habitat. The project site is developed with two residential buildings and driveway with tandem parking. The project site contains landscaping and two existing trees. According to maps developed for the City's *General Plan 2030* and included in the General Plan EIR, the project site is not located within, or adjacent to, a sensitive habitat area (SOURCE V.1b-DEIR Figure 4.8-3). No areas of riparian and wetland habitat are located on or adjacent to the project site. The project site is located within the developed downtown area of the City and is surrounded by residential uses on all sides. The project site does not contain sensitive habitat or habitat for special-status species. For these reasons, no special-status plant or wildlife species or sensitive habitat are expected to be present on the project site. Therefore, the project would have *no impact* on special-status species or sensitive habitat.

(d) Wildlife Movement/Breeding. The primary wildlife movement corridors within the City are located along major watercourses and within City-owned open space lands, which would be protected from future development impacts. As noted above, the project is not mapped within or adjacent to sensitive habitat areas and is not adjacent to a watercourse. The site does not contain habitat nor does it connect to other habitat areas. The General Plan 2030 EIR concluded primary wildlife movement corridors in the City are located along major watercourses and within City-owned open space lands. The proposed project is not located adjacent to, or within proximity to, a watercourse or City-owned open space lands.

The project site is developed and located within a developed urban area. The site does not contain habitat, nor does it connect to other habitat areas and is not within or adjacent to a creek, riparian area, or wildlife dispersal area. The project is not located adjacent to or within proximity to a watercourse. Thus, the project would have no effect on wildlife movement and would not interfere with native fish or wildlife movement, and therefore the project would result in *no impact* related to wildlife movement.

Impact Analysis. The project would result in removal of two trees on the project site. These trees could provide potential nesting habitat for migratory birds which are protected by the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC). Tree removal during the breeding season (generally February 15 to August 31) has the potential to destroy bird nests, eggs or chicks if any are present during the removal. Compliance with the MBTA would require that either a pre-construction nesting survey be conducted to confirm that no nesting birds protected under the MBTA are present if trees are removed during the nesting season or to remove trees outside of the

nesting season. Compliance with required regulations would not result in a significant impact. Furthermore, General Plan Action NCR2.4.1 and Table 1 establish biological survey protocols, including pre-construction nesting bird surveys with establishment of appropriate construction buffers if needed, if tree removal and/or construction were to commence during the nesting season. A standard City project condition of approval requires implementation of a pre-construction nesting survey, and the following standard condition of approval will be included in the Project Conditions of Approval. Because the project would be required to comply with the MBTA and General Plan Action NCR2.4.1, and a standard condition of approval will be imposed by the City that requires a pre-construction survey during the construction period with protection of nesting birds if any are found, the potential impact to nesting birds is considered *less than significant*.

STANDARD CONDITION OF APPROVAL: If project site work occurs anytime between February 1 and August 31, the applicant shall submit documentation of a pre-construction nesting bird survey by a qualified biologist prior to the start of work. The survey shall be described in the biotic report, if such a report was prepared, and shall be completed no more than seven days before the start of any project construction activities on the site (including tree removal, clearing, and excavation) and shall include observations of any nesting activities on the site. Site work may commence once the Planning Department has accepted the report and confirmed that there are no nesting birds on the site or that an appropriate buffer zone around any active nests has been recommended by the biologist and physically established on the site.

(e) Conflicts with Local Plans. An arborist review (SOURCE V.11) was conducted to review existing trees on the project site. The project would result in removal of two heritage trees as defined by the City's Heritage Tree Ordinance in Chapter 9.56 of the City's Municipal Code. Generally, trees with a 14-inch or larger diameter are heritage trees. Both trees are in fair to poor condition. The trees conflict with overhead utility lines and are located directly above existing water and sewer services (SOURCE V.11).

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.

Resolution NS-21, 436 sets forth the tree replacement/mitigation requirements for approved removal of a heritage tree to include replanting three, 15-gallon or one, 24-inch-size specimen or payment of 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 heritage trees consistent with City regulations and requirements is not considered a significant impact.

Approval of a heritage tree removal permit automatically requires replacement trees or payment of an in-lieu fee. Removal of a heritage tree that is consistent with the criteria, provisions, and requirements set forth in City regulations would not result in a conflict with a local ordinance. The proposed removal of two heritage trees would require planting of six 15-gallon trees or two, 24-inch-size trees to replace the removed heritage trees. The project's proposed landscape plan includes a total of two new 24-inch trees that would meet the replacement tree size requirements established in City regulations. Therefore, the project would replace removed heritage trees in accordance with City requirements and would result in *a less than significant impact* related to potential conflicts with City regulations protecting trees.

(f) Habitat Conservation Plans. There are no adopted Habitat Conservation or Natural Community Conservation Plans in the project vicinity. The City's recently approved Operations and Maintenance Habitat Conservation Plan (O&M HCP) is not applicable to the proposed project or project site as it was developed for improvements or projects related to City facilities with the potential to take federally listed species and other non-listed special-status species. Therefore, the project would have *no impact* with regards to Habitat Conservation Plans.

5. Cultural Resources

(a) Historical Resources. The project site is located within the Santa Cruz Downtown Historic District (Historic District), which was listed in the National Register of Historic Places (NRHP) in 1989 (NRHP# 89001005) and includes the oldest residential area in the city. Most of the homes within this district date to between 1860 and 1938, and the sector illustrates the combination of social and architectural ranges in Santa Cruz. The neighborhood exhibits all of the major architectural styles built in the area during the historic period, including professionally designed and vernacular homes. The Santa Cruz Downtown Historic District is bounded by Orinoco, Church, Chestnut, Walnut, Cedar, Laurel, Myrtle, and Lincoln Streets (SOURCE V.12).

Both of the existing structures on the property were constructed in the late 1800s and have been modified over time. The structures on the project site are considered contributing elements of the Historic District. For this reason, the subject property and the NRHP Historic District are considered historical resources for the purposes of the California Environmental Quality Act (CEQA).

The project consists of demolition of one existing single-family dwelling on the project site, which is a historical resource per CEQA definitions, and construction of a new single-family house. The second house located on the property will be retained, and according to reports prepared for the applicant, no modifications are proposed to the second structure except for exterior painting, new roof, and interior improvements. The proposed demolition of one structure would be considered a *potentially significant impact*. Therefore, impacts to historical resources will be analyzed in an EIR.

(b-c) Archaeological Resources. According to maps developed for the City's *General Plan 2030* and included in the General Plan EIR, as updated in 2018, the project site is located within an area that is identified as being sensitive for archaeological resources (SOURCE V.1c).

A Preliminary Archaeological Reconnaissance was conducted at the project site that consisted of historic map research, an archival records search, and an intensive pedestrian field reconnaissance (SOURCE V.12). An archival records search was completed through the California Historical Resources Information System at the Northwest Information Center, which included a review of previously recorded archaeological resources and prior studies within a ¼-mile radius of the project parcel (SOURCE V.12). The records search determined that the parcel had not been previously surveyed and that no recorded cultural resources were present within or adjacent to the site (SOURCE V.12). The field investigation included a pedestrian surface survey of approximately 25 percent of the parcel using north–south transects, inspection of exposed soils, examination of gopher back dirt, and limited subsurface probing with a mason's trowel (SOURCE V.12). The field reconnaissance did not identify any surface or subsurface evidence of precontact or historic-era archaeological deposits. Two isolated marine shell fragments were observed, but were determined to not constitute an archaeological site (SOURCE V.12).

Impact Analysis. Ground-disturbing activities associated with the proposed project are unlikely to affect archaeological resources. The preliminary archaeological reconnaissance conducted for the project did not reveal evidence of archaeological resources on the property that would be impacted by ground disturbance (SOURCE V.12). In the event an unknown archaeological or cultural resource is discovered during soil disturbing construction activities, compliance with local and state regulations would be required. Section 24.12.430 of the City's Municipal Code sets forth the procedure to follow in the event that prehistoric or cultural features are accidentally discovered during construction. Under provisions of this Code section, 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, the Planning Director shall be immediately notified, and appropriate mitigation measures shall be formulated and implemented.

Additionally, in the event that Native American human remains or related cultural material are encountered, Section 15064.5(e) of the CEQA Guidelines (as incorporated from PRC Section 5097.98) and California Health and Safety Code Section 7050.5 require that the County Coroner and the Native American Heritage Commission shall be notified in accordance with provisions of these codes if the remains are determined to be Native American. Therefore, the project would result in a *less-than-significant impact* to archaeological resources.

6. Energy

Pacific Gas and Electric Company (PG&E) provides electricity and natural gas service to the City. Central Coast Community Energy (3CE), formerly Monterey Bay Community Power (MBCP), was formed in March 2017 as a joint powers authority to provide locally controlled, 100% carbon-free electricity to residents and businesses in Monterey, San Benito and Santa Cruz Counties through the Community Choice Energy (CCE) model established by the State of California. The

CCE model enables communities to choose clean-source power at a cost equivalent to PG&E while retaining PG&E's role in maintaining power lines and providing customer service. 3CE started supplying electricity to customers in spring 2018 with existing customers automatically enrolled. 3CE supplies electricity generated from hydropower, solar and wind, which are renewable resources.

Energy efficiency efforts have helped make California's per capita energy use the third lowest in the nation. California is second in the nation, after Texas, in total electricity generation from renewable resources, and California is the nation's top producer of electricity from solar energy and geothermal resources. In 2024, California was the nation's second-largest producer of electricity from biomass, after Georgia, and also the second-largest producer of conventional hydroelectric power, after Washington (SOURCE V.9).

The primary uses of energy in urban areas are for transportation, lighting, water heating, and space heating and cooling. Energy conservation strategies can help reduce the consumption of energy, and include weatherization (installation of insulation, more energy-efficient window, and other measures to maintain comfortable interior temperature); installation of more efficient appliances; and installation of solar energy systems. Buildings can also be designed to incorporate energy conservation strategies such as cooling materials and building orientation. The City is in the process of expanding an existing building decarbonization and electrification program to improve energy efficiency in existing buildings, to remove natural gas, and to replace the natural gas with energy-efficient electric appliances such as heat pumps (SOURCE V.1d).

