



County of Santa Cruz

PLANNING DEPARTMENT

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CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) INITIAL STUDY/ENVIRONMENTAL CHECKLIST

Date: Friday December 17, 2021 **Application Number:** 201208
Project Name: Mattison Lane Apartments **Staff Planner:** Lezanne Jeffs

I. OVERVIEW AND ENVIRONMENTAL DETERMINATION

APPLICANT: Jim Weaver **APN(s):** 025-211-02 and -07
OWNER: Rubino Enterprises II LLC **SUPERVISORIAL DISTRICT:** First District

PROJECT LOCATION: The project is located on the south side of Mattison Lane, approximately 1,000 feet from the intersection of Mattison Lane and Soquel Drive, across the street from Good Shepherd School. The site lies within the community of Live Oak in unincorporated Santa Cruz County. Santa Cruz County is bounded on the north by San Mateo County, on the south by Monterey and San Benito counties, on the east by Santa Clara County, and on the south and west by the Monterey Bay and the Pacific Ocean.

SUMMARY PROJECT DESCRIPTION:

This is a proposal to develop a 10-unit apartment complex, grouped into five two-story duet style buildings, and associated site improvement on two adjacent vacant parcels, with a combined area of approximately 2.5 acres. The project will be constructed in two phases, with the first phase including all site improvements and construction of four duet style buildings (eight units). An area for the second phase will be set aside for potential future construction of one additional duet style building.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: *All of the following potential environmental impacts are evaluated in this Initial Study. Categories that are marked have been analyzed in greater detail based on project specific information.*

- | | |
|---|---|
| <input checked="" type="checkbox"/> Aesthetics and Visual Resources | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Population and Housing |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Recreation |

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: *All of the following potential environmental impacts are evaluated in this Initial Study. Categories that are marked have been analyzed in greater detail based on project specific information.*

- | | |
|--|---|
| <input type="checkbox"/> Energy | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Wildfire |
| <input checked="" type="checkbox"/> Hydrology/Water Supply/Water Quality | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Land Use and Planning | |

DISCRETIONARY APPROVAL(S) BEING CONSIDERED:

- | | |
|--|---|
| <input type="checkbox"/> General Plan Amendment | <input type="checkbox"/> Coastal Development Permit |
| <input type="checkbox"/> Land Division | <input checked="" type="checkbox"/> Grading Permit |
| <input type="checkbox"/> Rezoning | <input type="checkbox"/> Riparian Exception |
| <input checked="" type="checkbox"/> Development Permit | <input type="checkbox"/> LAFCO Annexation |
| <input type="checkbox"/> Sewer Connection Permit | <input type="checkbox"/> Other: |

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (e.g., permits, financing approval, or participation agreement):

Permit Type/Action

Additional permits may be required.

Agency

California Department of Fish and Wildlife (CDFW)

CONSULTATION WITH NATIVE AMERICAN TRIBES: *Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?*

No California Native American tribes traditionally and culturally affiliated with the area of Santa Cruz County have requested consultation pursuant to Public Resources Code section 21080.3.1.

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 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.



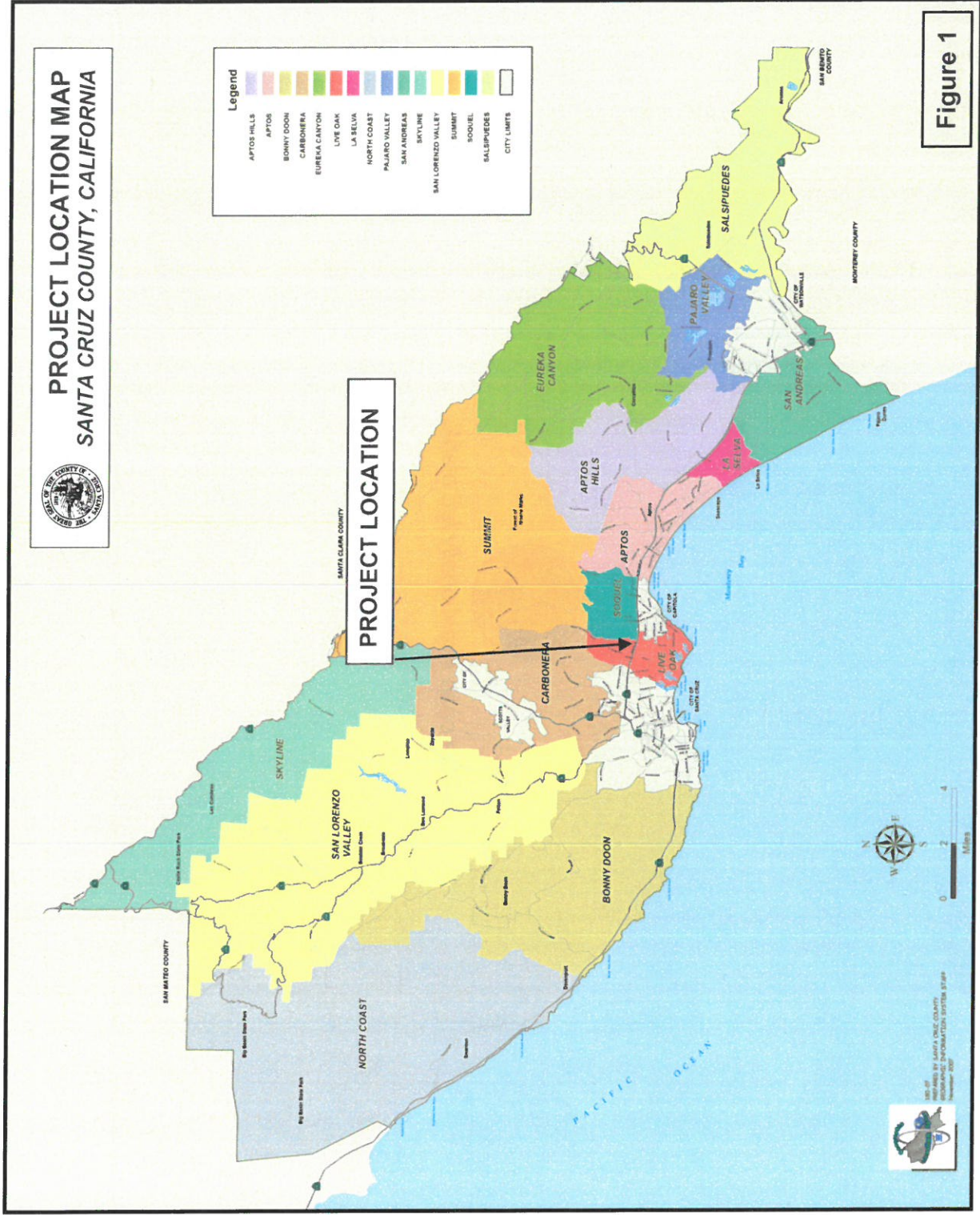
MATT JOHNSTON, Environmental Coordinator



Date

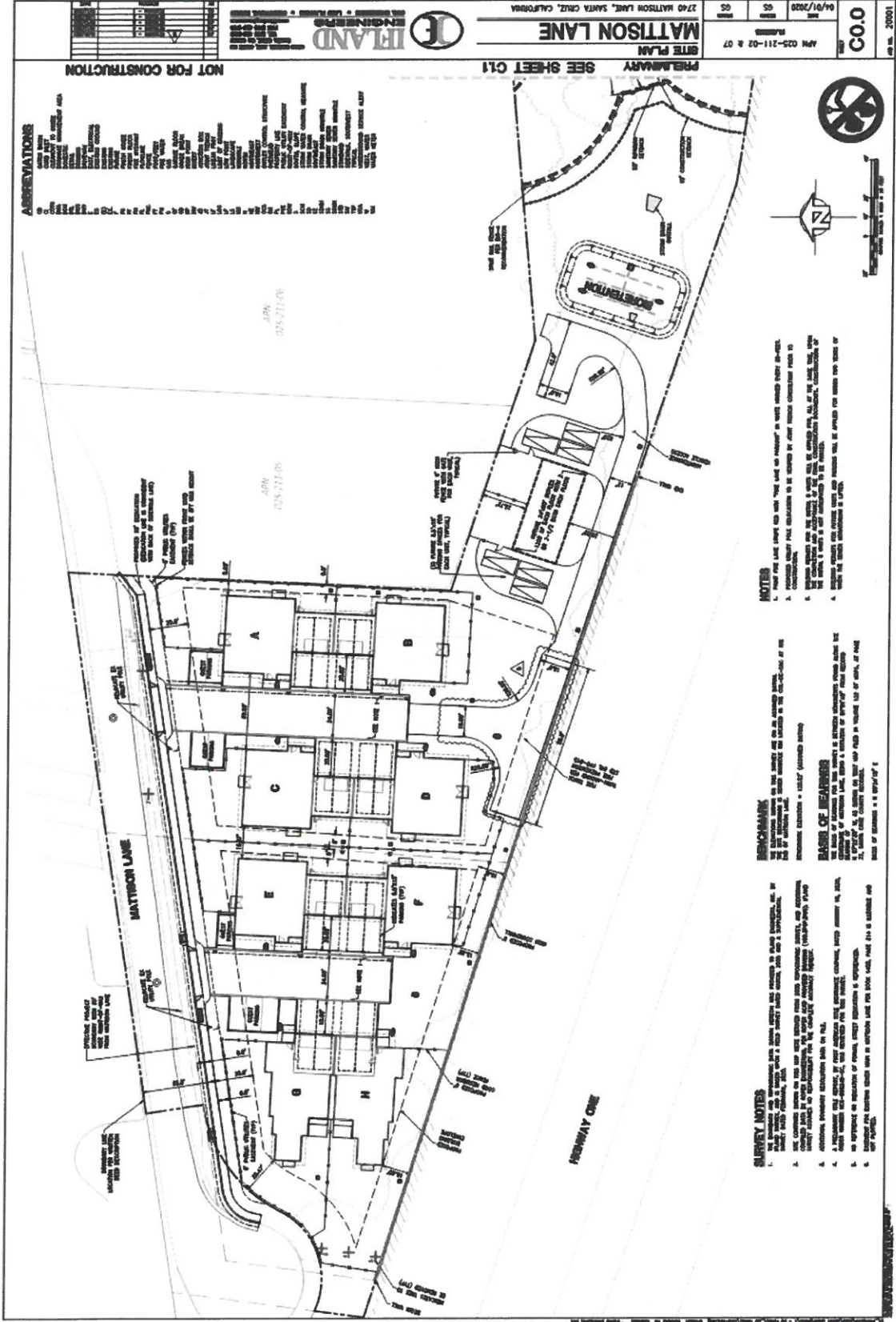


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Project Site Plan

Figure 2



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II. BACKGROUND INFORMATION

EXISTING SITE CONDITIONS:

Parcel Size (acres): Approximately 2.5 acres
Existing Land Use: Vacant Lot
Vegetation: Annual Grassland, Landscape Tree and Shrub Groves, and Mixed Riparian Woodland
Slope in area affected by project: 0 - 30% 31 - 100% N/A
Nearby Watercourse: Rodeo Creek Gulch
Distance To: 0 feet - Rodeo Creek Gulch runs along the eastern boundary of the project site

ENVIRONMENTAL RESOURCES AND CONSTRAINTS:

Water Supply Watershed:	No	Fault Zone:	No
Groundwater Recharge:	Yes -Portion	Scenic Corridor:	Yes - HWY 1
Timber or Mineral:	No	Historic:	No
Agricultural Resource:	No	Archaeology:	Yes -Portion
Biologically Sensitive Habitat:	No	Noise Constraint:	No
Fire Hazard:	No	Electric Power Lines:	Overhead Power Lines Along Mattison Lane
Floodplain:	AE; X	Solar Access:	No
Erosion:	Low	Solar Orientation:	South
Landslide:	No	Hazardous Materials:	No
Liquefaction:	Low on developable area of the parcel	Other:	N/A

SERVICES:

Fire Protection:	Central Fire	Drainage District:	Zone 5
School District:	Soquel Union	Project Access:	Mattison Lane
Sewage Disposal:	County of Santa Cruz	Water Supply:	City of Santa Cruz

PLANNING POLICIES:

Zone District: RM-6
General Plan: R-UL; O-U
Urban Services Line: Inside Outside
Coastal Zone: Inside Outside
Special Designation: N/A

ENVIRONMENTAL SETTING AND SURROUNDING LAND USES:

Natural Environment

Santa Cruz County is uniquely situated along the northern end of Monterey Bay approximately 55 miles south of the City of San Francisco along the Central Coast. The Pacific Ocean and Monterey Bay to the west and south, the mountains inland, and the prime agricultural lands along both the northern and southern coast of the county create limitations on the style and amount of building that can take place. Simultaneously, these natural features create an environment that attracts both visitors and new residents every year. The natural landscape provides the basic features that set Santa Cruz apart from the surrounding counties and require specific accommodations to ensure building is done in a safe, responsible and environmentally respectful manner.

The California Coastal Zone affects nearly one third of the land in the urbanized area of the unincorporated County with special restrictions, regulations, and processing procedures required for development within that area. Steep hillsides require extensive review and engineering to ensure that slopes remain stable, buildings are safe, and water quality is not impacted by increased erosion. The farmland in Santa Cruz County is among the best in the world, and the agriculture industry is a primary economic generator for the County. Preserving this industry in the face of population growth requires that soils best suited to commercial agriculture remain active in crop production rather than converting to other land uses.

PROJECT BACKGROUND:

The project site is located within the area identified in the Sustainable Santa Cruz County plan as the medical district/flea market focus area which envisions new housing close to services and stores. The site is located between Highway 1 and Soquel Drive, approximately 1,000 feet south of the intersection of Soquel Drive and Mattison Lane. The neighborhood consists of a wide variety of one and two-story single-family dwellings, including older and renovated residences, predominantly in a ranch style. The project is surrounded by single-family dwellings to the east, west, and north. To the north, across Mattison Lane, is a school campus (Good Shepard School) that serves students from preschool through eighth grade. To the south the project site abuts Highway 1, which is designated as a scenic road in the County's General Plan (Policy 5.10.10).

The project site consists of two contiguous parcels of land (APN: 025-211-02) approximately 1.9 acres in size, and (APN: 025-211-07) approximately 0.65 acre in size, totaling approximately 2.55 acres. The site is irregular in shape and is accessed via Mattison lane to the north. The subject property was historically used for agricultural purposes and was developed as a fruit processing plant sometime between 1931 to 1988. The property has been vacant since 2002 and is secured by a 6-foot-high chain-linked fence and a gate.

The property is relatively level. However, the site slopes down toward Rodeo Creek Gulch, which flows from north to south along the eastern property boundary. Although the site is mainly open grassland, a portion of the site close to the eastern property line, where it is within the riparian corridor along Rodeo Creek Gulch, contains a mixed riparian woodland. In addition, there is a 40-foot-wide area of tress and other vegetation within the adjacent Caltrans/Highway 1 right-of-way, which creates a buffer that separates the travelled roadway from the project site.

DETAILED PROJECT DESCRIPTION:

This is a proposal to develop the two adjacent vacant parcels (APNs: 025-211-02 and -07) with a 10-unit apartment complex, grouped into five two-story duet style buildings, and associated site improvements. Access to the site will be provided by two private driveways accessed from Mattison Lane. Individual entrances into the units will be provided on the ground floor along the building frontage facing these private driveways.

Per General Plan Objective 2.8 Urban Low Density Residential Designation (R-UL), densities set forth residential developments must be within the range of 4.4 to 7.2 units per net developable acre in areas within the Urban Service Line. With the proposed 10 units and the total combined net developable area of 1.9 acres, the proposed density is 5.2 units per acre, which meets the objective of the County General Plan and Local Coastal Program.

Santa Cruz County Board of Supervisors passed the Resolution No.05-18 on December 6, 2005 (Attachment 1) and adopted a moratorium on sewer connections due to the undersized trunklines within the Arana and Rodeo Gulch Basins. The County Sanitation District is actively working on upgrading the trunklines and currently awaiting to receive environmental clearances and bond financing. Construction of sewer improvements is anticipated to begin in the spring of 2022 and should be completed by the end of 2023.

The subject property is located within the Rodeo Gulch Sewer Basin and is therefore subject to the development restrictions of the Rodeo Gulch Moratorium, allowing only four sanitary sewer connections per vacant lot. Therefore, the project will be constructed in two phases. In the first phase, only eight units are proposed, with the remaining two units to be developed, as a second phase once the Santa Cruz County Sanitation District has completed their proposed upgrades to the sanitary sewer pipelines in the Rodeo Gulch Basin.

First phase includes construction of four duet style buildings for a total of eight units (Units A-H) and the associated site improvement. The associated site improvements are including but not limited to construction of a new sidewalk along Mattison Lane, placement of new utilities underground and relocation of the existing poles on Mattison lane. In addition, an eight-foot-high sound wall will be installed along the southern property line. The second phase includes construction of one additional duet style building, consisting of two units (Units I and J). The

buildings are mirror images of each other in form and floor plan, with minor differences in detailing, with each unit containing a private backyard.

The proposed unit sizes are for units A to F are each 1,902 square feet and for units G and H are each 1,713 square feet. Each duet will be connected at the garage common wall. Each unit contains four bedrooms and three bathrooms and will include two-car garages that are approximately 400 square feet each. The proposed unit sizes are for units I and J, that will be constructed in the second phase, are each 1,200 square feet and will contain two bedrooms and two bathrooms. No covered parking is proposed for units I and J but there will be uncovered parking for each dwelling, including two tandem spaces, located on either side of the building.

III. ENVIRONMENTAL REVIEW CHECKLIST

A. AESTHETICS AND VISUAL RESOURCES

Except as provided in Public Resources Code section 21099, would the project:

1. Have a substantial adverse effect on a scenic vista?

Discussion: The project site is potentially visible in scenic vistas from public trails located at the higher elevations of the Anna Jean Cummings Park, which is located approximately 0.5 miles northeast of the project site. However, the project site is surrounded by an existing urbanized area and therefore the proposed residential apartments would blend with the surrounding development and would not be prominent in views from the park. Impacts would therefore be less than significant.

2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Discussion: The project is located within the area identified in the Sustainable Santa Cruz County plan as the medical district/flea market focus area which envisions new housing close to services and stores. Although the subject property is currently vacant, it is surrounded by other developments such as single-family dwellings to the east, west, and north and a school to the north. Primary access to the project site is from Mattison Lane which is a county-maintained local road.

The project site abuts Highway 1 to the south, which is designated as a scenic road in the County's General Plan (Policy 5.10.10). However, Highway 1 is not visible from Mattison lane due to a 40-foot-wide row of trees and vegetation that runs along the southern property line, within the Caltrans/Highway 1 right-of-way. These trees create a buffer that separates Highway 1 and the project site. Similarly, the view from Highway 1 into the project site is restricted due to the vegetation which screens the subject property from view. In addition, the applicant is proposing to construct an eight-foot-high sound wall along the southern property line and this structure will restrict views of the proposed development from the adjacent travel lanes. The wall itself may be visible beneath the canopy of the trees but will match other walls along the highway and so will not have a significant visual impact.

As designed and laid out the project would not directly impact any public scenic vistas along Highway 1 and therefore the visual impacts from the project will be less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
3. <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: The subject property is located within an urbanized area and the proposed development of ten multi-family dwelling units constitutes an appropriate development that will be consistent with the site’s R-UH General Plan designation. The project has been designed to be consistent with County Code sections that regulate height, bulk, density and setbacks within the RM-6 zone district and will also comply with the landscaping, and other design guidelines for new structures as set out in County Code Chapter 13.11, Site, Architectural and Landscape Design Review. Impacts from the development would therefore be less than significant.

4. <i>Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The project would contribute an incremental amount of night lighting to the visual environment. However, lighting at the proposed apartment complex would be consistent with the surrounding urban uses and, has been designed in conformance with the standards for lighting set out in the Santa Cruz County Code designed reduce the impact of lighting on surrounding uses. These standards, together with the following additional requirements, that are included as conditions of approval of the project, will further reduce an already less than significant impact:

- All site, building, security and landscape lighting shall be directed onto the site and away from adjacent properties.
- All lighting shall meet energy code requirements of the California Building Code.
- Light sources shall not be visible from adjacent properties. Light sources shall be shielded by landscaping, structure, fixture design or other physical means. Building and security lighting shall be integrated into the building design.
- Final plans shall include a lighting plan which demonstrates site lighting does not result in glare or excess light leaving the subject property (no spill over).
- All lighted parking and circulation areas shall utilize low-rise light standards or light fixtures attached to the building. Light fixtures shall not exceed 15 feet in height.

- In the event that site lighting results in off-site glare as determined by the Planning Director, the following measures shall be implemented to the extent necessary to reduce glare:
 - Reduction in the total effective light emitted (change in wattage or bulb intensity,
 - Change in the type or method of lighting (change in bulb or illumination type),
 - Removal of lighting creating the off-site glare.

As proposed the project will not adversely day or nighttime views of the area and would not have a significant impact

B. 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:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project site does not contain any lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. In addition, the project does not contain Farmland of Local Importance. Therefore, no Prime Farmland, Unique Farmland, Farmland of Statewide or Farmland of Local Importance would be converted to a non-agricultural use. No impact would occur from project implementation.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 2. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project site is zoned RM-6, which is not considered to be an agricultural zone. Additionally, the project site's land is not under a Williamson Act contract. Therefore, the project does not conflict with existing zoning for agricultural use, or a Williamson Act contract. No impact is anticipated.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 3. 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))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project site is mostly comprised of open grassland area and does not contain any timber resources. Further the site is not located within the vicinity of any land designated for Timber Production or mapped as containing Timber Resources. Therefore, the project would not affect any timber resource or access to harvest any resource in the future and there will be no impact.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 4. Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: No forest land occurs on the project site or in the immediate vicinity. See discussion under B-3 above. No impact is anticipated.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 5. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project site and surrounding area within a radius of 1.3 miles does not contain any lands designated as Prime Farmland, Unique Farmland, Farmland of Statewide Importance or Farmland of Local Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, no Prime Farmland, Unique Farmland, Farmland of Statewide, or Farmland of Local Importance would be converted to a non-agricultural use. In addition, the project site contains no forest land, and no forest land occurs within 4.9 mile(s) of the project site. Therefore, no impacts are anticipated.

C. AIR QUALITY

The significance criteria established by the Monterey Bay Air Resources District (MBARD)¹ has been relied upon to make the following determinations. Would the project:

1. Conflict with or obstruct implementation of the applicable air quality plan?

Discussion: Option: The project would not conflict with or obstruct any long-range air quality plans of the MBARD, including the District’s Air Quality Management Plan (AQMP). Because general construction activity related emissions (i.e., temporary sources) are accounted for in the emission inventories included in the air quality plans, impacts to air quality plan objectives are less than significant.

General estimated basin-wide construction-related emissions are included in the MBARD emission inventory (which, in part, form the basis for the air quality plans cited below) and are not expected to prevent long-term attainment or maintenance of the ozone and particulate matter standards within the North Central Coast Air Basin (NCCAB). Therefore, temporary construction impacts related to air quality plans for these pollutants from the project would be less than significant, and no mitigation would be required, since they are presently estimated and accounted for in the District’s emission inventory, as described below.

The project would result in some new long-term operational emissions from vehicle trips (mobile emissions), the use of natural gas (energy source emissions), and consumer products, architectural coatings, and landscape maintenance equipment (area source emissions). Mobile source emissions constitute most operational emissions from this type of land use development project. However, emissions associated with buildout of this type of project is not expected to exceed any applicable MBARD thresholds. No stationary sources would be constructed that would be long-term permanent sources of emissions. Therefore, impacts to regional air quality as a result of the long-term operation of the project would be less than significant.

Santa Cruz County is located within the North Central Coast Air Basin (NCCAB). The NCCAB does not meet state standards for ozone (reactive organic gases [ROGs] and nitrogen oxides [NOx]) and fine particulate matter (PM10). Therefore, the regional pollutants of concern that would be emitted by the project are ozone precursors and PM10.

The primary sources of ROG within the air basin are on and off-road motor vehicles, petroleum production and marketing, solvent evaporation, and prescribed burning. The primary sources of NOx are on and off-road motor vehicles, stationary source fuel combustion, and industrial processes. In 2010, daily emissions of ROGs were estimated at 63

¹ Formerly known as the Monterey Bay Unified Air Pollution Control District (MBUAPCD).

tons per day. Of this, area-wide sources represented 49%, mobile sources represented 36%, and stationary sources represented 15%. Daily emissions of NOx were estimated at 54 tons per day with 69% from mobile sources, 22% from stationary sources, and 9% from area-wide sources. In addition, the region is “NOx sensitive,” meaning that ozone formation due to local emissions is more limited by the availability of NOx as opposed to the availability of ROG (MBUAPCD, 2013b).