<u>(a) Energy Use</u>. Construction of the project would require consumption of nonrenewable energy resources, primarily in the form of fossil fuels (gasoline and diesel) for automobiles and construction equipment, and other resources including, but not limited to, lumber, sand, gravel, asphalt, metals, and water. Construction would include energy used by construction equipment and other activities at the project site (e.g., building construction), in addition to the energy used to manufacture the equipment, materials, and supplies and transport them to the project site. It is expected that nonrenewable energy resources would be used efficiently during construction of the proposed reconstruction of an existing single-family residence. Therefore, the amount and rate of consumption of such resources during construction and maintenance activities would not result in the unnecessary, inefficient, or wasteful use of energy resources.

The proposed project consists of demolition of an older home constructed in the late 1800s and reconstruction of one single-family house, and the new residence would be subject to requirements of California Building Code and City Green Building Code requirements, as well as compliance with City requirements for water conservation fixtures and features, including drought-resistant landscaping. The new building, thus, would incorporate more energy efficient designs than in the existing older building proposed for demolition. The project applicant proposes to construct the project with all electric utility systems. Additionally, Santa Cruz residents can enroll in 3CE, which supplies electricity generated from renewable resources.

Overall, the future consumption of electrical resources would not represent unnecessary, inefficient, or wasteful use of resources given the ongoing implementation of the City's Climate

Action Plan and General Plan 2030 policies that address lighting and energy conservation measures. In addition, new structures will be required to be constructed in accordance with specifications contained in Title 24 of the California Code of Regulations and the City's Green Building Regulations. Such measures have been factored into California energy forecasts which predict an overall reduction in per capita use of electricity due to energy efficiency standards and conservation. Therefore, the proposed project would not result in wasteful or inefficient energy use during construction or operation and would result in a *less-than-significant impact*.

(b) Conflicts with Plans. Construction and operation of the project would not conflict with or obstruct implementation of a state or local plan for renewable energy. Therefore, the project would result in *no impact*.

7. Geology and Soils

(a.i) Fault Rupture. 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 11.2 miles to the northeast and the San Gregorio, approximately 9.9 miles to the southwest. There are no active fault zones or risk of fault rupture within the City (SOURCE V.1b-DEIR volume). The project site is not located within a State-designated Alquist Priolo Earthquake Fault Zone. Therefore, the project would result in *no impact* related to fault rupture.

(a.ii-iv) Seismic Hazards. Seismically induced hazards include ground shaking, surface rupture, ground failure, settlement, landslides, and water waves (SOURCE V.1a). As indicated above, the project site is located in a seismically active region of California, which has the potential to be subject to intense shaking during a seismic event, but there are no active fault zones within the City. According to maps developed for the City's *General Plan 2030* and included in the General Plan 2030 EIR, the project site is located in an area susceptible to liquefaction (SOURCE V.1b-DEIR Figure 4.10-4) but is not located within a mapped landslide area (SOURCE V.1b-DEIR Figure 4.10-3). 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's General Plan 2030 requires site specific geologic investigation(s) by qualified professionals for proposed development in potential liquefaction areas shown on the Liquefaction Hazard Map to assess potential liquefaction hazards and require developments to incorporate the design and other mitigation measures recommended by the investigation(s) (HZ6.3.6).

Impact Analysis. The proposed structure would be subject to seismic shaking from an earthquake on regional faults, but with implementation required geotechnical investigation recommendations, the exposure to seismic hazards would be considered a *less-than-significant impact*.

The City is in relative proximity to historically active faults; as such, there is potential for development to be subject to strong seismic ground shaking and liquefaction. While the potential for seismic ground shaking cannot be eliminated, the project would be required

to comply with the 2025 California Building Standards Code (California Code of Regulations, Title 24), which includes requirements for geotechnical investigations that establish seismic design parameters. Compliance with recommendations in the project geotechnical report and with the California Building Standards Code would reduce risks associated with strong seismic ground shaking at the project site. Therefore, the project would have a *less-than-significant impact* with regard to strong seismic ground shaking.

With regards to potential liquefaction hazards, a geotechnical report would likely be required during the building permit stage due to the site's location within an area of liquefaction and requirements in the California Building Code.

The General Plan 2030 EIR concluded that adherence to existing regulations and standards, including the California Building Code (CBC) and various policies and actions established in the *General Plan 2030* would minimize harm to people and structures from adverse seismic hazards. General Plan Action HZ6.3.1 requires that all new construction conform with the latest edition of the CBC, and Municipal Code section 18.040.030 adopts State of California building codes as part of the City's Building Code. General Plan Action HZ6.3.6 requires site-specific geologic investigation(s) by qualified professionals for proposed development in potential liquefaction areas and requires developments to incorporate the design and other mitigation measures recommended by the investigation. Buildings must be designed in accordance with the latest edition of the CBC, which sets forth structural design parameters for buildings to withstand seismic shaking without substantial structural damage. Conformance to the CBC as required by state law and the City would ensure the maximum practicable protection available for structures and their associated trenches, excavations and foundations. (The General Plan 2030 EIR analyses are included on pages 4.10-21 to 4.10-23 of the Draft EIR volume.)

The General Plan 2030 EIR concluded that with adherence to existing regulations and standards, including preparation of a project-specific geotechnical report and adherence to the CBC, as incorporated into the City's Municipal Code, and various policies and actions established in the General Plan, harm to people and structures from adverse seismic events would be minimized (SOURCE V.1b-DEIR volume).

A project geotechnical report would be required at the building permit stage to ensure that the proposed new residence includes recommended design measures to ensure the project would not cause substantial adverse effects, including the risk of loss, injury, or death due to potential liquefaction hazards. Compliance with recommendations in the project geotechnical report and with the CBC would reduce risks associated with strong seismic ground shaking, liquefaction, and lateral spreading at the project site. Therefore, impacts to seismic hazards would be *less than significant*.

(b) Erosion. According to maps developed as part of the City's *General Plan 2030* and included in the General Plan EIR, the project site consists of Soquel Loam soils, with 0 to 2 percent slopes (SOURCE V.1b-DEIR Figure 4.10-6). As described in the General Plan EIR, erosion potential for this soil profile is not considered high (SOURCE V.1b-DEIR volume).

Impact Analysis. The project would involve minimal grading and excavation associated with construction of the proposed foundation for construction of a single-family dwelling unit that would replace the existing residence. Although no project-specific erosion control measures are depicted on the site plan, all construction activities would be required to comply with the City of Santa Cruz's standard erosion and sediment control requirements, including implementation of best management practices (BMPs) to minimize runoff and protect water quality. Compliance with applicable City requirements would ensure that potential impacts related to erosion and construction-related water quality would be less than significant.

The General Plan 2030 EIR concluded that future development accommodated by the Plan could result in erosion during construction but could be mitigated with adherence to local regulations that require implementation of erosion control plans, and thus, potential erosion during construction would be minimized, resulting in a less-than-significant impact. The project will be required to implement erosion control plans and erosion control standards and requirements set forth in the City's Municipal Code Chapter 18.45. (The General Plan 2030 EIR analyses are included on pages 4.10-25 to 4.10-26 of the Draft EIR volume.) Thus, implementation of project erosion control plans would prevent excessive erosion during construction. See subsection 10(a) below regarding potential water quality impacts due to grading and earthwork.

Implementation of required erosion control plans and erosion control standards described above and requirements set forth in the City's Municipal Code Chapter 18.45 would address potential soil erosion impacts. Therefore, the project would not result in substantial soil erosion or loss of topsoil, resulting in a *less-than-significant impact*.

(c) Geologic Hazards. Non-seismically induced hazards include slope instability, cliff retreat, and non-seismic settlement and landslides (SOURCE V.1a). The project site is relatively flat. According to maps developed as part of the City's *General Plan 2030* and included in the General Plan EIR, the project site is not located in an area susceptible to landslides (SOURCE V.1b-DEIR Figure 4.10-3) or steep slopes (SOURCE V.1b-DEIR Figure 4.10-5). Therefore, the project would not be located on a geologic unit that is unstable or that would become unstable as a result of the project, resulting in *no impact* related to non-seismic geologic hazards. See Section VI.7(a.ii-iv) regarding impacts related to seismic hazards, including liquefaction.

(d) Expansive Soils. Expansive soils are soils with high clay content that are prone to expansion and contraction, known as "shrink-swell," which can result in damage to building foundations, pavement, and underground utilities (SOURCE V.1b-DEIR). According to maps developed as part of the City's *General Plan 2030* and included in the General Plan EIR, the project site consists of Soquel Loam soils (SOURCE V.1b-DEIR Figure 4.10-6). According to the U.S. Conservation Service, these soils have a moderate potential for expansive soils.

The General Plan 2030 EIR concluded that future development accommodated by the Plan could result in new development being subjected to soil constraints from expansive or other unstable soils. However, the EIR found that structural designs in accordance with standard geotechnical/soils investigations can mitigate impacts posed by expansive or other unstable

soils, i.e. unconsolidated fill. The CBC requires preparation of a geotechnical report for most new structures, except geotechnical reports are not required for one-story, wood-frame and light steel-frame buildings of Type II or Type V construction and 4,000 square feet or less in floor area, not located within Earthquake Fault Zones or Seismic Hazard Zones. The EIR concluded that with adherence to local and state building codes, buildings would be designed in accordance with recommendations of required geotechnical reports to prevent foundation and other structural damages, resulting in a less-than-significant impact. (The General Plan 2030 EIR analyses are included on pages 4.10-24 to 4.10-25 of the Draft EIR volume.)

As described above, implementation of recommendations set forth in the project geotechnical report is required by the CBC and City regulations and policies and would be submitted as part of the building permit application. This would ensure that potential exposure to geotechnical hazards associated with potentially expansive soils are addressed and accounted for in the final project plans, resulting in a *less-than-significant impact*.

(e) Septic Systems. The project, as the existing onsite structures, would be connected to an existing sewer line in Chestnut Street and would not use septic systems. Therefore, the project would result in *no impact* regarding use of septic systems in areas inadequate to support such systems.

(f) Paleontological Resources. According to maps developed for the City's *General Plan 2030* and included in the General Plan EIR, the project site is within an area mapped as Holocene Alluvium formation (SOURCE V.1b-DEIR Figure 4.9-5). Holocene Alluvium is one of the four geologic units in the General Plan area known to contain paleontological resources (SOURCE V.1b-DEIR volume).

Impact Analysis. While the project site does not contain known paleontological resources, construction activities could potentially destroy unknown paleontological resources. 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 will 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. The City includes this requirement as a standard condition of approval, and therefore the potential project impact to paleontological resources would be considered *less than significant*.

STANDARD CONDITION OF APPROVAL: In the event that paleontological resources are encountered during construction, work shall be halted in the vicinity of the find until it can be evaluated by a professional paleontologist. If a find is determined to be significant, treatment of the find in accordance with the recommendations of the evaluating paleontologist shall be required. Treatment may include, but is not limited to, specimen recovery and curation or thorough documentation.

8. Greenhouse Gas Emissions

(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 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. 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 (SOURCE V.1b-DEIR volume).

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

In 2006, the California Legislature passed the Global Warming Solutions Act of 2006 (AB 32), which sought to reduce GHG emissions generated by California to 1990 emissions levels by the year 2020. AB 32 defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrocarbons, perfluorocarbons and sulfur hexafluoride. In 2016, the Legislature followed up with SB 32, which requires California, by 2030, to reduce its statewide GHG emissions so that they are 40 percent below those that occurred in 1990.

In 2015, Governor Brown issued Executive Order, B-30-15, which created a "new interim statewide GHG emission reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030 in order to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050." SB 32 codified this target.

In 2018, Governor Brown issued Executive Order B-55-18, which established a statewide goal to "achieve carbon neutrality as soon as possible, and no later than 2045, and maintain and achieve negative emissions thereafter." The Order directs the California Air Resources Board (CARB) to work with other State agencies to identify and recommend measures to achieve those goals.

CARB is the lead agency for implementing AB 32 and SB 32. In accordance with these statutes, CARB conducts an annual statewide GHG Emission Inventory that provides estimates of the amount of GHGs emitted to the atmosphere by human activities within California. In accordance with requirements of AB 32, CARB adopted an Initial Scoping Plan in 2008 and is

required to update the scoping plan at least every five years. The First Update to the Scoping Plan, approved in 2014, established a 2030 emissions target of 40 percent below 1990 levels. The 2017 Scoping Plan identified a balanced mix of strategies to meet the State's 2030 GHG limit.

The current 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) was approved by CARB on December 15, 2022. The 2022 Scoping Plan lays out a path not just to achieve carbon neutrality by 2045, but also to meet the 2030 GHG emissions reduction target. The 2022 Scoping Plan analyzed four scenarios, with the objective of informing the most viable path to remain on track to achieve the 2030 GHG reduction target. The scenario modeling indicates that, if the plan described in the Proposed Scenario is fully implemented, and done so on schedule, the State would cut GHG emissions by 85 percent below 1990 levels, resulting in a 71 percent reduction in smog-forming air pollution, reduce fossil fuel consumption by 94 percent, and create 4 million new jobs, among other benefits (SOURCE V.4a).

The 2022 Scoping Plan details "Local Actions" in Appendix D, which includes recommendations intended to build momentum for local government actions that align with the State's climate goals, with a focus on local GHG reduction strategies (commonly referred to as climate action planning) and approval of new land use development projects, including through environmental review under CEQA. The recommendations provided in Appendix D are non-binding and should not be interpreted as a directive to local governments, but rather as evidence-based analytical tools to assist local governments with their role as essential partners in achieving California's climate goals. Appendix D recognizes consistency with a CEQA-qualified GHG reduction plan such as a Climate Action Plan as a preferred option for evaluating potential GHG emission impacts under CEQA (SOURCE V.4b).

The City's *General Plan 2030* includes goals, policies, and actions on climate change, including reducing communitywide GHG emissions 30 percent by 2020, reducing communitywide GHG emissions 80 percent by 2050 (compared to 1990 levels), and for all new buildings to be emissions neutral by 2030.

In September 2022, the City adopted the 2030 Climate Action Plan (CAP), an update to the previous 2020 CAP adopted in 2012, and outlines measures and actions that are intended to reduce GHG emissions, per capita, by approximately 40 percent below 1990 levels by 2030, meeting the SB 32 target for 2030 to reduce total GHG emissions 40 percent below 1990 levels. The CAP also seeks to achieve a carbon neutrality goal by the year 2035 prior to the State's target carbon neutrality goal by 2045 (SOURCE V.2c).

The CAP includes 31 measures with 152 associated individual actions, intended to reduce GHG emissions throughout the City. The measures include those related to building energy use and reduction, transportation, public infrastructure, and other climate restoration and sustainable government measures. Through implementation of its measures and actions, the CAP aims to reduce building energy consumption, vehicle miles traveled, solid waste generation, and increase carbon sequestration (SOURCE V.2c).

Impact Analysis. The proposed project would result in direct and indirect GHG emissions during construction and operation, however, the project consists of demolition of an

existing single-family dwelling and construction of a new single-family dwelling of similar size.

The State CEQA Guidelines do not prescribe specific methodologies for performing a GHG emissions assessment, establish specific thresholds of significance, or mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance that are consistent with the manner in which other impact areas are handled in CEQA. Global climate change is a cumulative impact; a project's potential impact results through its incremental contribution combined with the cumulative increase of all other sources of GHGs (CEQA Guidelines sections 15064.4 and 15183.5). There are currently no established thresholds for assessing whether the GHG emissions of the proposed project would be considered a cumulatively considerable contribution to global climate change. The MBARD does not have an adopted GHG emissions threshold, except it does have an adopted guideline for stationary source projects in which a project would not have a significant GHG emissions impact if the project emits less than 10,000 metric tons of CO_2e per year or complies with regulations or requirements adopted to implement a statewide, regional or local plan for the reduction or mitigation of GHG emissions (SOURCE V.7b). As indicated above, while the City's CAP has a per capita emissions target, it is not a threshold for the purpose of CEQA analyses.

However, the City's adopted CAP provides a quantification of emissions reductions that would reduce GHG emissions over time throughout the City, through implementation of the measures and actions included in the CAP. For the purposes of CEQA, the City's 2030 CAP serves as a "Qualified Climate Action Plan" under which the City can streamline the environmental review process of future projects. Pursuant to CEQA Guidelines Section 15064.4(b)(2), a lead agency may consider a project's consistency with an adopted emissions reduction plan in determining significance of a project's GHG emissions. To determine consistency, the City adopted a "Project Review Checklist" as part of the CAP to determine consistency with the CAP on a project-by-project basis. Pursuant to CEQA Guidelines Section 15183.5, a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances. In order for the CAP to be considered a qualified GHG reduction strategy and provide for CEQA streamlining of GHG emissions analyses for future development, the CAP must identify those measures that are applicable to new development. The CAP includes measures that are applicable to existing developments, municipal government operations, as well as voluntary and mandatory measures to be applied to new development for public and private projects. Mandatory GHG reduction programs that are applicable to new development are summarized in the CAP Project Review Checklist. The CAP Project Review Checklist identifies applicable regulations, applicability, requirements, and monitoring and reporting required by regulations. A development project that demonstrates incorporation of the measures in the CAP Project Review Checklist would be considered consistent with the CAP.

The project applicant completed and submitted the Project Review Checklist, which shows incorporation of measures that would reduce the project's incremental contribution to GHG emissions and climate change, consistent with the City's adopted CAP. Thus, the project was determined to be consistent with the City's CAP (SOURCE V.15). Therefore, the project would not generate GHG emissions that would have a significant impact on the environment, resulting in a *less-than-significant impact*.

(b) Conflicts with Applicable Plans. The project would not conflict with state plans adopted for the purpose of reducing GHG emissions. As described above, the Santa Cruz City Council adopted a CAP that addresses citywide greenhouse emissions and reduction strategies. The CAP incorporates a variety of measures and actions that focus on continued efforts to reduce GHG emissions. The CAP provides City emissions inventories, identifies emissions reduction targets for the year 2030 and beyond, and includes measures and actions that are categorized into the following sections with corresponding measures and actions: building energy; transportation; water, waste, and wastewater; climate restoration; climate economy; and sustainable municipal government. These measures address and cover topics related to building energy consumption, solar programs, building electrification, active/public transportation programs, including: ridesharing, electric vehicles, remote work policy and infrastructure, water consumption, solid waste reduction, wastewater treatment, urban forestry, green jobs, and municipal facilities. Each measure has supporting actions, states the GHG reduction potential, lists which City department is responsible for implementation, and explains the advantages and benefits of the specific action. The CAP also includes an Implementation chapter that outlines funding, implementation accountability, and monitoring / reporting procedures for the measures and actions. The proposed project includes features that further reduce GHG emissions, consistent with measures included in the 2030 CAP as described above. The project incorporates GHG reduction measures identified by the City in the CAP Project Review Checklist, and, as explained above, the project was found consistent with the City's CAP. Thus, the project would not conflict with provisions of the CAP, and *no impact* would occur.

9. Hazards and Hazardous Materials

(a-c) Hazardous Material Use, Sites and Emissions. The proposed project consists of new residential uses, which would not involve the routine transport, use, or disposal of hazardous materials or wastes, except for typical household and commercial cleaning supplies. Such use would not create a significant hazard to the public. The project site is located approximately 0.22 miles west of Santa Cruz High School, which is within one-quarter mile of an existing school. However, the project consists of reconstruction of one single-family home and would not involve emissions of hazardous materials. Thus, the project would not result in the creation of a significant public health hazard with use of standard household products, resulting in a *less-than-significant impact*.