PM10 is the other major pollutant of concern for the NCCAB. In the NCCAB, highest particulate levels and most frequent violations occur in the coastal corridor. In this area, fugitive dust from various geological and man-made sources combines to exceed the standard. The majority of NCCAB exceedances occur at coastal sites, where sea salt is often the main factor causing exceedance. In 2005 daily emissions of PM10 were estimated at 102 tons per day. Of this, entrained road dust represented 35% of all PM10 emission, windblown dust 20%, agricultural tilling operations 15%, waste burning 17%, construction 4%, and mobile sources, industrial processes, and other sources made up 9% (MBUAPCD, 2008).

Given the modest amount of new traffic that would be generated by the project there is no indication that new emissions of ROG or NOx would exceed MBARD thresholds for these pollutants; and therefore, there would not be a significant contribution to an existing air quality violation.

Emissions from construction activities represent temporary impacts that are typically short in duration, depending on the size, phasing, and type of project. Air quality impacts can nevertheless be acute during construction periods, resulting in significant localized impacts to air quality. Table 1 summarizes the threshold of significance for construction activities.

Activity	Potential Threshold*
Construction site with minimal earthmoving	8.1 acres per day
Construction site with earthmoving (grading, excavation)	2.2 acres per day

*Based on Midwest Research Institute, Improvement of Specific Emission Factors (1995). Assumes 21.75 working weekdays per month and daily watering of site.

Note: Construction projects below the screening level thresholds shown above are assumed to be below the 82 lb/day threshold of significance, while projects with activity levels higher than those above may have a significant impact on air quality.

Additional mitigation and analysis of the project impact may be necessary for those construction activities.

Source: Monterey Bay Unified Air Pollution Control District, 2008.

Impacts

Construction

As required by the MBARD, construction activities (e.g., excavation, grading, on-site vehicles) which directly generate 82 pounds per day or more of PM10 would have a significant impact on local air quality when they are located nearby and upwind of sensitive receptors such as the Good Shepherd School. The school boundary is located approximately 30 feet north of the project site; However, the closest building is located 150 feet north of the project site and the school's recreation areas are beyond the school building and further away from the proposed development. Construction projects below the screening level thresholds shown in Table 1 are assumed to be below the 82 lb/day threshold of significance, while projects with activity levels higher than those thresholds may have a significant impact on air quality. The proposed project would require minimal grading. Although the project would produce PM10, it would be far below the 82 pounds per day threshold. This would result in less than significant impacts on air quality from the generation of PM10.

Construction projects using typical construction equipment such as dump trucks, scrapers, bulldozers, compactors, and front-end loaders that temporarily emit precursors of ozone (i.e., volatile organic compounds [VOC] or oxides of nitrogen [NOx]), are accommodated in the emission inventories of state- and federally-required air plans and would not have a significant impact on the attainment and maintenance of ozone ambient air quality standard (AAQS) (MBUAPCD 2008).

Although not a mitigation measure per se (i.e., required by law), California ultralow sulfur diesel fuel with a maximum sulfur content of 15 ppm by weight will be used in all diesel-powered equipment, which minimizes sulfur dioxide and particulate matter.

The following BMPs will be implemented during all site excavation and grading operations.

Recommended Measures:

- No mitigation is required. However, MBARD recommends the use of the following BMPs for the control of short-term construction generated emissions: Water all active construction areas at least twice daily as necessary and indicated by soil and air conditions.
- Prohibit all grading during periods of high wind (over 15 mph).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days)

- Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed areas.
- Haul trucks shall maintain at least 2' 0" freeboard.
- Cover all trucks hauling soil, sand, and other loose materials.
- Plant tree windbreaks on the windward perimeter of construction projects if adjacent to open land.
- Plant vegetative ground cover in disturbed areas as quickly as possible.
- Cover inactive storage piles.
- Install wheel washers at the entrance to construction sites for all existing trucks.
- Pave all roads on construction sites.
- Sweep streets, if visible soil material is carried out from the construction site.
- Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and corrective action within 48 hours. The phone number of the Monterey Bay Air Resources District shall be visible to ensure compliance with Rule 402 (Nuisance),
- Limit the area under construction at any one time.

Implementation of the above recommended BMPs for the control of construction-related emissions would further reduce construction-related particulate emissions. These measures are not required by MBARD or as mitigation measures, as the impact would be less than significant without mitigation. These types of measures are commonly included as conditions of approval associated with development permits approved by the County.

2. *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?*

Discussion: The primary pollutants of concern for the NCCAB are ozone and PM₁₀, as those are the pollutants for which the district is in nonattainment. Project construction would have a limited and temporary potential to contribute to existing violations of California air quality standards for ozone and PM₁₀ primarily through diesel engine exhaust and fugitive dust. The criteria for assessing cumulative impacts on localized air quality are the same as those for assessing individual project impacts. Projects that do not exceed MBARD's construction or operational thresholds and are consistent with the AQMP would not have cumulatively considerable impacts on regional air quality (MBARD, 2008). Because the project would not exceed MBARD's thresholds and is consistent with the AQMP, there would not be cumulative impacts on regional air quality.

3. *Expose sensitive receptors to substantial pollutant concentrations?*

Discussion: Good Shepherd School, the closest land use supporting sensitive receptors, is located directly to the north of the project site, across Mattison Lane. The school boundary is located approximately 30 feet north of the project site; However, the closest building is located 150 feet north of the project site and the school's recreation areas are beyond the school building and further away from the proposed development. In addition, there are several medical office buildings within less than one-half mile northwest of the project site, that provide services to a population considered to be sensitive receptors.

Diesel exhaust contains substances (diesel particulate matter [DPM], toxic air contaminants [TACs], mobile source air toxics [MSATs]) that are suspected carcinogens, along with pulmonary irritants and hazardous compounds, which may affect sensitive receptors such as young children, senior citizens, or those susceptible to respiratory disease. Where construction activity occurs in proximity to long-term sensitive receptors, a potential could exist for unhealthful exposure of those receptors to diesel exhaust, including residential receptors.

Impacts

The project is located on the border of Live Oak and Soquel and sensitive receptors would be as close as 150 feet measuring from the school building to the project area. All the recreational areas of the school are located behind the school building. Since construction is anticipated to occur over a 78-week period (18 months), the sensitive receptors would be affected for a maximum of 18 months, which is less than two percent of the 70-year maximum exposed individual criteria used for assessing public health risk due to emissions of certain air pollutants (MBUAPCD 2008).

Due to the intermittent and short-term temporary nature of construction activities (i.e., 18 months), emissions of DPM, TACs, or MSATs would not be sufficient to pose a significant risk to sensitive receptors from construction equipment operations during the course of the project.

The project would not be expected to expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant.

4. *Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

Discussion: Land uses typically producing objectionable odors include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses that would be associated with objectionable odors. Odor emissions from the proposed project

would be limited to odors associated with vehicle and engine exhaust and idling from cars entering, parking, and exiting the facility. The project does not include any known sources of objectionable odors associated with the long-term operations phase.

During construction activities, only short-term, temporary odors from vehicle exhaust and construction equipment engines would occur. California ultralow sulfur diesel fuel with a maximum sulfur content of 15 ppm by weight would be used in all diesel-powered equipment, which minimizes emissions of sulfurous gases (sulfur dioxide, hydrogen sulfide, carbon disulfide, and carbonyl sulfide). As the project site is in a coastal area that contains coastal breezes off of the Monterey Bay, construction-related odors would disperse and dissipate and would not cause substantial odors at the closest sensitive receptors. The nearest sensitive receptors are the students at Good Shepherd School. The school boundary is located approximately 30 feet north of the project site, However, the closest building is located 150 feet north of the project site and the school’s recreation areas are beyond the school building and further away from the proposed development. Therefore, no objectionable odors are anticipated from construction activities associated with the project. Furthermore, any construction-related odors would be short-term and would cease upon completion.

The project is not expected to result in significant impacts related to objectionable odors during construction or operation and would not create any long-term objectionable odors that would affect a substantial number of people; therefore, the project would have a less than significant impact.

D. BIOLOGICAL RESOURCES

Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| <p>1. 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?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion: The project site is located in an area that was identified as a potential area of biotic concern during preliminary analysis. A biotic report was prepared for this project by Biotic Resources Group, dated October 5, 2020. This report has been reviewed and accepted by the Planning Department Environmental Section (Attachment 2). In addition, an Arborist’s Report prepared by Maureen Hamb Professional Consulting Services, dated August 28, 2018, and a Biological Constraints memo prepared by Olberding Environmental Inc., dated April 17, 2018, were also considered during this review.

The Project Impact Area is comprised primarily of non-native grassland, with some sparse trees and shrubs that are located along Mattison Lane in an area mapped by the project Biologist as landscape tree and shrub groves. This existing landscape area will require removal as will three dead/dying Monterey pines which were recommended for removal in the 2017 Arborist Report for risk management. Additionally, construction activities and permanent development, including a sound wall and driveway, are proposed within the dripline of existing oak trees located along the Caltrans ROW beyond the chain link fence. Grading or trenching could potentially cause direct mortality or decline of these trees after construction is complete. To protect these trees, all recommendations included in the Arborist Report for proper root and canopy pruning must be adhered to.

There are sensitive habitat constraints on the project site associated with arroyo riparian Woodland (located at the western edge of the project site), oak trees, and habitat for nesting birds that must be considered prior to and during project implementation. The proposed project meets the required minimum 50-foot riparian corridor setback and an additional 10-foot construction setback. The residential buildings, future building site and all parking, as well as the bioretention basin and storm drain outfall, will be located outside this County-designated riparian corridor setback. Therefore, the completed project is not expected to create any permanent impediments to dispersal of wildlife. Landscaping activities associated with the project will result in a net increase in tree cover on the parcel.

Migratory Bird Treaty Act

Migratory birds are protected under the federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR Part 10 including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). All migratory bird species are protected by the MBTA. Any disturbance that causes direct injury, death, nest abandonment, or forced fledging of migratory birds, is restricted under the MBTA. Any removal of active nests during the breeding season or any disturbance that results in the abandonment of nestlings is considered a “take” of the species under federal law.

Impacts

The project area provides potential nesting habitat for birds of prey and birds listed by the MBTA. The project includes a comprehensive landscape plan that shows many trees and shrubs planted throughout the parcel. Trees, shrubs, and grassland in and adjacent to the study area provide potential nesting and foraging habitat for birds of prey and migratory birds. Birds of prey and migratory birds are offered protection under the California Fish and Game Code, and

the Federal Migratory Bird Treaty Act (MBTA). Conditions have been included in the Biotic Report to protect nesting birds during project construction.

There are sensitive habitat constraints on the project site associated with arroyo riparian woodland, oak trees, and habitat for nesting birds that must be considered prior to and during project implementation. Conditions have been included below to protect native oak trees ensure that impacts to special status species, their habitats, and other sensitive habitats will be less than significant.

The mitigation measures below shall be incorporated into all phases of development for this project and shall also apply to all future development activities engaged in on the property.

Mitigation Measures

- BIO-1: Prior to any site disturbance, a pre-construction meeting shall be conducted. The purpose of the meeting will be to ensure that the conditions set forth in the proposed project description and Conditions of Approval are communicated to the various parties responsible for constructing the project. The meeting shall involve all relevant parties including the project proponent, construction supervisor, Environmental Planning Staff, and the project biologist.
- BIO-2: All recommended Avoidance, Minimization, and Mitigation Measures (Bio-1-Bio-4) outlined in Chapter 6 of the attached Biotic Report dated October 5, 2020, prepared by Biotic Resources Group shall be adhered to.
- BIO-3: If a special-status animal is identified at any time prior to or during construction, work shall cease immediately in the vicinity of the individual. The animal shall either be allowed to move out of harm's way on its own or a qualified biologist shall move the animal out of harm's way to a safe relocation site.
- BIO-4: Prior to construction, high visibility construction fencing or flagging as outlined in Bio-1 of the Biotic Report shall be installed, with the assistance of a qualified biologist, to indicate the limits of work and prevent inadvertent grading or other disturbance within the adjacent sensitive habitat. No work-related activity including equipment staging, vehicular access, and grading shall be allowed outside the limits of work.
- BIO-5: Impacts to oak trees shall be avoided to the maximum extent possible. All recommended measures for protection of oak trees outlined in the attached Arborist Report dated August 28, 2018, prepared by Maureen Hamb Professional Consulting Service, shall be adhered including proper root and canopy pruning. Trees to be retained shall be protected at or outside of the dripline, if possible, by a system of

fencing and straw bale barricades. The exact locations of the protection measures shall be determined in the field with the assistance of a qualified arborist or biologist.