(d) Hazardous Materials Sites. Pursuant to Government Code Section 65962.5, the State of California Hazardous Waste and Substances Site List (also known as the "Cortese List") is a planning document used by state and local agencies and developers to comply with CEQA requirements in providing information about the location of hazardous materials sites. The

project site is not included on the lists of hazardous material sites compiled pursuant to Government Code Section 65962.5 (SOURCE V.5). A search of the Department of Toxic Substances Control (DTSC) Envirostor database indicates that the closest active cleanup site is approximately 0.61 miles north of the project site . According to the California State Water Resources Control Board's GeoTracker database, the nearest cleanup site is the Fromer Pacific Dry Cleaners, approximately 0.20 miles east of the project site. Additionally, the project site is not included on hazardous waste disposal sites or hazardous waste facilities subject to corrective action (SOURCE V.5). Therefore, the project is not included in or near any identified hazardous sites that could create a significant hazard to the public or the environment, resulting in *no impact*.

(e) Location Near Airports. The project site is not located within two miles of a public airport or private airstrip. Therefore, the project would not result in a safety hazard to project residents due to location near an airport, resulting in *no impact*.

(f) Emergency Response. Existing and proposed access to the project site is from Chestnut Street. The project would not include any changes to existing public roadways that provide emergency access to the site. Therefore, the project would have *no impact* related to interference with adopted emergency response or evacuation plans.

(g) Wildland Fire Hazard. The General Plan 2030 EIR indicated that future growth could result in an indirect increased risk of wildfires in the urban-rural interface and adjacent to the City's greenbelt areas. The EIR indicates that areas targeted as "likely" to have a wildland fire include the Arroyo Seco/Meder Canyon, DeLaveaga, Pogonip, Moore Creek area and Arana Gulch, and future growth in these areas could result in an indirect increased risk of wildfires in the urban-rural interface and adjacent to the City's greenbelt areas.

According to maps developed for the City's *General Plan 2030* and included in the General Plan 2030 EIR, the project site is not located within a high fire hazard area (SOURCE V.1b-DEIR Figure 4.6-1). The project is located in an urban area and does not contain significant sources of flammable materials (e.g., timber land). The project would meet all City requirements for access, and the building would be required to install fire sprinkler systems in accordance with City regulations. Therefore, the project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, resulting in *no impact*. See also section IV.20 below. See also section VI.20 below.

10. Hydrology and Water Quality

(a) Water Quality/Discharges. The proposed project does not involve any discharges that would violate any water quality standards or waste discharge requirements.

Within urbanized areas such as the City, pollutants frequently associated with stormwater include sediment, nutrients, oil and grease, heavy metals, and litter. The primary sources of stormwater pollution in urban areas include automobiles, parking lots, landscape maintenance, construction, illegal connections to the stormwater system, accidental spills, and illegal dumping.

Urban runoff and other "non-point source" discharges are regulated by the 1972 Federal Clean Water Act (CWA), through the National Pollutant Discharge Elimination System (NPDES) permit program that has been implemented in two phases through the California Regional Water Quality Control Boards (RWQCB). Phase I regulations, effective since 1990, require NPDES permits for storm water discharges for certain specific industrial facilities and construction activities, and for municipalities with a population size greater than 100,000. Phase II regulations expand the NPDES program to include all municipalities with urbanized areas and municipalities with a population size greater than 10,000 and a population density greater than 1,000 persons per square mile (SOURCE V.1b-DEIR volume).

The City has developed a Storm Water Management Program (SWMP) in order to fulfill the requirements of the Phase II NPDES General Permit for Discharges of Storm Water from Small Municipal Separate Storm Sewer Systems (MS4) (General Permit) and to reduce the amount of pollutants discharged in urban runoff. In compliance with the Phase II regulations, the City's comprehensive SWMP is designed to reduce the discharge of pollutants to the Maximum Extent Practicable (MEP) and to protect water quality (SOURCE V.1b-DEIR volume). The City also adopted an ordinance for "Storm Water and Urban Runoff Pollution Control" (Chapter 16.19 of the City's Municipal Code), as part of its Storm Water Management Plan in accordance with the RWQCB's requirements. The ordinance identifies prohibited discharges and required BMPs for construction and new development. City regulations (Municipal Code section 16.19.140) requires that any construction project, including those undertaken under any permit or approval granted pursuant to Titles 15 (Streets and Sidewalks), 18 (Buildings and Construction), and 24 (Zoning) of the Municipal Code, shall implement BMPs including the City's mandatory BMPs as detailed in the latest BMP manual published by the City's Public Works Department. BMPs shall be maintained in full force and effect during the duration of the project. The City's BMP manual requires a development project to include structural or treatment control BMPs, or a combination of BMPs, to reduce potential pollutant loadings in storm water runoff to the maximum extent practicable.

Impact Analysis. The project could result in water quality degradation due to stormwater runoff and potential erosion during construction, but would result in reduced impervious surfacing, resulting in a *less-than-significant impact*.

The proposed project would result in replacement of an existing single-family residence. The existing impervious surfacing on the site would slightly decrease by approximately 110 square feet with the proposed project. Runoff from the building (gutter downspouts) would be directed to landscaped areas.

Project construction would include grading that could result in short-term soil erosion. As indicated in subsection 7(b) above, an erosion control plan would be required to be implemented during construction, in accordance with City regulations, including implementation of construction BMPs.

Thus, the project is designed to be consistent with the City's stormwater management requirements, and potential erosion will be controlled with implementation of an erosion

control plan as explained above in section VI.7(b), resulting in a *less-than-significant impact* related to potential water quality degradation.

The project would not result in waste discharge that would violate any water quality standards, resulting in *no impact*.

(b) Groundwater. The City is primarily developed, and no groundwater recharge areas are identified or mapped in the City's *General Plan 2030* or General Plan 2030 EIR; groundwater resources utilized as part of the City's water supply are obtained from aquifers outside of the City (SOURCE V.1b-DEIR volume). The General Plan 2030 EIR concluded that development accommodated by the General Plan would not be located within groundwater recharge areas and would have no effect on recharge capabilities, and therefore, would not 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 groundwater table. (The General Plan 2030 EIR analyses are included on pages 4.5-40 to 4.5-42 of the Draft EIR volume.) Development within groundwater mapped recharge areas also is regulated in Municipal Code section 24.14.090 in order to minimize adverse environmental impacts.

The project site is located within a developed urban area with demolition and reconstruction of a single-family home. The project would be connected to the City's public water system and does not include the use of a groundwater well. Therefore, the project would not affect groundwater supplies or recharge or impede sustainable groundwater management of the basin and would result in *no impact* regarding groundwater.

(c[i-iii]) Drainage. The project site is located within a developed urban area. The site is developed with two residential structures and a paved tandem driveway. The site currently drains to a storm drain in Chestnut Street.

Impact Analysis. Project development would result in a slight reduction in impervious surfaces (approximately 110 square feet) compared to existing conditions. On-site stormwater management would be provided in compliance with City of Santa Cruz requirements. Roof runoff would be directed to adjacent landscaped areas via downspouts to allow for dispersal onto pervious surfaces, minimizing the potential for erosion and uncontrolled runoff.

The project would comply with applicable stormwater requirements, including directing runoff to landscaped areas in accordance with the project's stormwater control plans. The project would not alter existing drainage patterns. The proposed project would not alter the existing drainage pattern of the site or surrounding area and would not lead to substantial erosion, increases in rate or amount of surface runoff, or contribute runoff that exceeds storm drain system capacity. For these reasons, the proposed project would not result in significant drainage impacts. Therefore, the project would result in a *less-than-significant impact* related to drainage.

(c [iv], d) Flood and Tsunami Zones. According to maps prepared for the *General Plan 2030* and included in the General Plan EIR, the project site is located within an A99 Flood Zone as designated by the Federal Emergency Management Agency (FEMA) (SOURCE V.1b, DEIR Figure

4.7-1). This designation indicates that the project area is subject to inundation by a 1-percent-annual-chance flood event that will be protected by a Federal flood control system where construction has reached specified legal requirements. A99 Zones are areas where enough progress has been made on the construction of a protection system, such as dikes, dams, and levees, to consider it complete for insurance rating purposes, which in this case are improvements to the levee adjacent to San Lorenzo River (SOURCE V.1b-DEIR volume).

The project would not result in an alteration of existing drainage patterns and would not impede or redirect flood flows. The project consists of replacement of an existing single-family residence that would not result in release of pollutants in the event of flooding. Thus, the project would result in *no impact* related to flood flows or release of pollutants as a result of flooding.

The project site is located in a tsunami inundation zone based on California Department of Conservation maps, as are most of the downtown and beach areas of Santa Cruz (SOURCE V.1b-DEIR Figure 4.7-2). However, the project consists of demolition and reconstruction of an existing single-family dwelling unit, which is not the type of use that would store hazardous materials that could be released if inundated due to a tsunami event. Therefore, the project would result in *no impact* related to potential release of pollutants in tsunami zones.

Sea Level Rise. The General Plan 2030 EIR reported that sea level rise, storms of increasing intensity, and an alternating series of floods and droughts threaten the City of Santa Cruz in the coming decades. The City prepared a "Climate Adaptation Plan" with funding from FEMA. The objectives of this Plan are to identify and evaluate the potential impacts of climate change on the City of Santa Cruz, analyze the severity of the hazards that the City faces, and develop potential adaptation responses to reduce the risk and exposure of the City to these hazards. The potential risks were identified in a "Vulnerability Study" that identified potential facilities vulnerable to risks of sea level rise, including beaches, the City's wastewater treatment facility, and the Santa Cruz Harbor (SOURCE V.1b, DEIR volume). The Climate Adaptation Plan Update 2018-2023, adopted by the City Council in October 2018, further addresses sea level rise.

The project site is not located within an area identified as being subject to potential effects of coastal storm hazards or sea level rise (SOURCE V.2g). The project site also does not contain any critical facilities as listed in the Climate Adaptation Plan, which provide essential services and protect life and property within the City. Thus, there would be *no impact* related to sea level rise.