BIO-6: Excavation will likely expose structural roots of several mature coast live oak trees in the Caltrans ROW (including trees #7 and #12 as identified in the arborist report). Several other trees will require heavy canopy pruning to provide clearance for construction access.

BIO-7: To compensate for impacts to oak trees and other native trees and comply with Santa Cruz County General Plan Policy 5.1.12, the following conditions shall be adhered to:

- All native trees compromised through grading, trenching, or heavy pruning shall be compensated for by planting in-kind on site at a minimum 3:1 ratio.
- To compensate for impacts to trees #7 and #12, a minimum of six coast live oak trees (or equivalent native species available at local nurseries) shall be planted on site.
- The species, size, and locations of all native tree plantings shall be included in the site-specific landscape plan and plant list. Native tree plantings shall be located in the 50-foot arroyo buffer (open grassy area between the split rail fence and the riparian woodland). All work associated with native tree plantings in this location must be completed by hand.
- The site-specific landscape plan shall include a 3-year management plan for maintenance and monitoring of native tree planting areas to maintain minimum 80% survival at year 3. Replacement plants shall be installed as needed during the monitoring period to meet survival rates. Annual habitat monitoring reports shall be submitted to the County Environmental Coordinator by December 31 of each monitoring year.
- The landscape Plan shall include the removal of acacia and pampas or jubata grass present on the subject parcels and monitoring and maintenance shall target the eradication of these species from the site.

BIO-8: Any seed mix used for erosion control purposes on temporarily impacted areas and exposed soils shall be limited to seeds of native species common to the surrounding habitat and/or sterile seeds.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 2. <i>Have a substantial adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations (e.g., wetland, native grassland, special forests, intertidal)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

zone, etc.) or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Discussion: The project site is located in an area that was identified as a potential area of biotic concern during preliminary analysis. A biotic report was prepared for this project by Biotic Resources Group, dated October 5, 2020. This report has been reviewed and accepted by the Planning Department Environmental Section (Attachment 2).

Riparian Woodland

Streams and their riparian corridors (as defined by Santa Cruz County Code Section 16.30.030) are granted special protections under the County’s Sensitive Habitat Protection and Riparian Corridor and Wetlands Protection ordinances (Chapters 16.30 and 16.32). Lands extending 50 feet out from each side of a perennial stream, and lands containing a riparian woodland are considered Riparian Corridors. Development activities are prohibited within Riparian Corridors unless Riparian Exception Findings (SCCC 16.30.060) are met, and a Riparian Exception is approved by County Planning.

At the project site, Rodeo Creek meets the definition of an arroyo under County Code. Projects located on properties abutting an arroyo are subject to additional development buffers. A 50-foot buffer is required from the edge of this Riparian Corridor as defined in SCCC 16.30.040(B), and an additional 10-foot setback from the edge of the buffer is required for all structures.

All components of the proposed project including the residential buildings, associated site improvements, a detention/retention pond, and a storm drain outfall, are located outside both the required riparian buffer and the associated construction setback at the arroyo. The 50-foot buffer and 10-foot construction setback are clearly identified on the project Plans. To further protect the riparian corridor, the project proposes installation of a permanent split rail fence at the boundary of the 50-foot buffer to protect the arroyo from future disturbance. Therefore, the project will not result in significant impacts to the Riparian Corridor.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 3. <i>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?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: There are no mapped or designated federally protected wetlands on or adjacent to the project site. Therefore, no impacts would occur from project implementation.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 4. <i>Interfere substantially with the movement of any native resident or migratory fish or</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

wildlife species or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Discussion: The project does not involve any activities that would interfere with the movements or migrations of fish or wildlife or impede use of a known wildlife nursery site. Therefore, no impacts would occur.

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|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 5. | <i>Conflict with any local policies or ordinances protecting biological resources (such as the Sensitive Habitat Ordinance, Riparian and Wetland Protection Ordinance, and the Significant Tree Protection Ordinance)?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project would not conflict with any local policies or ordinances and no impact would occur.

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| 6. | <i>Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project would not conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impact would occur.

E. CULTURAL RESOURCES

Would the project:

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|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. | <i>Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: There are no structures on the property, and the project site has been vacant since 2002. As a result, no impacts to historical resources would occur from project implementation.

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|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 2. | <i>Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: An Archaeological Survey Report was prepared for this project by Holman & Associates Archeological Consultants, dated January 2019. This report has been reviewed and accepted by the Planning Department Environmental Section (Attachment 3).

No archaeological resources have been identified in the project area. However, pursuant to SCCC section 16.40.040, if at any time in the preparation for or process of excavating or otherwise disturbing the ground, or any artifact or other evidence of a Native American cultural site which reasonably appears to exceed 100 years of age are discovered, the project has been conditioned to require that responsible persons shall immediately cease and desist from all further site excavation and comply with the notification procedures given in SCCC Chapter 16.40.040. Therefore, no significant impact is anticipated.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 3. <i>Disturb any human remains, including those interred outside of dedicated cemeteries?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Impacts are expected to be less than significant. However, pursuant to section 16.40.040 of the SCCC, and California Health and Safety Code sections 7050.5-7054, if at any time during site preparation, excavation, or other ground disturbance associated with this project, human remains are discovered, the responsible persons shall immediately cease and desist from all further site excavation and notify the Sheriff-Coroner and the Planning Director. If the coroner determines that the remains are not of recent origin, a full archaeological report shall be prepared, and representatives of local Native American Indian groups shall be contacted. If it is determined that the remains are Native American, the Native American Heritage Commission will be notified as required by law. The Commission will designate a Most Likely Descendant who will be authorized to provide recommendations for management of the Native American human remains. Pursuant to Public Resources Code section 5097, the descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. Disturbance shall not resume until the significance of the resource is determined and appropriate mitigations to preserve the resource on the site are established.

F. ENERGY

Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. <i>Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project, like all development, would be responsible for an incremental increase in the consumption of energy resources during site grading and construction. All project construction equipment would be required to comply with the California Air Resources Board (CARB) emissions requirements for construction equipment, which includes measures to reduce fuel-consumption, such as imposing limits on idling and requiring older engines and equipment to be retired, replaced, or repowered. In addition, the project would comply with General Plan policy 8.2.2, which requires all new development to be sited and designed to minimize site disturbance and grading. As a result, impacts associated with the small temporary increase in consumption of fuel during construction are expected to be less than significant.

The project's permanent operational energy use is also expected to be minimal. The project involves a new 10-unit apartment complex, grouped into five two-story duet style buildings, and associated site improvement. Once constructed, consumption of energy will be minimal, as the project involves the development of multi-family uses. Compliance with the CALGreen, the State of California's green building code, will ensure the energy efficiency of the buildings. In addition, as of 2018, residents and businesses in the County were automatically enrolled in Monterey Bay Community Power's community choice energy program, which provides locally controlled, carbon-free electricity delivered on existing transmission lines. Also, the location of this project is within an existing urbanized neighborhood with close access to Highway 1 and transit, which will help to reduce automobile usage. As a result, impacts will be less than significant.

In addition, the County has strategies to help reduce energy consumption and greenhouse gas (GHG) emissions. These strategies included in the *County of Santa Cruz Climate Action Strategy* (County of Santa Cruz, 2013) are outlined below.

Strategies for the Reduction of Energy Use and GHG Emissions

- Develop a Community Choice Aggregation (CCA) Program, if feasible.²
- Increase energy efficiency in new and existing buildings and facilities.
- Enhance and expand the Green Business Program.
- Increase local renewable energy generation.
- Public education about climate change and impacts of individual actions.

² Monterey Bay Community Power (MBCP) was formed in 2017 to provide carbon-free electricity. All Pacific Gas & Electric Company (PG&E) customers in unincorporated Santa Cruz County were automatically enrolled in the MBCP in 2018.

- Continue to improve the Green Building Program by exceeding the minimum standards of the state green building code (Cal Green).
- Form partnerships and cooperative agreements among local governments, educational institutions, nongovernmental organizations, and private businesses as a cost-effective way to facilitate mitigation and adaptation.
- Reduce energy use for water supply through water conservation strategies.

Strategies for the Reduction of Energy Consumption and GHG Emissions from Transportation

- Reduce vehicle miles traveled (VMT) through County and regional long-range planning efforts.
- Increase bicycle ridership and walking through incentive programs and investment in bicycle and pedestrian infrastructure and safety programs.
- Provide infrastructure to support zero and low emissions vehicles (plug in, hybrid plug-in vehicles).
- Increase employee use of alternative commute modes: bus transit, walking, bicycling, carpooling, etc.
- Increase the number of electric and alternative fuels vehicles in the County fleet.

Therefore, the project will not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impacts are expected to be less than significant.

2. *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

Discussion: AMBAG’s 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) recommends policies that achieve statewide goals established by CARB, the California Transportation Plan 2040, and other transportation-related policies and state senate bills. The SCS element of the MTP targets transportation-related greenhouse gas (GHG) emissions in particular, which can also serve to address energy use by coordinating land use and transportation planning decisions to create a more energy efficient transportation system.

The Santa Cruz County Regional Transportation Commission (SCCRTC) prepares a County-specific regional transportation plan (RTP) in conformance with the latest AMBAG MTP/SCS. The 2040 RTP establishes targets to implement statewide policies at the local level, such as reducing vehicle miles traveled and improving speed consistency to reduce fuel consumption.

In 2013, Santa Cruz County adopted a Climate Action Strategy (CAS) focused on reducing the emission of greenhouse gases, which is dependent on increasing energy efficiency and the use of renewable energy. The strategy intends to reduce energy consumption and greenhouse gas emissions by implementing a number of measures such as reducing vehicle miles traveled through County and regional long-range planning efforts, increasing energy efficiency in new and existing buildings and facilities, increasing local renewable energy generation, improving the Green Building Program by exceeding minimum state standards, reducing energy use for water supply through water conservation strategies, and providing infrastructure to support zero and low emission vehicles that reduce gasoline and diesel consumption, such as plug in electric and hybrid plug in vehicles.

In addition, the Santa Cruz County General Plan has historically placed a priority on “smart growth” by focusing growth in the urban areas through the creation and maintenance of an urban services line. Objective 2.1 (Urban/Rural Distinction) directs most residential development to the urban areas, limits growth, supports compact development, and helps reduce sprawl. The Circulation Element of the General Plan further establishes a more efficient transportation system through goals that promote the wise use of energy resources, reducing vehicle miles traveled, and transit and active transportation options.

Energy efficiency is a major priority throughout the County’s General Plan. Measure C was adopted by the voters of Santa Cruz County in 1990 and explicitly established energy conservation as one of the County’s objectives. The initiative was implemented by Objective 5.17 (Energy Conservation) and includes policies that support energy efficiency, conservation, and encourage the development of renewable energy resources. Goal 6 of the Housing Element also promotes energy efficient building code standards for residential structures constructed in the County.

The project will be consistent with the AMBAG 2040 MTP/SCS and the SCCRTC 2040 RTP. The project would also be required to comply with the Santa Cruz County General Plan and any implemented policies and programs established through the CAS. In addition, the project design would be required to comply with CALGreen, the state of California’s green building code, to meet all mandatory energy efficiency standards. Therefore, the project would not conflict with or obstruct any state or local plan for renewable energy or energy efficiency.

G. GEOLOGY AND SOILS

Would the project:

1. *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
A. 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion (A through D): All of Santa Cruz County is subject to some hazard from earthquakes, and there are several faults within the County. While the San Andreas fault is larger and considered more active, each fault is capable of generating moderate to severe ground shaking from a major earthquake. Consequently, large earthquakes can be expected in the future. The October 17, 1989, Loma Prieta earthquake (magnitude 7.1) was the second largest earthquake in documented in the history of central California.

The project site is located outside of the limits of the State Alquist-Priolo Special Studies Zone or any County-mapped fault zone (County of Santa Cruz GIS Mapping, California Division of Mines and Geology, 2001). The project site is located approximately 8.5 miles southwest of the San Andreas fault zone, and approximately 5.5 miles southwest of the Zayante fault zone.

A geotechnical investigation for the project was performed by Dees & Associates, Inc. dated May 2016 (updated October 5, 2021). This report has been reviewed and accepted by the Planning Department Environmental Section (Attachment 4).

The report concluded that the proposed development will be subject to at least one moderate to severe earthquake from one of the faults during the next fifty years. However, structures designed to the current California Building Code can resist strong seismic shaking. The proposed site improvements will be located within the western portion of the site, at least 300 feet from the steep slope that descends to Rodeo Creek Gulch and at least 50 feet from the six to eight-foot-high cut slope running along Highway 1 to the south. Based on the distance to nearby slopes, there is a very low potential for landslides to affect the proposed

improvements. Therefore, impacts associated with geologic hazards will be less than significant.

Implementation of the additional requirements included in the review letter prepared by Environmental Planning staff dated October 19, 2021, will serve to further reduce the potential risk of seismic shaking.

2. *Result in substantial soil erosion or the loss of topsoil?*

Discussion: A letter was prepared by Dees & Associates, Inc. dated October 18, 2021, indicating that there is a potential for some erosion to occur where a low spot in the graded bench concentrates runoff, but there was no erosion observe in that location at this time.

The proposed drainage system will collect runoff and meter the runoff onto a gentle slope east of the proposed improvements. The gentle slope continues over one hundred feet past the proposed discharge area before the slope steepens along the edges of the drainage. There is a low potential for erosion to occur from the proposed drainage system as long as the drainage outlet is armored.

In addition, prior to approval of a grading or building permit, the project must have an approved stormwater pollution control plan (SCCC Section 7.79.100), which would specify detailed erosion and sedimentation control measures. The plan would include provisions for disturbed areas to be planted with ground cover and to be maintained to minimize surface erosion. Impacts from soil erosion or loss of topsoil would be considered less than significant.

3. *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?*

Discussion: The report project that was prepared by Dees & Associates, Inc. dated May 2016 (updated October 5, 2021) did not identify a significant potential for damage caused by any of these hazards (see discussion under G-1). Therefore, no impact is anticipated.

4. *Be located on expansive soil, as defined in section 1803.5.3 of the California Building Code (2016), creating substantial direct or indirect risks to life or property?*

Discussion: The geotechnical report for the project did not identify any elevated direct or indirect risks associated with expansive soils. Therefore, no impact is anticipated.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
5. <i>Have soils incapable of adequately supporting the use of septic tanks, leach fields, or alternative waste water disposal systems where sewers are not available for the disposal of waste water?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: No septic systems are proposed. The project would connect to the Santa Cruz County Sanitation District, and the applicant would be required to pay standard sewer connection and service fees that fund sanitation improvements within the district as a Condition of Approval for the project. Therefore, no impact is anticipated.

6. <i>Directly or indirectly destroy a unique paleontological resource or site of unique geologic feature?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: No unique paleontological resources or sites or unique geologic features are known to occur in the vicinity of the project. A query was conducted of the mapping of identified geologic/paleontological resources maintained by the County of Santa Cruz Planning Department, and there are no records of paleontological or geological resources in the vicinity of the project parcel. No direct or indirect impacts are anticipated.

H. GREENHOUSE GAS EMISSIONS

Would the project:

1. <i>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The project, like all development, would be responsible for an incremental increase in greenhouse gas (GHG) emissions by usage of fossil fuels during the site grading and construction. In 2013, Santa Cruz County adopted a Climate Action Strategy (CAS) intended to establish specific emission reduction goals and necessary actions to reduce greenhouse gas levels to pre-1990 levels as required under Assembly Bill (AB) 32 legislation. The strategy intends to reduce GHG emissions and energy consumption by implementing measures such as reducing vehicle miles traveled through the County and regional long-range planning efforts and increasing energy efficiency in new and existing buildings and facilities. Implementing the CAS, the MBCP was formed in 2017 to provide carbon-free electricity. All PG&E customers in unincorporated Santa Cruz County were automatically enrolled in the MBCP in 2018. All project construction equipment would be required to comply with the CARB emissions requirements for construction equipment. Further, all new buildings are required to meet the State's CalGreen building code. As a result, impacts associated with the temporary increase in GHG emissions are expected to be less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: See the discussion under H-1 above. No significant impacts are anticipated.

I. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The project would not create a significant hazard to the public or the environment. No routine transport or disposal of hazardous materials is proposed. However, during construction, it is likely that fuel would be used at the project site. In addition, fueling may occur within the limits of the staging area proposed to be located at the proposed fire turn around in the south portion of the property near the highway. Best management practices would be used to ensure that no impacts would occur. Impacts are expected to be less than significant.

2. 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?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: See discussion under I-1 above. Project impacts would be considered less than significant.

3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The Good Shepherd School is located at 2727 Mattison Lane in Santa Cruz, approximately 25 feet to the north of the project site. The school boundary is located approximately 30 feet north of the project site; However, the closest building is located 150 feet north of the project site and the school's recreation areas are beyond the school building and further away from the proposed development. Although fueling of equipment is likely to occur within the staging area, BMPs to contain spills would be implemented. No impacts are anticipated.

4. *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?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project site is not included on the December 3, 2018, list of hazardous sites in Santa Cruz County compiled pursuant to Government Code section 65962.5. No impacts are anticipated from project implementation.

5. *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 or excessive noise for people residing or working in the project area?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project is not located within two miles of a public airport or public use airport. No impact is anticipated.

6. *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project would not conflict with implementation of the County of Santa Cruz Local Hazard Mitigation Plan 2015-2020 (County of Santa Cruz, 2020). Therefore, no impacts to an adopted emergency response plan or evacuation plan would occur from project implementation.

7. *Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: See discussion under Wildfire Question T-2. Impacts would be less than significant.

J. HYDROLOGY, WATER SUPPLY, AND WATER QUALITY

Would the project:

1. *Violate any water quality standards or waste discharge requirements or*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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otherwise substantially degrade surface or ground water quality?

Discussion: The project is located adjacent to Rodeo Creek; However, as proposed all drainage infrastructure will be located outside of the riparian corridor. Although, the project would not discharge runoff either directly or indirectly into a public or private water supply, runoff from this project may contain small amounts of chemicals and other household contaminants, such as pathogens, pesticides, trash, and nutrients. No commercial or industrial activities are proposed that would contribute contaminants. Potential siltation from the project would be addressed through implementation of erosion control BMPs. No water quality standards or waste discharge requirements would be violated, and surface or ground water quality would not otherwise be substantially degraded. Impacts would be less than significant.

2. *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Discussion: The project would obtain water from the City of Santa Cruz Water Department and would not rely on private well water. Although the project would incrementally increase water demand, Santa Cruz has indicated that adequate supplies are available to serve the project (Attachment 5). The eastern portion of the project site is in a mapped groundwater recharge area. However, the proposal would be consistent with General Plan policies 5.8.2 (Land Division and Density Requirements in Primary Groundwater Recharge Areas), 5.8.3 (Uses in Primary Groundwater Recharge Areas), and 5.8.4 (Drainage Design in Primary Groundwater Recharge Areas). The project would also be consistent with section 7.79.110 of the SCCC (New Development and Redevelopment). The code states, "All responsible parties shall mitigate impacts due to development and implement Best Management Practices (BMPs) per the County Design Criteria adopted by the County of Santa Cruz and Chapters 16.20 and 16.22 of the SCCC to control the volume, runoff rate, and potential pollutant load of stormwater runoff from new development and redevelopment projects to minimize the generation, transport, and discharge of pollutants, prevent runoff in excess of predevelopment conditions, and maintain predevelopment groundwater recharge." No adverse impact would occur to groundwater recharge with project implementation such that the project may impede sustainable groundwater management of the basin.

See Question J-5 for further discussion of sustainable groundwater management.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
3. <i>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>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
A. <i>result in substantial erosion or siltation on- or off-site;</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B. <i>substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C. <i>create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or;</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D. <i>impede or redirect flood flows?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: Drainage calculations prepared by Ifland Engineers, dated March 2020, (Attachment 7) have been reviewed for potential drainage impacts and accepted by the County Department of Public Works Stormwater Management Section staff. The calculations show that the project will result in approximately 34,076 square feet of new impervious area. With the construction of the new sound wall and drainage improvements, drainage will be directed to Rodeo Creek after passing through the proposed on-site bioretention/detention pond, which would adequately control the runoff rate from the property. Flood control (detention) and water quality (biofiltration) mitigations have been included into the proposed drainage design and are required to be fully met at project implementation. The system will be sized so that the required detention volume is provided in storage beyond the required 4% biofiltration cross section (ex: additional rock storage, surface ponding, or a larger biofiltration footprint can be provided) and so that the entire watershed will be directed to the project drainage system, including the offsite impervious areas from Mattison Lane. In addition, pervious surfacing will be included into the final project design, including along the proposed sidewalk on the Mattison Lane frontage, and this is supported by the geotechnical report provided for the project.

Maintenance of all drainage facilities including the proposed inlets and storm drain in Mattison Lane will be the responsibility of the property and will be included in a recorded stormwater facilities maintenance agreement for the project.

The County Department of Public Works Stormwater Management staff has reviewed the project and determined that the proposed storm water facilities are adequate to handle the increase in drainage associated with the project. Project impacts would therefore be less than significant.

4. *In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

Discussion:

Flood Hazards:

According to the Federal Emergency Management Agency (FEMA) National Flood Insurance Rate Map, dated May 16, 2012, a portion of the project site lies within the X (500-year) and AE (100-year) flood hazard zone. However, all proposed structures would be located outside these flood zones. The project will therefore meet the minimum flood plain management standards of the National Flood Insurance Program and the minimum flood plain design criteria in County Code section 16.10.070(F)(3). Impacts would be less than significant.

Tsunami and Seiche Zones:

There are two primary types of tsunami vulnerability in Santa Cruz County. The first is a teletsunami or distant source tsunami from elsewhere in the Pacific Ocean. This type of tsunami is capable of causing significant destruction in Santa Cruz County. However, this type of tsunami would usually allow time for the Tsunami Warning System for the Pacific Ocean to warn threatened coastal areas in time for evacuation (County of Santa Cruz 2010).

A greater risk to the County of Santa Cruz is a tsunami generated as the result of an earthquake along one of the many earthquake faults in the region. Even a moderate earthquake could cause a local source tsunami from submarine landsliding in Monterey Bay. A local source tsunami generated by an earthquake on any of the faults affecting Santa Cruz County would arrive just minutes after the initial shock. The lack of warning time from such a nearby event would result in higher casualties than if it were a distant tsunami (County of Santa Cruz 2010).

Seiches are recurrent waves oscillating back and forth in an enclosed or semi-enclosed body of water. They are typically caused by strong winds, storm fronts, or earthquakes.

The project site is located approximately 1.3 miles inland, approximately 0.6 to 0.8 miles beyond the effects of a tsunami. There are no nearby bodies of water. The project site is

located approximately 1.2 miles from Arana Gulch and would not be affected by a seiche. Therefore, there would be no impact.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 5. <i>Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

All County water agencies are experiencing a lack of sustainable water supply due to groundwater overdraft and diminished availability of streamflow. Because of this, coordinated water resource management has been of primary concern to the County and to the various water agencies. Projects seeking approval must be consistent with numerous water management plans as described below.

As required by state law, each of the County’s water agencies serving more than 3,000 connections must update their Urban Water Management Plans (UWMPs) every five years, with the most recent updates completed in 2021. This project falls within the City of Santa Cruz Water Department service area. The City of Santa Cruz Water Department is anticipating that water use through 2040 will slightly increase, and they are planning accordingly through the development of several diverse water supply projects.

County staff are working with the water agencies on various integrated regional water management programs to provide for sustainable water supply and protection of the environment. Effective water conservation programs have reduced overall water demand in the past 20 years, despite continuing growth. In August 2014, the Board of Supervisors and other agencies adopted the Santa Cruz Integrated Regional Water Management (IRWM) Plan Update 2014, which identifies various strategies and projects to address the current water resource challenges of the region. In 2020, an updated climate change chapter was added to the IRWMP. A Countywide Storm Water Resources Plan was created through a related effort in 2016 to ensure the coordinated use of storm water as a resource.