<u>(e) Conflict with Plans</u>. The project site is not located adjacent to a water course or water body. The proposed project would not result in new discharges or conflict with provisions in the Central Coast Basin Plan. A sustainable groundwater management plan for the area in which the project is located has not yet been prepared. Therefore, the project would not conflict with or obstruct implementation of adopted water quality or groundwater plans; the project would result in *no impact*.

11. Land Use and Planning

(a) Physical Division of Community. The project site is located within a developed urban area of the City. The project would not physically divide an established community and would result in *no impact*.

(b) Consistency with Local Policies/Plans. Based on the analyses contained in this Environmental Checklist and City staff review of the *General Plan 2030*, the proposed project would not result in a conflict with any policies or regulations adopted for the purpose of avoiding or mitigating an environmental impact and would result in *no impact*.

12. Mineral Resources

There are no mines or areas of known mineral resources within the City (SOURCE V.1b-DEIR volume). Therefore, the project would have *no impact* on mineral resources.

13. Noise

(a) Noise Increases. The project area is located in the Downtown neighborhood. The noise assessment conducted for the General Plan 2030 EIR indicates that Chestnut Street between Laurel Street and Mission Street is subject to noise levels of 62-63 decibels (dB) Ldn (day-night average level) (SOURCE V.1b-DEIR Figures 4.13-1 and 4.13-2). Ambient noise levels are characterized by vehicular traffic and activities along Chestnut Street and adjoining streets, as well as intermittent noise from a visitor rail service along Chestnut that goes between the Santa Cruz Boardwalk and Felton. The nearest sensitive noise receptors are Santa Cruz High School to the west of the project site and residential uses on and adjacent to the project site.

For single-family residential uses, normally acceptable exterior noise levels are 60 dB and conditionally acceptable levels are identified as 55-70 dB (SOURCE V.1b-DEIR volume). An interior CNEL of 45 dBA is mandated by the State of California Noise Insulation Standards (California Code of Regulations, Title 24, Part 6, Section T25 28) for residential uses. Since normal noise attenuation within residential structures with closed windows is about 20 dBA, an exterior noise exposure of 65 dBA Ldn allows the interior standard to be met without any specialized structural attenuation (e.g., dual paned windows) (Ibid.). For typical residential construction (i.e., light frame construction with ordinary sash windows), the minimum amount of exterior to interior noise reduction is at least 20 dBA with exterior doors and windows closed and approximately 15 dBA with windows partially open for ventilation. Buildings constructed of stucco or masonry with dual-glazed windows and solid core exterior doors can be expected to achieve an exterior to interior noise reduction of approximately 25-30 dBA (SOURCE V.1b-DEIR volume).

At the end of 2018, amendments to the State CEQA Guidelines were adopted by the State of California that included changes to the Appendix G environmental checklist, including elimination of questions related to exposure to noise. The questions focus on the potential temporary and permanent noise generated by a project.

Impact Analysis. The proposed project would result in varying increases in temporary and permanent noise levels as discussed below. The nearest sensitive noise receptors are residential uses located on and adjacent to the project site.

Temporary Noise Increases. There would be a temporary increase in existing noise levels during demolition, earthwork, and construction of the project. Construction noise levels would 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. The highest noise levels would be generated during demolition and grading, with lower noise levels occurring during building construction and paving. As explained in the General Plan 2030 EIR, construction sound levels would be intermittent and varied through a single day as well as throughout the duration of project construction. In addition, as indicated in the General Plan EIR, the noise levels would decrease with distance from the construction site at a rate of approximately 6 dBA per doubling of distance.

The *General Plan 2030* includes goals, policies, and actions that set forth measures to avoid and minimize adverse impacts of increased noise resulting from construction or operation of development projects (HZ3.1.1, HZ3.1.2, HZ3.1.3, and HZ3.1.5). The General Plan 2030 EIR concluded that with implementation of General Plan policies and adherence to City regulations, temporary noise impacts from future development would be less than significant. The General Plan EIR concluded that development accommodated by the plan would result in construction of varying sound levels and duration, but with implementation of General Plan policies and actions that set forth measures to minimize exposure to construction noise levels, the increase in temporary noise levels from construction-related activities would be considered less than significant. General Plan policies seek to minimize and monitor construction noise (HZ3.1.3, HZ3.1.5). In particular, the General Plan seeks to ensure that construction activities are managed to minimize overall noise impacts on surrounding land uses (HZ3.1.3). (The General Plan 2030 EIR analyses are included on pages 4.13-20 to 4.13-22 of the Draft EIR volume.)

Development projects are reviewed on a case-by-case basis, and typical conditions of approval include limiting the day and times of day during which construction and/or heavy construction can be conducted, provision of notification to neighbors regarding construction schedules, and implementation of a process to receive and respond to noise complaints. These are some of the types of measures that may be required by the City to manage and minimize construction noise impacts of development projects per proposed General Plan Actions HZ3.1.3 and HZ3.1.5 (SOURCE V.1b-DEIR volume).

Construction of the proposed project would result in temporary increases in noise levels that would be variable throughout the construction period. Sensitive noise receptors in the vicinity would experience a temporary increase in noise levels. However, construction sound levels would be intermittent and varied through a single day as well as throughout the duration of project construction, and construction noise levels would decrease with distance from the construction site. Overall, construction noise levels would be temporary and short-term, and would fluctuate throughout the construction period with

the construction activities producing higher noise levels occurring earlier in the construction phase. Therefore, construction noise would not result in substantial increases in temporary noise levels, and the project would result in a *less-than-significant impact* regarding temporary noise increases.

Permanent Noise Increases. The project would result in replacement of an existing single-family residence, which is not a land use that is typically associated with activities that would generate substantial permanent increases in ambient noise levels. Net increases in traffic resulting from the project would be minimal as the project consists of a replacement of an existing single-family residence with a new unit of similar size. As such, project-generated traffic would not substantially increase ambient noise levels in the project vicinity. Therefore, the project would not result in generation of a significant permanent increase in ambient noise levels, resulting in a *less-than-significant impact*.

(b) Vibration. Vibration is an oscillatory motion through a solid medium, in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Typically, groundborne vibration generated by heavy equipment or traffic on rough roads attenuates rapidly with distance from the source of the vibration so that potential impact areas are confined to short distances. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels.

Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. Vibration decreases rapidly with distance. The General Plan 2030 EIR indicates that there were no planned land uses that would be expected to result in generation of groundborne vibration, and that the potential for vibration is mostly associated with construction-related impacts. Standard construction equipment typically does not generate substantial levels of vibration.

Neither project construction nor future residential uses would result in activities or use of equipment that would create excessive vibration or expose people to excessive vibration and impacts, and the project would result in *no impact*.

(c) Location Near Airport. The closest public airport is the Watsonville Municipal Airport located more than 13 miles south in the City of Watsonville. The Bonny Doon Airport, a private airstrip, is located approximately 8.8 miles north of the project site. The project is not located near a public airport or private airstrip, and therefore would result in *no impact*.

14. Population and Housing

(a) Population Growth. The City had a population of 63,065 people as of January 1, 2026 (SOURCE V.6). The City's existing average household size is 2.2 (SOURCE V.6).

Impact Analysis. The proposed project consists of replacement of an existing single-family residence with a unit of similar size and would not result in a net increase in residential dwelling units. There are two additional bedrooms than currently exist that may slightly increase average household size. Even if it is assumed that the average household size is increased by two to three people based on the proposed bedroom count, the addition of 3 people to the existing population would result in a City population of approximately 63,068. This is well within the adopted regional population forecast of 72,218 for the City of Santa Cruz for the year 2030 (SOURCE V.3a). Thus, the proposed project is consistent with current regional forecasts and would not substantially induce unplanned population growth. Therefore, the potential increase in population resulting from the project would be within planned growth, and the project would result in a *less-than-significant impact* related to population growth.

(b) Displacement of People or Housing. The project consists of demolition and reconstruction of a existing single-family residence. The existing dwelling is not currently occupied. Therefore, the project would not result in the displacement of people or housing. Therefore, the project would result in *no impact*.

15. Public Services

(a-b, e) Fire, Police and Other Public Services. The project would be served by existing public services. The proposed project would result in an incremental demand for police and fire protection services and other public services provided by the City of Santa Cruz. A recent review of cumulative impacts on City fire and police protection services was conducted as part of the City's Downtown Plan Expansion EIR (SOURCE V.2b). The review included cumulative development projects as part of the review and concluded that future police services demand would not lead to the need for new or expanded City Police Department facilities (SOURCE V.2b).

The review found that the City's Fire Department currently has inadequate space and equipment to meet existing needs, which would be further impacted by cumulative development. Potential expanded or new fire facilities would be located at the existing eastside location of Station 2 and possibly near UCSC. Expansion or new construction would be considered infill development at this site, which is surrounded by development. While existing and cumulative development may require new or physically altered fire protection facilities, locations for expansion or construction are expected to be located within developed areas and were not expected to result in significant physical impacts (SOURCE V.2b).

Impact Analysis. The proposed project consists of replacement of an existing single-family residence with a unit of similar size and would not result in an increase in units. There would be two additional bedrooms than currently exist that may slightly increase average household size, but the project would not substantially increase population relative to existing conditions. Thus, the project would have no measurable effect on existing public services in that the incremental increase in demand would not require expansion of any facilities to serve the project. New development would be required to install automatic fire sprinklers in accordance with City requirements and comply with other Fire Department recommendations regarding access. Therefore, the project would not result

in substantial adverse physical impacts associated with the provision of new or altered facilities for provision of fire, police and other public services, resulting in a *less-than-significant impact*.

(c) Schools. Schools and educational services are provided to City residents by the Santa Cruz City Schools District (SCCS), as well as a number of private schools, for grades K through 12. There are five elementary schools, and the secondary district includes two middle schools, three comprehensive high schools, a continuation school, an independent studies program and a home school program with a combined existing student population of approximately 6,134 students (SOURCE V.8). According to the District's updated 2024 Developer Fee Justification Study for the Santa Cruz School Districts, District facilities have the capacity to accommodate 6,262 students (SOURCE V.8).

Impact Analysis. The proposed project consists of replacement of an existing single-family residence with a unit of similar size and would not result in an increase in housing units. There would be two additional bedrooms than currently exist that may slightly increase average household size, but the project would not substantially increase population relative to existing conditions. The proposed residence would be served by the SCSD. Development of the project would result in an estimated student enrollment increase of approximately 0.42 students throughout all grades, conservatively accounting for additional bedrooms.[3] Schools serving the project site (Bay View Elementary School, Mission Hill Middle School, and Santa Cruz High School) have adequate capacity to serve the project based on current enrollments[4] and school capacities identified in the General Plan 2030 EIR (SOURCE V.1b-DEIR volume). Expansion of existing facilities would not be required to serve the project, and therefore, the project would result in a *less-than-significant impact* related to school facilities.

In accordance with Section 65995(h) of the California Government Code, the project would be required to pay school impact fees to the SCSD at the time of the building permit issuance. These fees are used to mitigate impacts associated with long-term operation and maintenance of school facilities. The project applicant's fees would be determined at the time of the building permit issuance and would reflect the most current fee amount established by the SCSD. School fees from residential and commercial uses would help fund necessary school service and facilities improvements to accommodate anticipated population and school enrollment growth within the SCSD service area and would allow for the SCSD to allocate these funds as deemed necessary. Pursuant to Government Code Section 65995, payment of development fees is "full and complete mitigation" for impacts on schools. Therefore, the project would result in a *less-than-significant impact* on public schools.

(d) Parks. The City manages, maintains and operates more than 1,700 acres of parks and open space lands, including various community/recreational facilities. The City has responsibility for

---

[3] Based on an average generation rate of .2132 students per household per the SCSDs *2024 Developer Fee Justification Study for the Santa Cruz School Districts*, Schoolworks Inc., June 2022, page 5.

[4] California Department of Education. 2024. California School Directory-School Profiles. Available online at https://www.cde.ca.gov/SchoolDirectory/.

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. The nearest recreational facilities to the project site include: 1) Laurel Park, located a couple blocks from the project site at the London Nelson Community Center; 2) Depot Park, located south of the project site along Center Street south of Laurel Street; 3) Chestnut Park at the end of Chestnut Street next to Neary Lagoon; and 4) Neary Lagoon Wildlife Refuge, located off of Chestnut Street south of Laurel Street.

The General Plan 2030 established per capita goals for neighborhood and community parks to ensure adequate parks throughout the City. The City's standard is to provide neighborhood parks at a ratio of 2.0 acres per 1,000 people with a service radius of ½ mile. The City's goal for community parks is 2.5 acres per 1,000 people with a service radius of 1.5 miles. According to the Parks Master Plan 2030, the City is currently underserved for neighborhood and community park space. To meet existing goals, a total of 67 acres of parks would need to be created to meet the forecasted population growth associated with the City of Santa Cruz General Plan 2030 growth estimates (SOURCE V.2e).

The Parks Master Plan does not specify locations for new parks or recreational facilities, but some of the Plan's policies and actions support new and expanded recreational uses and/or facilities. For many recommended new or expanded uses, specific site locations are not identified in the Master Plan, and, in some cases, additional study is recommended in order to identify suitable locations. The Parks Master Plan supports consideration of recreational facilities, identified below, after additional studies are conducted in the future to further evaluate potential uses and site locations. In addition, new, expanded or renovated facilities or structures are recommended in the Parks Master Plan at a variety of existing parks throughout the City, including San Lorenzo and DeLaveaga Parks (SOURCE V.2e).

Impact Analysis. The project would result in reconstruction of an existing single-family of similar size as the existing unit. The project would not result in a net increase in the number of dwelling units. and would not substantially increase population relative to existing conditions. Project residents would use a range of neighborhood and regional parks in the vicinity and surrounding area. The minor potential increased population resulting from the project would not, in and of itself, trigger the need for a new park as it does not meet the City's standard for a new neighborhood park, and existing nearby parks would be adequate to serve the project's residents.

While the City's Parks Master Plan 2030 identifies an existing deficit of 67 acres of park land throughout the City, this is an existing condition that cannot be corrected by any one individual development project, especially given limited availability of land for new parks. The City's 2030 Parks Master Plan identifies park needs and improvements to existing parks and recreational facilities but does not propose creating additional park land. The Master Plan includes improvements to existing facilities, and no new parks or facilities are specifically identified. The projects and recommendations in the Parks Master Plan are intended to support the City's resident and visitor population. Furthermore, the Parks Master Plan identifies potential new facilities and uses that could be developed

throughout the City after further study and also recommends a broad range of improvements and upgrades for existing facilities and potential new facilities, which would be in support of the Plan's goals and policies to provide adequate parks and recreational facilities throughout the City for its population.

Thus, the proposed project and associated residential demand for parks would not be of a level that would require new or physically altered parks, resulting in a *less-than-significant impact* to parks.

16. Recreation

(a) Use of Existing Parks and Recreational Facilities. As indicated above, the proposed project would result in a potentially minor increase in residential population with an incremental increased demand for, and use of, public parks and recreational facilities, and there are several nearby parks that could serve project residents. The incremental increased use of public parks resulting from the project would be spread throughout a number of parks and facilities throughout the day. The level of use by future project residents would not be considered substantial in that it is not expected that park or recreational facility use as a result of the project would lead to substantial deterioration of any one park facility. Therefore, impacts on existing parks and recreational facilities would be *less than significant*.

Furthermore, the City imposes a "Parks and Recreation Facilities Tax" (pursuant to Chapter 5.72 of the Municipal Code) on new residential development within the City, payable at the time of issuance of a building permit. The collected taxes are placed into a special fund, and "shall be used and expended solely for the acquisition, improvement and expansion of public park, playground and recreational facilities in the City" (Municipal Code section 5.72.100).

(b) New Recreational Facilities. The project does not include public recreational facilities. Therefore, the project would result in *no impact* related to potential significant impacts resulting from provision of new park or recreational facilities.

17. Transportation/Traffic

(a) Conflict with Circulation Plan, Policy, or Ordinance. The project site is located on Chestnut Street north of Laurel Street. Project access will be provided via an existing driveway on Chestnut Street.

Other major roads serving the project area include Mision Street-Highway 1 (State Route 1) to the north and Laurel Street to the south. The Santa Cruz Metro Transit District (METRO) Center is located about one-half mile from the project site. Pedestrian and bicycle facilities are located in the area.

The *General Plan 2030* includes goals, policies and actions that set forth comprehensive measures to reduce vehicle trips, increase vehicle occupancy, encourage use of alternative transportation modes, and promote alternative-sustainable land use patterns, all of which would help reduce vehicle trips, and avoid and minimize adverse impacts related to traffic. In

particular, several policies and actions call for implementation of road, pedestrian, bicycle and transit improvements through the City's Capital Improvement Program and other sources (M2.1.3, M2.3.2, M3.2.2). The proposed project consists of replacement of an existing single-family dwelling in a developed area in downtown Santa Cruz. It is considered an infill development project that is encouraged in the General Plan and is located in an area designated for higher density that is in proximity to transit, bicycle and pedestrian facilities. Thus, the project is consistent with City policies that promote sustainable land use patterns, mixed-use development, and consolidation of parcels along transit corridors to encourage use of other transportation modes (LU4.2, 1, LU4.2.1, LU3.7, LU3.8, CD3.3, and M1.1.

The project would not conflict with any policies, programs or regulations addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The project is located in a developed area near transit, services, and recreation with a sidewalk and bike lane network. The project location is in proximity to transit, bicycle, and pedestrian facilities, which would facilitate use of alternative modes of transportation, consistent with General Plan transportation policies and goals. Therefore, the project would not conflict with plans or policies regarding the City's circulation system. Additionally, the project would be required to pay the City's traffic impact fee at the time of building permit issuance. These fees are used to address needed traffic improvements at key intersections for circulation and also for alternative transportation improvements; 15 percent of the collected traffic impact fees are allocated to alternative transportation improvements. Therefore, the project would result in *no impact* with regards to potential conflicts with circulation policies.

<u>(b) Conflicts with State CEQA Guidelines</u>. CEQA Guidelines section 15064.3, subdivision (b) codifies the switch from LOS to vehicle miles traveled (VMT) as the metric for transportation analysis pursuant to state legislation adopted in 2013. In September 2013 Governor Brown signed Senate Bill 743 which made significant changes to how transportation impacts are to be evaluated under CEQA. SB 743 directs the Governor's Office of Planning and Research (OPR) to develop a new metric to replace LOS as a measure of impact significance and suggests vehicle miles traveled as that metric. According to the legislation, upon certification of the guidelines, automobile delay, as described solely by LOS shall not be considered a significant impact (Section 21009(a)(2)). SB 743 also creates a new CEQA exemption for certain projects that are consistent with the regional Sustainable Communities Strategy.

CEQA Guidelines section 15064.3(b) indicates that development projects that exceed an applicable VMT threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less-than-significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

In accordance with the amended CEQA Guidelines, the City has transitioned from intersection LOS formerly used for traffic impact analyses to VMT as the metric for determining potentially significant impacts. The City adopted a VMT transportation threshold on June 9, 2020 in accordance with CEQA and state requirements, as well as VMT Implementation Guidelines that are consistent with the State's SB 743 Guidelines. The threshold generally establishes that a

project exceeding a level of 15 percent below the County-wide average VMT may result in a significant transportation impact. The City's adopted SB 743 (VMT) Implementation Guidelines include potential Transportation Demand Management (TDM) measures to help achieve VMT reduction. Updates to the City's Guidelines were adopted on June 14, 2022.