The County is working closely with water agencies to implement the Sustainable Groundwater Management Act (SGMA) of 2014. There are three groundwater basins in the County that are subject to SGMA, the Santa Margarita Basin, the Santa Cruz Mid-County Basin, and the Pajaro Valley Basin. The project is located in the Santa Cruz Mid-County Groundwater Basin.

In 2016, Soquel Creek Water District (SqCWD), Central Water District (CWD), County, and City of Santa Cruz adopted a Joint Powers Agreement to form the Santa Cruz Mid-County Groundwater Agency for management of the Mid-County Basin under SGMA. The Groundwater Sustainability Plan (GSP) written by the Groundwater Agency was approved by the Department of Water Resources in June 2021. The GSP outlines an approach to reach sustainability by 2040 which relies on projects including a purified recycled water and an aquifer storage and recovery project to provide additional supply to the Basin. Projects and

Management Actions included in the Plan originated through the SqCWD Community Water Plan and the City of Santa Cruz Water Supply Augmentation Strategy.

In addition to the Groundwater Sustainability Plan, Urban Water Management Plans, and the Integrated Regional Water Management Plan, the project will comply with SCCC Chapters 13.13 (Water Conservation – Water Efficient Landscaping), 7.69 (Water Conservation) and 7.70 (Water Wells), as well as Chapter 7.71 (Water Systems) section 7.71.130 (Water use measurement and reporting).

K. LAND USE AND PLANNING

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. <i>Physically divide an established community?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project does not include any element that would physically divide an established community. No impact would occur.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 2. <i>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?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project site is located within the area identified in the Sustainable Santa Cruz County plan as the medical district/flea market focus area which envisions new housing close to services and stores. The project site is zoned RM-6 (Multi-Family Residential –6,000 square feet land area per dwelling unit) which is consistent with the General Plan Designations of R-UL (Urban Low Density Residential) and O-U (Urban Open Space). The project proposes a 10-unit apartment complex, grouped into five two-story duet style buildings, and associated site improvement, which is allowed in the zone districts subject to approval by the Planning Commission.

The project would not cause a significant environmental impact due to a conflict with any land use plan, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. General Plan policy 5.2.3 (Activities Within Riparian Corridors and Wetlands) states: “Development activities, land alterations and vegetation disturbance within riparian corridors and wetlands and required buffers shall be prohibited unless an exception is granted per the Riparian Corridor and Wetlands Protection ordinance”. Please see complete discussion under Question D-5. Impacts would be considered less than significant.

L. MINERAL RESOURCES

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The site does not contain any known mineral resources that would be of value to the region and the residents of the state. Therefore, no impact is anticipated from project implementation.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 2. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project site is zoned RM-6 (Multi-Family Residential –6,000 square feet land area per dwelling unit, which is not considered to be an Extractive Use Zone (M-3) nor does it have a land use designation with a Quarry Designation Overlay (Q) (County of Santa Cruz 1994). Therefore, no potentially significant loss of availability of a known mineral resource of locally important mineral resource recovery (extraction) site delineated on a local general plan, specific plan or other land use plan would occur as a result of this project.

M. NOISE

Would the project result in:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

County of Santa Cruz General Plan

The County of Santa Cruz has not adopted noise thresholds for construction noise. The following applicable noise related policy is found in the Public Safety and Noise Element of the Santa Cruz County General Plan (Santa Cruz County 1994).

- Policy 6.9.7 Construction Noise. Require mitigation of construction noise as a condition of future project approvals. The General Plan also contains the following table, which specifies the maximum allowable noise exposure for stationary noise sources (operational or permanent noise sources) (Table 2).

Table 2: Maximum Allowable Noise Exposure for Stationary Noise Sources¹

	Daytime ⁵ (7:00 am to 10:00 pm)	Nighttime ^{2, 5} (10:00 pm to 7:00 am)
Hourly Leq average hourly noise level, dB ³	50	45
Maximum Level, dB ³	70	65
Maximum Level, dB – Impulsive Noise ⁴	65	60

Notes:

- 1 As determined at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards may be applied to the receptor side of noise barriers or other property line noise mitigation measures.
- 2 Applies only where the receiving land use operates or is occupied during nighttime hours
- 3 Sound level measurements shall be made with “slow” meter response.
- 4 Sound level measurements shall be made with “fast” meter response
- 5 Allowable levels shall be raised to the ambient noise levels where the ambient levels exceed the allowable levels. Allowable levels shall be reduced to 5 dB if the ambient hourly Leq is at least 10 dB lower than the allowable level.

Source: County of Santa Cruz 1994

County of Santa Cruz Code

There are no County of Santa Cruz ordinances that specifically regulate construction or operational noise levels. However, Section 8.30.010 (Curfew—Offensive noise) of the SCCC contains the following language regarding noise impacts:

- (A) No person shall make, cause, suffer, or permit to be made any offensive noise.
- (B) “Offensive noise” means any noise which is loud, boisterous, irritating, penetrating, or unusual, or that is unreasonably distracting in any other manner such that it is likely to disturb people of ordinary sensitivities in the vicinity of such noise, and includes, but is not limited to, noise made by an individual alone or by a group of people engaged in any business, activity, meeting, gathering, game, dance, or amusement, or by any appliance, contrivance, device, tool, structure, construction, vehicle, ride, machine, implement, or instrument.
- (C) The following factors shall be considered when determining whether a violation of the provisions of this section exists:
 - (1) Loudness (Intensity) of the Sound.
 - (a) Day and Evening Hours. For purposes of this factor, a noise shall be automatically considered offensive if it occurs between the hours of 8:00 a.m. and 10:00 p.m. and it is:
 - (i) Clearly discernible at a distance of 150 feet from the property line of the property from which it is broadcast; or
 - (ii) In excess of 75 decibels at the edge of the property line of the property from which the sound is broadcast, as registered on a sound measuring instrument meeting the American National Standard Institute’s Standard S1.4-1971 (or more recent revision thereof) for Type 1 or Type 2 sound level meters, or an instrument which provides equivalent data.

A noise not reaching this intensity of volume may still be found to be offensive depending on consideration of the other factors outlined below.

(b) Night Hours. For purposes of this factor, a noise shall be automatically considered offensive if it occurs between the hours of 10:00 p.m. and 8:00 a.m. and it is:

- (i) Clearly discernible at a distance of 100 feet from the property line of the property from which it is broadcast; or
- (ii) In excess of 60 decibels at the edge of the property line of the property from which the sound is broadcast, as registered on a sound measuring instrument meeting the American National Standard Institute's Standard S1.4-1971 (or more recent revision thereof) for Type 1 or Type 2 sound level meters, or an instrument which provides equivalent data.

A noise not reaching this intensity of volume may still be found to be offensive depending on consideration of the other factors outlined below.

- (2) Pitch (frequency) of the sound, e.g., very low bass or high screech;
- (3) Duration of the sound;
- (4) Time of day or night;
- (5) Necessity of the noise, e.g., garbage collecting, street repair, permitted construction activities;
- (6) The level of customary background noise, e.g., residential neighborhood, commercial zoning district, etc.; and
- (7) The proximity to any building regularly used for sleeping purposes. [Ord. 5205 § 1, 2015; Ord. 4001 § 1, 1989]

Sensitive Receptors

Some land uses are generally regarded as being more sensitive to noise than others due to the type of population groups or activities involved. Sensitive population groups generally include children and the elderly. Noise sensitive land uses typically include all residential uses (single- and multi-family, mobile homes, dormitories, and similar uses), hospitals, nursing homes, schools, and parks.

The nearest sensitive receptors are the students at Good Shepherd School. The school boundary is located approximately 30 feet north of the project site; However, the closest building is located 150 feet north of the project site and the school’s recreation areas are beyond the school building and further away from the proposed development. The nearest residential unit to the project site is located approximately 30 feet east of the proposed apartment buildings.

Equipment	L _{max} (dBA)
Air Compressor	80
Backhoe	80
Chain Saw	85
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Saw	90
Crane	83
Dozer	85
Dump Truck	84
Excavator	85
Flat Bed Truck	84
Fork Lift	75
Generator	82
Grader	85
Hoe-ram	90
Jack Hammer	88
Loader	80
Paver	85
Pick-up Truck	55
Pneumatic Tool	85
Roller	85
Tree Chipper	87
Truck	84

Source: Federal Transit Authority, 2006, 2018.

Impacts

Potential Temporary Construction Noise Impacts

The use of construction equipment to accomplish the project would result in noise in the project area, i.e., construction zone. Table 3 shows typical noise levels for common construction equipment. The sources of noise that are normally measured at 50 feet, are used to determine the noise levels at nearby sensitive receptors by attenuating 6 dB for each doubling of distance for point sources of noise such as operating construction equipment. Noise levels at the nearest sensitive receptors for each site were analyzed on a worst-case basis, using the equipment with the highest noise level expected to be used.

Although construction activities would likely occur during daytime hours, noise may be audible to nearby residents, students and employees at Good Shepherd School. However, periods of noise exposure would be temporary. Noise from construction activity may vary substantially on a day-to-day basis.

Construction activity would be expected to use equipment listed in Table 3. Based on the activities proposed for the project, the equipment with the loudest operating noise level that would be used often during activity would be an excavator, compactor, or cement mixer,

which would produce noise levels of 85 dBA at a distance of 50 feet. The nearest sensitive receptors are students at Good Shepherd school. The school boundary is located approximately 30 feet north of the project site; However, the closest building is located 150 feet north of the project site and the school's recreation areas are beyond the school building and further away from the proposed development. At that distance, the decibel level is reduced by approximately 11.13 to 73.87 decibels. However, these impacts would also be temporary.

Noise generated during project construction would increase the ambient noise levels in adjacent areas. Construction would be temporary, and construction hours would be limited as a condition of approval. Given the limited duration of construction and the limited hours of construction activity, this impact is considered to be less than significant.

Potential Permanent Impacts

The project would not result in a permanent increase in the ambient noise level. The main source of ambient noise in the project area is from traffic along Highway 1, and no substantial increase in traffic trips along that highway is anticipated as a result of the project. Furthermore, construction of a sound wall along the southern boundary of the project site, along the edge of the Caltrans right-of-way, as well as the proposed residential structures, will likely decrease the ambient noise levels for the existing homes in the neighborhood surrounding the project site and at the Good Shepherd School, located across Mattison Lane. Therefore, project impacts are expected to be less than significant.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 2. <i>Generation of excessive groundborne vibration or groundborne noise levels?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The use of construction and grading equipment would potentially generate periodic vibration in the project area. This impact would be temporary and periodic and is not expected to cause damage; therefore, impacts are not expected to be significant.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 3. <i>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?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project is not in the vicinity of a private airstrip or within two miles of a public airport. Therefore, the project would not expose people residing or working in the project area. No impact is anticipated.

N. POPULATION AND HOUSING

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. <i>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)?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project would not induce substantial population growth in an area because the project does not propose any physical or regulatory change that would remove a restriction to or encourage population growth in an area including, but limited to the following: new or extended infrastructure or public facilities; new commercial or industrial facilities; large-scale residential development; accelerated conversion of homes to commercial or multi-family use; or regulatory changes including General Plan amendments, specific plan amendments, zone reclassifications, sewer or water annexations; or LAFCO annexation actions. The project proposes only to develop a 10-unit apartment complex, grouped into five two-story duet style buildings, and associated site improvement which would not induce population growth.

The project is designed at the density and intensity of development allowed by the General Plan and zoning designations for the parcel. Recognizing the sewer moratorium in the area and limitations on current development, the applicant is proposing a phased development. Additionally, the project does not involve extensions of utilities (e.g., water, sewer, or new road systems) into areas previously not served. Consequently, it is not expected to have a significant growth-inducing effect. Impacts would be less than significant.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 2. <i>Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project would not displace any existing housing and would provide additional, much needed, rental housing for the County of Santa Cruz, which is considered to be a positive impact from the proposed project. No negative impacts would occur.

O. PUBLIC SERVICES

Would the project:

1. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically 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. <i>Fire protection?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. <i>Police protection?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. <i>Schools?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. <i>Parks?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. <i>Other public facilities; including the maintenance of roads?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion (a through e): The project site is served by the Central Fire Protection District and County Sheriff. Nearby schools are the Good Shepherd School, located across Mattison Lane from the project site (which serves students from preschool through eighth grade. Good Shepherd school boundary is located approximately 30 feet north of the project site; However, the closest building is located 150 feet north of the project site and the school's recreation areas are beyond the school building and further away from the proposed development. The Bay School (which provides programs for children and adults with autism and other special needs) is located across from HWY 1, approximately 1,200 feet southwest of the project site. Parks in the vicinity include Winkle Farm County Park, which is located approximately 2,000 feet northwest of the proposed development.

While the project represents an incremental contribution to the need for services, the increase would be minimal. Moreover, the project meets all standards and requirements identified by the local fire agency or California Department of Forestry, as applicable, and school, childcare, park, and transportation fees to be paid by the applicant would be used to offset the incremental increase in demand for school and recreational facilities and public roads. Impacts would therefore be considered less than significant.

P. RECREATION

Would the project:

1. *Would the project 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?*

Discussion: The project, which is for the development of 10 residential units, would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities. Impacts would be considered less than significant.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 2. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project does not propose the expansion or require the construction of additional recreational facilities. No impact would occur.

Q. TRANSPORTATION

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

Senate Bill (SB) 743, signed by Governor Jerry Brown in 2013, changed the way transportation impacts are identified under CEQA. Specifically, the legislation directed the State of California’s Office of Planning and Research (OPR) to look at different metrics for identifying transportation impacts. OPR issued its “Technical Advisory on Evaluating Transportation Impacts in CEQA” (December 2018) to assist practitioners in implementing the CEQA Guidelines revisions to use vehicle miles traveled (VMT) as the preferred metric for assessing passenger vehicle related impacts. The CEQA Guidelines were also updated in December 2018, such that vehicle level of service (LOS) will no longer be used as a determinant of significant environmental impacts, and an analysis of Vehicle Miles Traveled (VMT) will be required as of July 2020. A discussion of consistency with the Santa Cruz County General Plan LOS policy is provide below for informational purposes only.

The project would create a small incremental increase in traffic on nearby roads and intersections. The increased trip number generated after the first phase is about 54 per ITE, (Trip Generation Manual, 10th Edition) and will increase to 67 after the completion of the phase two. This increase would not cause the LOS at any nearby intersection to drop below LOS D, consistent with General Plan Policy 3.12.1.

The project design would comply with current road requirements, including the regulations under section 13.11.074 of the County Code, “Access, circulation and parking” to prevent potential hazards to motorists, bicyclists, and/or pedestrians, as well as the County of Santa

Cruz Department of Public Works design criteria. In addition, the proposed vehicle parking design meets County code and design criteria for spacing, circulation and location. In addition, the project will not result in any inconsistency with regional plans. Therefore, impacts would be less than significant.

2. *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1) (Vehicle Miles Traveled)?*

Discussion: In response to the passage of Senate Bill 743 in 2013 and other climate change strategies, OPR amended the CEQA Guidelines to replace LOS with VMT as the measurement for transportation impacts. The “Technical Advisory on Evaluating Transportation Impacts in CEQA,” prepared by OPR (2018) provides recommended thresholds and methodologies for assessing impacts of new developments on VMT. There are also a number of screening criteria recommended by OPR that can be used to determine whether a project will have a less-than-significant impact. The screening criteria include projects that generate less than 110 net new trips, map-based screening, projects within a ½ mile of high-quality transit, affordable housing projects, and local serving retail. Since Santa Cruz County has a Regional Transportation Planning Authority and generally conducts transportation planning activities countywide, the county inclusive of the cities is considered a region.

In June of 2020, the County of Santa Cruz adopted a threshold of 15% below the existing countywide average per capita VMT levels for residential projects, 15% below the existing countywide average per employee VMT for office and other employee-based projects, no net increase in the countywide average VMT for retail projects, and no net increase in VMT for other projects. Based on the countywide travel demand model the current countywide average per capita VMT for residential uses is 10.2 miles. The current countywide per employee average VMT for the service sector (including office land uses) is 8.9 miles, for the agricultural sector is 15.4, for the industrial sector is 13.9, and for the public sector is 8.2. Therefore, the current VMT thresholds for land use projects are 8.7 miles per capita for residential projects. For employee-based land uses the current thresholds are: 7.6 miles per employee for office and services projects, 13.1 miles per employee for agricultural projects, 11.8 miles per employee for industrial projects, and 7 miles per employee for public sector land use projects. The threshold for retail projects and all other land uses is no net increase in VMT. For mixed-use projects, each land use is evaluated separately unless they are determined to be insignificant to the total VMT.

The project is located on a site that is currently vacant. Trips were calculated using the 10th Edition of ITE trip generation rates for land use #220 Mid Rise Apartments. The proposed land use consists of a 10-unit apartment complex, grouped into five two-story duet style

buildings, and associated site improvement. Based on ITE trip generation rates for multi-family dwelling units, the project will generate 67 vehicle trips as shown in Table 4: Trip Generation Table. Since the parcel was previously vacant, the net new number of trips remains 67 trips which is less than 110, and therefore can be presumed to be less than significant.

Land Use	ITE LU Code / Description	Sq.Ft. / Units	ITE Rate	Vehicle Trips
Former Land Use: Vacant Land	N/A	0	-	0
New Land Use: 10-unit Apartment Complex	220 / Multifamily Housing (Low-Rise)	10 Units	6.74	67
Net Change				67

Using these screening maps, the project falls within an area that demonstrates VMT behavior that meets the County’s threshold, and therefore impacts associated with this project can be presumed to be less than significant.

3. *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Discussion: The project consists of a 10-unit apartment complex, grouped into five two-story duet style buildings, and associated site improvements. No increase in hazards would occur from project design or from incompatible uses. Further, internal circulation within the project has been reviewed by Planning, Department of Public Works and the Central Fire Protection District to ensure that no hazards will be created by the layout of the project. The project would take access from Soquel Drive, which is a main arterial road, via Mattison Lane, a local street that meets all County standards. No impacts would occur with project implementation.

4. *Result in inadequate emergency access?*

Discussion: The project’s road access meets County standards and has been approved by the local fire agency.

R. TRIBAL CULTURAL RESOURCES

1. 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 Code section 5020.1(k), or | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: The project proposes to establish a 10-unit apartment complex, grouped into five two-story duet style buildings, and associated site improvement. Section 21080.3.1(b) of the California Public Resources Code (AB 52) requires a lead agency formally notify a California Native American tribe that is traditionally and culturally affiliated within the geographic area of the discretionary project when formally requested. As of this writing, no California Native American tribes traditionally and culturally affiliated with the Santa Cruz County region have formally requested a consultation with the County of Santa Cruz (as Lead Agency under CEQA) regarding Tribal Cultural Resources. However, no Tribal Cultural Resources are known to occur in or near the project area. Therefore, no impact to the significance of a Tribal Cultural Resource is anticipated from project implementation.

S. UTILITIES AND SERVICE SYSTEMS

Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

construction or relocation of which could cause significant environmental effects?

Discussion:

Water

The project would connect to an existing municipal water supply. City of Santa Cruz Water Department has determined that, consistent with their Urban Water Management Plan and the Groundwater Sustainability Plan for the Santa Cruz Mid-County Groundwater Basin, adequate supplies are available to serve the project (Attachment 5), and no new facilities are required to serve the project. No impact would occur from project implementation. More information is provided under Question J5.

Wastewater

Municipal wastewater treatment facilities are available. However, currently there is a moratorium that limits the number of available new sewer connections in the area, due to the undersized sewer pipes within the Rodeo Gulch Basin. Santa Cruz County Board of Supervisors passed the Resolution No.05-18 on December 6, 2005 (Attachment 1) and adopted a moratorium on sewer connections due to the undersized trunklines within the Arana and Rodeo Gulch Basins. The County Sanitation District is actively working on upgrading the trunklines and currently awaiting to receive environmental clearances and bond financing. Construction of sewer improvements is anticipated to begin in the spring of 2022 and should be completed by the end of 2023.

The subject property is located within the Rodeo Gulch Sewer Basin and is therefore subject to the development restrictions of the Rodeo Gulch Moratorium which allows only four sanitary sewer connections per vacant lot. Therefore, the project will be constructed in two phases. In the first phase, only eight units are proposed, four on each of the two parcels, with the remaining two units to be developed, as a second phase once the Santa Cruz County Sanitation District has completed their proposed upgrades to the sanitary sewer pipelines in the Rodeo Gulch Basin.

Per Santa Cruz County Sanitation District Code 2020, section 7.04.405 *Overcapacity and Environmentally at-Risk Sewer Mains, Part D*(<https://sccsd.wpcomstaging.com/wp-content/uploads/2020/09/DISTRICT-CODE-Working-Copy-in-Process-Codified-2020.pdf>), County of Santa Cruz Public Works has issued a conditional will serve letter (Attachment 6). The County Department of public Work, sanitation is actively working on improving the Rodeo Gulch Sewer Basin. The project is now awaiting the environmental clearances and bond financing. The construction is expected to begin in the spring of 2022 and is expected to take about two years. No new wastewater facilities are required to serve the project. No impact would occur from project implementation.

Stormwater

The drainage analysis for the proposed 10-unit apartment development on Mattison Lane, prepared by Ifland Engineers, dated March 2020 (Attachment 7). The County Department of Public Works Stormwater Management staff have reviewed the preliminary stormwater management report and civil plans. The proposed project includes a combined detention/biofiltration mitigation system. In order to reduce this potential impact to a less than significant level, the following conditions shall be adhered to:

1. This this project is considered a large project and shall comply the County Design Criteria (CDC) and provide all of the items detailed in Part 3 Section C.3, Section D and Appendix D. Provide a final Stormwater Management Report that is signed and stamped by the project engineer and includes all narrative, analysis, backup technical documentation and maintenance requirements for the final design. This report should include additional details and analysis for each mitigation facility that demonstrate compliance with the CDC and are consistent with the final plans. Analysis demonstrating compliance with drain times, orifice release, maintenance/clogging design, routing, and adequacy of off-site routing, etc. as well as the following:
 - b) CDC Section D: Provide information as to how this project will meet section D. Source control measures identified for the project shall be included in the final SWM 25B.
 - c) CDC Section C.3: The proposed detention facility should be sized based on proposed on and off site impervious areas only. The orifice and flow control structure shall take into account all areas that drain to the facility beyond impervious areas. Include provisions for contaminant screening for runoff entering the biofiltration/detention system (Section H.5).
 - d) CDC Section C.3: The flood control (detention) and water quality (biofiltration) mitigations may be combined as proposed, however both requirements must be fully met. SCM-1 shall be sized so that the required detention volume is provided in storage beyond the required 4% biofiltration cross section (ex: additional rock storage, surface ponding, or a larger biofiltration foot print can be provided).
 - e) CDC Section C.3: The biofiltration cross section detail shown in Section A-A on sheet C3.0 shall be updated so that the underdrain is located at the top of the gravel layer
 - f) CDC Section C.3.j: Please provide a narrative that describes how the project meets this section. Please include each strategy in the site design or provide technical justification as to why it is not feasible. The strategy of not maximizing density is noted and can be included in the narrative along with consideration of the other required strategies. Pervious surfacing should be included in the final project design. The geotechnical report provided suggests that permeable pavements are

feasible on this site if recommendations 22-39 (on pages 11-12) are followed. Final plans shall be updated to include permeable pavement.