The City's guidelines to determine whether a land use project is within the VMT threshold includes a screening process in which situations are identified under which projects are determined to not have a significant impact and further VMT analysis is not required. The guidelines require that each distinct land use for a mixed-use project be analyzed separately unless they are determined to be insignificant to the total VMT. The guidelines also state that housing projects are expected to cause a less-than-significant impact on VMT if a high percentage of the project is affordable, as determined by the City. Furthermore, projects, or portions of a project, that meet the screening criteria do not require a CEQA transportation analysis, and such projects, or portions of a project, will have a non-significant CEQA transportation impact based on their project location and characteristics. According to the City's guidelines, projects that would not be expected to result in a significant VMT impact and that are screened out from further transportation impact review include:

- Small projects that generate fewer than 110 trips per day;
- Projects near high quality transit: within a ½ mile of a major transit stop or a high quality transit corridor with a combined service interval frequency of 15 minutes or less during the AM and PM peak hours;
- Local-serving retail if a single store is less than 50,000 square feet or project is a local-serving project as determined by the City;
- Affordable housing projects that provide a high percentage of affordable housing as determined by the City;
- Local essential service, including day care center, public K-12 schools, police or fire facility, medical/dental office building, government offices, and supportive housing types (assisted living, permanent supportive housing, memory care, etc.);
- Map based screening; and
- Redevelopment projects that do not result in a net increase in VMT (SOURCE V.2d).

Impact Analysis. City staff reviewed the project in accordance with the City's adopted guidelines. The proposed project would screen through on the "small projects" criteria as it would generate less than 110 trips/day. In addition, the project is within a ½ mile of an existing major transit stop, the Santa Cruz METRO station, including existing bus stop location while a new transit station is under reconstruction. For these reasons, the project qualifies as a 'Project Near High Quality Transit' and would not result in a significant impact related to VMT based on the City's adopted threshold and guidelines.

As a result of the above, according to the City's guidelines, the project would not result in a significant impact related to VMT based on the City's adopted threshold and guidelines and is screened out from further VMT impact review. Therefore, the project would result in a *less-than-significant impact* related to VMT and would not conflict or be inconsistent with CEQA Guidelines section 15064.3.

(c, d) Design-Safety and Emergency Access. The project has been designed in accordance with standard City requirements, and there are no access designs that would substantially increase hazards. The project would continue to provide access via a driveway from Chestnut Street. Furthermore, the project would be designed in accordance with City fire department requirements and would provide for adequate emergency access. For these reasons, the project would not result in increased hazards related to project design, would not provide inadequate emergency access, and would result in *no impact* related to project design that could result in substantial increases in hazards.

18. Tribal Cultural Resources

(a-b) Tribal Cultural Resources and Consultation. The California Public Resources Code section 21084.2 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." Assembly Bill (AB) 52 requires that California lead agencies consult with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of a proposed project, if so requested by the tribe. AB 52 also specifies that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource (TCR) is a project that may have a significant effect on the environment. Defined in Section 21074(a) of the Public Resources Code, a TCR is a site feature, place, cultural landscape, sacred place, or object, which is of cultural value to a California Native American tribe and is either listed in or eligible for listing in the California Register of Historical Resources or a local historic register, or the lead agency, at its discretion, chooses to treat the resource as a TCR.

The City of Santa Cruz received formal requests for notification on proposed projects pursuant to Public Resources Code (PRC) section 21080.3.1 from two Native American tribes traditionally and culturally affiliated with the City. The City received the requests from the Amah Mutsun Tribe in April 2022 and from the Costanoan Rumsen Carmel Tribe in May 2024. Both of these tribes requested notification of development projects within the City pursuant to AB 52 requirements codified in Public Resources Code section 21080.3.1.

Pursuant to PRC section 21080.3.1, the City provided notification of the Project to the Amah Mutsun Tribal Band and the Costanoan Rumsen Carmel Tribe on April 30, 2026 (via email), which was within 14 days of determining the Project application was complete. Neither Native American tribe has contacted the City of Santa Cruz and requested consultation within the 30-day period to request consultation.

As described in Section VI.6 above, an archaeological investigation of the site was conducted, and the project would not result in impacts to known resources. Although the project is located within an area considered to have low potential for archaeological sensitivity or archaeological resources, there is the potential for the discovery of unknown pre-contact archaeological resources or historic archaeological resources during soil-disturbing construction. While no known TCRs are known to be located on the project site, it is possible that ground-disturbing activities would have the potential to encounter unknown subsurface resources, the discovery of which would be subject to procedures outlined in City regulations as described in section VI.6. Therefore, the proposed project would result in *no impact* to tribal cultural resources.

19. Utilities and Service Systems

(a) Relocation or Construction of Utilities. The project would be served by existing utilities. The project would not require the relocation or construction of new utilities, other than extension of utility lines to serve the project, and there would be *no impact.*

(b) Water Supply. The project site is located within the service area of the City of Santa Cruz Water Department, which serves an approximate 20-square-mile area. The service area includes: the entire City of Santa Cruz, adjoining unincorporated areas of Santa Cruz County, a small part of the City of Capitola, and the University of California at Santa Cruz campus. The unincorporated areas served by the City of Santa Cruz include Live Oak, the area along Graham Hill Road that extends north of the city, and limited service along the coast north of the city, primarily along State Highway 1. Water is treated at the City's Graham Hill Water Treatment Plant (GHWTP), except for groundwater, which is treated as part of the Beltz well system.

Water Supplies. All of the City's water supplies are obtained from local sources. No water is purchased from state or federal sources or imported to the region from outside the Santa Cruz area. The City's water system relies predominantly on local surface water supplies, which include the North Coast sources (Liddell Spring and Laguna, Majors, and Reggiardo Creeks), the San Lorenzo River (Felton Diversion, Tait Diversion, and Tait Wells), and Loch Lomond Reservoir. The balance of the City's supply comes from groundwater, all of which is extracted from the Beltz Well system in the Santa Cruz Mid-County Groundwater Basin. During the past ten years, the North Coast sources represented 20 percent of the total water supply, the San Lorenzo River represented 60 percent, Loch Lomond Reservoir (Newell Creek) represented 15 percent, and Beltz Well system contributed the remaining 5 percent The City does not currently operate its own recycled water system, but the Pasatiempo Golf Course, a customer of the Water Department, uses recycled water supplied by the City of Scotts Valley and treated onsite, which reduces demand for potable water from the Santa Cruz system. (SOURCE V.2a).

Existing and Future Water Demand. The City's 2025 Urban Water Management Plan (UWMP), which was adopted by the City Council pursuant to state law, reports that for many decades, water use in Santa Cruz increased along with population and new water service accounts, except during two major drought periods in the late 1970s and the early 1990s. Around 2000, this pattern changed: demand began to flatten, accelerated by price changes, drought, economic downturn, and other factors. In 2015, after two years of drought and water rationing, annual water use fell to a level of about 2.5 billion gallons, similar to the use during the 1970s drought. In 2025, demand remains at a similar level, around 2.6 billion gallons. While demand did rebound to prior levels following droughts in the 1970s and 1980s, demand has not rebounded to pre-drought conditions following 2015, contrary to previous projections. Water demand is expected to grow slowly and reach approximately 2.9 billion gallons per year by 2045 and 2050 (SOURCE V.2a).

Water Supply Augmentation Strategies-Future Water Projects. Although Santa Cruz has a very low system-wide water demand, it still faces ongoing water supply reliability challenges as discussed below. The amount of water available from the City's flowing water sources can change dramatically from year to year, resulting in inconsistent water supply. Climate change

is expected to make the City's water supplies even more variable, and the City has limited storage capacity to weather multi-year droughts. The City is also committed to improving fish habitat by diverting less water from its flowing sources at certain times. To address these reliability issues, the City is advancing a set of water system projects designed to improve long-term reliability (SOURCE V.2a).

Since 2016, the City of Santa Cruz has been pursuing its Water Supply Augmentation Strategy (WSAS) developed by the Water Supply Advisory Committee (WSAC) as described in the City's 2025 UWMP. The overarching goal of the WSAS is to provide significant improvement in the sufficiency and reliability of the City water supply. The WSAS portfolio elements include the following:

- Element 0: Demand Management. Additional water conservation with a goal of achieving an additional 200 to 250 MGY of demand reduction by 2035 by expanding water conservation programs.
- Element 1: Transfers and Exchanges. Passive recharge of regional aquifers by working to develop agreements for delivering surface water to the Soquel Creek Water District and/or the Scotts Valley Water District so they can rest their groundwater wells, help the aquifers recover, and potentially store water for use by the City in dry periods.
- Element 2: Aquifer Storage and Recovery (ASR). Active recharge of regional aquifers by using existing infrastructure and potential new infrastructure in the Purisima aquifer in the Soquel-Aptos Basin (now referred to as the Santa Cruz Mid-County Groundwater Basin), in the Santa Margarita/Lompico/Butano aquifers (now referred to as the Santa Margarita Groundwater Basin) in the Scotts Valley area, or in both to store water that can be available for use by the City in dry periods.
- Element 3: Recycled Water or Desalination. A potable water supply using advanced-treated recycled water as its source as a supplemental or replacement supply in the event the groundwater storage strategies described in Element 1 and Element 2 prove insufficient to meet the goals of cost-effectiveness, timeliness, or yield. In the event advanced-treated recycled water does not meet the City's needs, desalination would become Element 3.

Since 2015, the Water Department has advanced the study of these elements, initiating and completing a significant body of work that provides additional details about cost, yield and timeliness of using the available supply augmentation sources to improve supply reliability. These efforts yielded two key policy and planning documents: the City's Securing Our Water Future Policy (SOWF), adopted in 2022, and the Water Supply Augmentation Implementation Plan (WSAIP), completed in 2025, which lay out a pathway for the City to implement supply augmentation alternatives in a phased manner to increase supply reliability (SOURCE V.2a).

The City's WSAIP, finalized in 2026, advances the planning of the supply augmentation elements identified in the WSAS. The WSAIP evaluates multiple water supply alternatives including transfers and exchanges, ASR, recycled water, and desalination. The WSAIP compiled and ranked various portfolios of water supply alternatives, and provided a recommended portfolio. A key part of the WSAIP is an adaptive roadmap strategy which identifies key decision points

which could result in changes to the water supply augmentation strategy. The selected portfolio includes the following water supply alternatives:

- Construction of ASR facilities
- Transfers and in-lieu groundwater banking with Scotts Valley Water District in the Santa Margarita Groundwater Basin
- Transfers with Soquel Creek Water District (SOURCE V.2a).

Should the selected alternatives prove infeasible or unable to yield the necessary supply, the City could pursue an alternate path as identified in the WSAIP. In this scenario, a local direct potable reuse project would be advanced first. If a potable reuse project could not be completed (e.g., due to inability to secure permits, public opposition, or inadequate wastewater supplies), a desalination project would be advanced (SOURCE V.2a). The City also has embarked on a Capital Investment Program (CIP), the Santa Cruz Water Program, to secure the City's future water supply portfolio, to improve reliability and resiliency in the face of climate change, and to address aged infrastructure. Some elements of the program will directly implement supply augmentation alternatives identified in the WSAIP to meet the goals of the WSAS. The CIP also includes projects that will support reliability such as improvements to the Graham Hill Water Treatment Plant, Tait Diversion, and Coast Pump Station (SOURCE V.2a).

Water Supply Availability. The 2025 UWMP includes two statewide-required assessments:

- Drought Risk Assessment (DRA) – evaluates the next five years (2026–2030).
- Water Service Reliability Assessment (WSRA) – evaluates reliability through 2050 under normal, dry, and extended drought conditions.

Both the DRA and WSRA incorporated the City's planned water supply augmentation program. Although the planned water supply augmentation projects are not yet complete, the projects are advancing and are expected to be built. Therefore, the projects are included in the forecasts of future water supplies.

The WSRA under historic hydrology found that water supply would meet projected demand under all conditions. The WSRA under the selected climate change condition found that water supply would meet projected demand under normal/average year and single-dry year conditions in all years through 2050. Under the selected climate change condition in the five-consecutive year drought condition, in 2030 a small shortage (four percent) could occur in the fifth year of the drought sequence, but after 2035, implementation of planned projects would provide adequate supply to meet projected demand through 2050 (SOURCE V.2a).

The short-term DRA and longer-term WSRA show that while the City remains vulnerable to extreme drought, particularly in the near term, the planned projects that the City is actively pursuing are expected to provide adequate supply to reliably meet projected demand through 2050. In the event that supplies fall short of demand resulting in a water shortage emergency, the Water Shortage Contingency Plan would be implemented (SOURCE V.2a).

Impact Analysis. The proposed project could potentially result in a slight increased potable water demand, which would not be substantial, and the project could be served by existing City water supplies, which would be adequate to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. Therefore, the impact is *less than significant*.

The proposed project consists of demolition and reconstruction of an existing single-family residence of similar size as the existing house with two additional bedrooms. While, the additional bedrooms would result in a potentially minor increase in water demand, it is expected that this demand would be at least partially, if not fully, offset with the installation of water-conserving fixtures from what are currently installed in the existing, older structure.

As indicated above, the assessments conducted for the recently adopted 2025 UWMP, which account for development and growth to the year 2045, found that water supply would meet projected demand under all conditions and under the selected climate change condition found that water supply would meet projected demand under normal/average year and single-dry year conditions in all years through 2050. Under the selected climate change condition in the five-consecutive-year drought condition, in 2030 a small shortage (four percent) could occur in the fifth year of the drought sequence, but after 2035, implementation of planned projects would provide adequate supply to meet projected demand through 2050 (SOURCE V.2a). While the City remains vulnerable to extreme drought, particularly in the near term, the planned projects that the City is actively pursuing are expected to provide adequate supply to reliably meet projected demand through 2050. In the event that supplies fall short of demand resulting in a water shortage emergency, the Water Shortage Contingency Plan would be implemented (SOURCE V.2a).

During periods of dry years and drought, water customers could be subject to water curtailment as enacted by the City. Project residents would be required to comply with required curtailment orders if imposed as would all of the service area customers. The Project's estimated water demand is very minimal compared to the total projected water demand in 2030. If a shortage and subsequent curtailment were to occur, the Project's demand when spread out among all users would not be a substantial increase as to cause further curtailment than would already be required throughout the service area. Therefore, the impact of increased water demand on water supplies due to the Project is considered less than significant as there are sufficient supplies from existing sources to serve the project during normal and single-year dry periods, and the Project's minimal demand during multiple-year droughts would not be substantial in comparison to total demand.

In addition, the Project would be subject to City development standards and requirements that include requirements for installation of water conservation fixtures and landscaping for new construction. The project also would pay the required "System Development Charge" for the required new service connection. This charge as set forth in Chapter 16.14 of the City's Municipal Code is intended to mitigate the water supply

impacts caused by new development in the City of Santa Cruz water service area, and the funds are used for construction of public water system improvements and conservation programs.

The City considered availability of water supplies to serve the customers in its service area to the year 2045, which would include the project and other "reasonably foreseeable future development," in the 2025 UWMP. Thus, based on the findings of the 2025 UWMP explained above, the demand from the Project and reasonably foreseeable development would not result in more stringent contingency measures than already anticipated for a multiple dry year period. Therefore, water supplies with implementation of planned City water supply augmentation projects are sufficient to serve the project and reasonably foreseeable development, and the impact regarding water supply availability is *less-than-significant*.

(c) Wastewater Treatment Capacity. The project would be served by the City's wastewater treatment facility. The proposed project could result in a minor increase in wastewater flows due to additional bedrooms in the proposed reconstructed single-family home, which would be at least partially offset with the required installation of water-conserving fixtures. The potential net increase in wastewater flows would be minor, similar to an additional two to three single-family homes and would not be considered substantial in that the City's existing remaining wastewater treatment capacity available to the City's service area is approximately 4.0 million gallons per day (SOURCE V2.XX), which is more than adequate to serve the project. Thus, increased wastewater generated by the project would result in a *less-than-significant impact* on wastewater treatment capacity.

(d-e) Solid Waste Disposal. Solid waste collection and disposal services, including recycling services, are provided to City residents, businesses, and institutions within the City's boundaries by the City of Santa Cruz. The City's Resource Recovery Facility (RRF) is located approximately 3 miles west of the City off Highway 1 at 605 Dimeo Lane. The site covers 100 acres with 67 acres available for disposal use. The RRF only accepts municipal solid waste and serves as a sorting facility to remove any recyclable or composting materials. The recycling center accepts a variety of recyclable materials.

The RRF is permitted to receive a total of 10,484,325 cubic yards (cy) of solid waste, including wood waste, tires, sludge (biosolids), mixed municipal wastes, metals, inert wastes, industrial wastes, green materials, dead animals, and construction/demolition wastes. As of July 31, 2021, the landfill had a remaining capacity of approximately 5.3 million cy (approximately 51%) and is anticipated to reach maximum final capacity in the year 2054. In 2023, 65,687 tons of solid waste were disposed of at the RRF, which is an average of approximately 180 tons per day (approximately 34% of daily capacity) (SOURCE V.2a).

Impact Analysis. The proposed project consists of replacement of an existing single-family residence of similar size as the existing dwelling unit with two additional bedrooms. Estimated solid waste generation rates provided by CalRecycle indicate approximately 3.6 to 8.6 pounds of solid waste could be generated daily per multi-family residential unit per day or 7.8 to 11.4 pounds per unit per day for a single-family residence (SOURCE V.2b). The

proposed project could result in a slight, minor increase in daily solid waste. However, the City's RRF has a remaining capacity of approximately 51% or approximately 5.3 million cy of solid waste. Daily throughput in 2023 averaged 34% of the RRF's permitted daily capacity of 535 tons (SOURCE V.2b). Thus, the City's RRF would have adequate capacity to accommodate a potential minor increase in solid waste generated by the project, and the impact would be *less-than-significant*.

20. Wildfire

(a) Emergency Plans. Existing and proposed access to the project site is from Chestnut Street. The project involves demolition of an existing single-family residential structure and construction of a new single-family residential structure but would not include any changes to existing public roadways that provide emergency access to the site. Therefore, the project would not substantially impair an adopted emergency response or evacuation plan and would result in *no impact*.

(b, d) Exacerbate Wildfire Impacts. The project site is not located in or near a state responsibility area nor a high fire hazard area as identified in the City's *General Plan 2030* (SOURCE V.1b-DEIR Figure 4.6-1). The project site is located in a developed urban area and would not significantly increase exposure to wildland fire hazards or exacerbate wildfire risks as the site is not located adjacent to or in proximity to a wildfire hazard area. Therefore, the project would result in *no impact.*

(c) Installation of Infrastructure. Infrastructure such as roads, fuel breaks, emergency water sources, power lines or other utilities may exacerbate fire risk or may result in temporary or ongoing impacts to the environment. The project would not require installation of infrastructure that would exacerbate fire risks. New utility connections to the project site would be underground within an existing developed urban area. Therefore, the project would not expose people or structures to a significant risk related to wildfires, and there would be *no impact*. See also section VI.9(g) above.

21. Mandatory Findings of Significance

(a) Quality of the Environment. Regarding potential effects on cultural resources, as indicated in Section VI.5(a), the project could result in potentially significant impacts to historical resources, which will be further evaluated in an EIR. The project would not result in impacts to biological resources with imposition of the City's standard conditions of approval for pre-construction nesting bird surveys. The project would not degrade the quality of the environment or otherwise substantially adversely affect fish and wildlife habitats or threaten to eliminate a plant or animal community.

(b) Cumulative Impacts. Cumulative impacts related to development accommodated by the City's General Plan were found to be less than significant in the General Plan 2030 EIR, except for potential significant cumulative impacts related to traffic, water supply, population, and noise. These and other potentially significant cumulative impacts will be further reviewed in an 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.

INTENTIONALLY LEFT BLANK