2. The proposed outlet from the biofiltration/detention pond should be moved as far away from the riparian area as possible. Please coordinate with the project geotechnical engineer to design an outfall that is spread out and set back as far as possible from the riparian area. Provide analysis demonstrating that the outlet meets Part 3 Section J.5 requirements for maximum velocities.
3. Provide final stormwater management plans that are adequately detailed for construction and that demonstrate compliance with the CDC. Design should include provisions for safe overflow, flow control sizing, capacity analysis, treatment, pollution prevention, provisions for avoiding/minimizing clogging, drain time and vector control assessment. Plans should clearly describe how runoff from all project areas (roof, hardscapes, landscapes, rear yards, etc.) will be routed and should include details such as: surface and invert elevations, slopes, surface details, flow control structures, clean-out facilities at pipe connections/grade/direction changes, materials, installation requirements, compaction/decompaction requirements, etc. Provide cross sections and details for the proposed rain gardens, pervious pavement, swales, etc.
4. CDC Part 3 Section C.3.h: All inlets on the site and in Mattison Lane shall be marked "No Dumping Drains to Ocean" or equivalent. These markings should be maintained by the property owner.
5. The proposed storm drain in Mattison Lane shall be the minimum required size and materials consistent with Part 3 Section J of the CDC. Provide analysis for the proposed storm drain system consistent with Figures SWM-6 and 7 in the CDC. Provide analysis for the existing/proposed swale at the low point in the Mattison Lane cul-de-sac demonstrating adequacy.
6. The site receives upstream, offsite drainage both from Mattison Lane and via Rodeo Gulch. Private easements for the proposed storm drain line and swale (from the cul-de-sac) from Mattison Lane shall be provided. Easement widths shall be adequate for maintenance, repair and replacement without impact to structures or other permanent facilities (see Part 3 Section E of the CDC). Language shall include restrictions to keep the easement areas free and clear of buildings and structures of any kind. The document shall acknowledge that the site does and will continue to receive upstream runoff (from both Mattison Lane and Rodeo Gulch) and that the property owner is responsible for the maintenance of the drainage pathways through the parcel and that the County and Flood Control District is not responsible for upstream runoff or for maintenance of the drainage pathway (see CDC Section G.3). Since this project is proposed on two separate parcels

the storm drain facilities (including SCM-1) proposed on the lower parcel shall include easements for use by the upper parcel. These shall be privately maintained.

7. Provide final landscape and architectural plans with surfacing, grading, and drainage information for review for consistency with the civil plans.
8. Recorded maintenance agreement for the maintenance of the stormwater management and mitigation facilities will be required. Since this project is proposed on two separate parcels it will need to be determined which single entity will be the point of contact for reporting and annual fee submittal. Include a figure showing the project site, location of each stormwater mitigation facility and associated drainage area as an attachment to the maintenance agreement. Include in an attached table/checklist the detailed management activities, maintenance requirements, schedule, signs of system failure, maintenance intervals, and responsible party both in the recorded maintenance agreement as well as the final plans (this table/checklist shall be completed and included with the annual maintenance report sent in to the County). The maintenance agreement should also include the standard language provided in Fig. SWM-25B of the CDC and may include the language required for acknowledgement of the upstream runoff (see Comment No. 7 above). The agreement shall include a statement that no additional impervious areas beyond those approved will be allowed (ex: common pervious pathways shall remain pervious, no additional paving in private rear yards, etc.). If an HOA/CC&Rs are developed for the project these documents shall be consistent with and shall reference the SWM-25B maintenance agreement.
9. Provide a letter from the geotechnical engineer reviewing and approving the final stormwater management design. If the final plan includes infiltrative stormwater management facilities the geotechnical letter should confirm that the site soils encountered are consistent with the design infiltration rate used in the design.
10. Zone 5 fees will be assessed on the net increase in permitted impervious area following the Unified Fee Schedule in place at building permit issuance. The fees are currently \$1.37 per square foot, and are subject to increase based on the amount applicable at permit issuance date. Reduced fees (50%) are assessed for semi-pervious surfacing without liners (such as gravel, base rock, paver blocks, porous pavement, etc.) to offset costs and encourage more extensive use of these materials. For credit for existing impervious area provide documentation that demonstrates the impervious area was installed with a previously approved permit.
11. Construction of the stormwater management facilities shall be inspected by the County inspector. Fees and holds will be assessed and placed on the building permits accordingly.

Electric Power

Pacific Gas and Electric Company (PG&E) provides power to existing and new developments in the Santa Cruz County area. As of 2018, residents and businesses in the County were automatically enrolled in MBCP’s community choice energy program, which provides locally controlled, carbon-free electricity delivered on PGE’s existing lines.

The proposed site is already served by electric power, but additional improvements are necessary to serve the site. However, no substantial environmental impacts will result from the additional improvements; impacts will be less than significant.

Natural Gas

PG&E serves the urbanized portions of Santa Cruz County with natural gas. The proposed site was previously developed. There is a gas line in the street that serves the surrounding homes and school. No new gas line extension will be needed. Additional improvements may be necessary to serve the site. However, no environmental impacts will result from the additional improvements; impacts will be less than significant.

Telecommunications

Telecommunications, including telephone, wireless telephone, internet, and cable, are provided by a variety of organizations. AT&T is the major telephone provider, and its subsidiary, DirectTV provides television and internet services. Cable television services in Santa Cruz County are provided by Charter Communications in Watsonville and Comcast in other areas of the county. Wireless services are also provided by AT&T, as well as other service providers, such as Verizon.

No improvements related to telecommunications are required, and there will be no impact.

12. *Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

Discussion: All the main aquifers in this County, the primary sources of the County’s potable water, are in some degree of overdraft. This project is within the Santa Cruz Mid-County Groundwater Basin which is regulated under the Sustainable Groundwater Management Act. Overdraft is manifested in several ways including 1) declining groundwater levels, 2) degradation of water quality, 3) diminished stream base flow, and/or 4) seawater intrusion. To address this overdraft, the Santa Cruz Mid-County Groundwater Agency is working with the water supply agencies and the County to implement the approved Groundwater Sustainability Plan for the Basin which will bring the Basin into sustainability no later than the year 2040. More information is provided under Question J5.

The City of Santa Cruz Water Department receives 95% of their water from local surface water. Surface water supplies are inadequate during drought periods and will be further diminished as a result of the need to increase stream baseflows to restore habitat for endangered salmonid populations. In addition, the use of water resources is further constrained by various water quality issues. However, water supply projects by the Water Department to increase their water supply portfolio are anticipated in their Urban Water Management Plan.

The City of Santa Cruz Water Department has indicated that adequate water supplies are available to serve the project and has issued a will-serve letter for the project, subject to the payment of fees and charges in effect at the time of service (Attachment 5). The development would also be subject to the water conservation requirements in Chapter 7.69 (Water Conservation) and 13.13 (Water Conservation—Water Efficient Landscaping) of the County Code and the policies of section 7.18c (Water Conservation) of the General Plan. Therefore, existing water supplies would be sufficient to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts would therefore be less than significant.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 13. <i>Result in 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?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The County of Santa Cruz Sanitation District has indicated that adequate capacity in the sewer collection system is available to serve the project and has issued a sewer service availability letter for the project, subject to the payment of fees and charges in effect at the time of service (Attachment 6).

Currently there is a moratorium that imposes restrictions on sewer connections due to the undersized sewer pipes within the Rodeo Gulch Basin. The subject property is located within the Rodeo Gulch Sewer Basin and is therefore subject to the development restrictions of the Rodeo Gulch Moratorium. Recognizing the sewer moratorium in the area and limitations on current development, the applicant is proposing a phased development. This would allow a limited number of development units at this time (eight units), and in the future, when the Santa Cruz County Sanitation District has completed the planned upgrades to the sanitary sewer pipelines in the Rodeo Gulch Basin, the remaining units (two units) would be developed. Therefore, existing wastewater collection/treatment capacity would be sufficient to serve the proposed development and no impact would occur from project implementation.

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| 14. <i>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?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project would not generate solid waste during the operational phase of the project. However, construction debris would be generated during demolition and construction, much of which would be recycled. The waste generated would not exceed local or state standards, or require additional landfills or recycling centers; therefore, impacts would be less than significant.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 15. <i>Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project would comply with all federal, state, and local statutes and regulations related to solid waste disposal. No impact would occur.

T. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. <i>Substantially impair an adopted emergency response plan or emergency evacuation plan?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project is not located in a State Responsibility Area, a Very High Fire Hazard Severity Zone, or a County-mapped Critical Fire Hazard Area and will not conflict with emergency response or evacuation plans. Therefore, no impact would occur.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 2. <i>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?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project is not located in a State Responsibility Areas, a Very High Fire Hazard Severity Zone, or a County-mapped Critical Fire Hazard Area. In addition, the project design incorporates all applicable fire safety code requirements and includes fire protection devices as required by the local fire agency and is unlikely to exacerbate wildfire risks. Impacts would be less than significant.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 3. <i>Require the installation or maintenance of associated infrastructure (such as roads,</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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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?

Discussion: The project is not located in a State Responsibility Areas, a Very High Fire Hazard Severity Zone, or a County-mapped Critical Fire Hazard Area. Improvements associated with the project are unlikely to exacerbate wildfire risks. Impacts would be less than significant.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 4. <i>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?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project is not located within a State Responsibility Areas, a Very High Fire Hazard Severity Zone, or a County-mapped Critical Fire Hazard Area. Downslope and downstream impacts associated with wildfires are unlikely to result from the project. Regardless, the project design incorporates all applicable fire safety code requirements and includes fire protection devices as required by the local fire agency. Impacts would be less than significant.

U. MANDATORY FINDINGS OF SIGNIFICANCE

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. <i>Does the project 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 community or eliminate important examples of the major periods of California history or prehistory?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: 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 were

considered in the response to each question in Section III (A through T) of this Initial Study. Mitigations were included to address potential impacts to Biotic Resources. As a result of this evaluation, there is no substantial evidence that significant effects associated with this project would result. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

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| <p>2. <i>Does the project 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 past projects, the effects of other current projects, and the effects of probable future projects)?</i></p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: In addition to project specific impacts, this evaluation considered the project’s potential for incremental effects that are cumulatively considerable. As a result of this evaluation, there were determined to be no potentially significant cumulative effects associated with this project. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <p>3. <i>Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</i></p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: In the evaluation of environmental impacts in this Initial Study, the potential for adverse direct or indirect impacts to human beings were considered in the response to specific questions in Section III (A through T). As a result of this evaluation, no potentially adverse effects to human beings associated with this project were identified. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

IV. REFERENCES USED IN THE COMPLETION OF THIS INITIAL STUDY

California Department of Conservation, 1980

Farmland Mapping and Monitoring Program Soil Candidate Listing for Prime Farmland and Farmland of Statewide Importance Santa Cruz County U.S. Department of Agriculture, Natural Resources Conservation Service, soil surveys for Santa Cruz County, California, August 1980.

California Department of Fish and Wildlife, 2019

California Natural Diversity Database SOQUEL USGS 7.5 minute quadrangle; queried November 29, 2021

CalFIRE, 2010

Santa Cruz County-San Mateo County Community Wildfire Protection Plan. May 2010.

Caltrans, 2018

California Public Road Data 2017: Statistical Information Derived from the Highway Performance Monitoring System. Released by the State of California Department of Transportation November 2018.

County of Santa Cruz, 1994

1994 General Plan and Local Coastal Program for the County of Santa Cruz, California. Adopted by the Board of Supervisors on May 24, 1994, and certified by the California Coastal Commission on December 15, 1994.

County of Santa Cruz, 2013

County of Santa Cruz Climate Action Strategy. Approved by the Board of Supervisors on February 26, 2013.

County of Santa Cruz, 2015

County of Santa Cruz Local Hazard Mitigation Plan 2015-2020. Prepared by the County of Santa Cruz Office of Emergency Services.

DOF, 2018

E-5 Population and Housing Estimates for Cities, Counties and the State—January 1, 2011-2018. Released by the State of California Department of Finance May 2018.

Federal Transit Administration, 2006

Transit Noise and Vibration Impact Assessment Manual.

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Transit Noise and Vibration Impact Assessment Manual. September 2018.

FEMA, 2012

Flood Insurance Rate Map 0351 Federal Emergency Management Agency. Effective on May 16, 2012.

MBUAPCD, 2008

Monterey Bay Unified Air Pollution Control District (MBUAPCD), CEQA Air Quality Guidelines. Prepared by the MBUAPCD, Adopted October 1995, Revised: February 1997, August 1998, December 1999, September 2000, September 2002, June 2004 and February 2008.

MBUAPCD, 2013a

Monterey Bay Unified Air Pollution Control District, NCCAB (NCCAB) Area Designations and Attainment Status – January 2013. Available online at http://www.mbuapcd.org/mbuapcd/pdf/Planning/Attainment_Status_January_2013_2.pdf

MBUAPCD, 2013b

Triennial Plan Revision 2009-2011. Monterey Bay Unified Air Pollution Control District. Adopted April 17, 2013.

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“Technical Advisory on Evaluating Transportation Impacts in CEQA.” Available online at http://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.



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Attachment 1

Mitigation Monitoring and Reporting Program



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