



Nissan of Santa Cruz Project

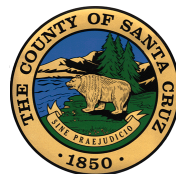
Draft
Environmental Impact Report

State Clearinghouse #2017072002

Prepared by:

**County of Santa Cruz
Planning Department**

701 Ocean Street, 4th Floor
Santa Cruz, CA 95060



December 2017

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ACRONYMS AND ABBREVIATIONS

°C	Degrees Celcius
°F	Degrees Fahrenheit
AAQS	Ambient Air Quality Standards
AB 52	California Assembly Bill 52 of 2014
ACM	Asbestos Containing Material
ADA	Americans with Disabilities Act
ADTs	Average Daily Trips
AFY	Acre Feet per Year
ALS	Advanced Life Support
ALUP	Airport Land Use Plan
AMBAG	Association of Monterey Bay Area Governments
APCD	Air Pollution Control District
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
ARM	Archaeological Research Management
BACT	Best Available Control Technology
BMPs	Best Management Practices
Cal ARP	California Accidental Release Prevention
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CARB	California Air Resources Board
C-C	Community Commercial General Plan Designation
CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CAPCOA	California Air Pollution Control Officer's Association
CAS	County of Santa Cruz Climate Action Strategy
CAT	CalEPA's Climate Action Team
CBC	California Building Code
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CCCC	California Climate Change Center
CCRWQCB	Central Coast Regional Water Quality Control Board
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CEUS	California Commercial End Use Survey
CFCs	Chlorofluorocarbons
CH ₄	Methane
CHP	California Highway Patrol
CIE	International Commission on Illumination
CIWMB	California's Integrated Waste Management Board
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
COP21	21st session of the Conference of the Parties



CO ₂	Carbon Dioxide
CO ₂ e	Carbon Dioxide Equivalent
C-O	Administrative Office General Plan Designation
COPC	Chemicals of Potential Concern
C-S	Service Commercial General Plan Designation
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
CWPP	Community Wildfire Protection Plan
C-2-GH	Community Commercial Zone District with Geologic Hazard Overlay
dB	Decibels
dBA	Decibels using the A-weighted sound pressure level
DBH	Diameter-at-Breast-Height
DOT	United States Department of Transportation
DPE	Dual Phase Extraction
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substance Control
EHS	Santa Cruz County Environmental Health Services
EMP	County of Santa Cruz Operational Area Emergency Management Plan
EMT	Emergency Medical Technicians
ESA	Phase I Environmental Site Assessment
fc	Foot-Candles
FCAA	Federal Clean Air Act
FTA	Federal Transit Administration
ft	Feet
GCF	Green Climate Fund
GCP	Federal Construction General Permit
GHG	Greenhouse Gas
GPD	Gallons Per Day
GWPs	Global Warming Potentials
HAPs	Federal Hazardous Air Pollutants
HCFCs	Hydrochlorofluorocarbons
HCM	Highway Capacity Manual
HFCs	Hydrofluorocarbons
HHW	Household Hazardous Waste
HMMP	Hazardous Materials Management Plan
HUC	Hydrologic Unit Code
HUD	U.S. Department of Housing and Urban Development
H&SC	California Health and Safety Code
HVAC	Heating, Ventilation and Air Conditioning
HWCL	California Hazardous Waste Control Law
IBC	International Building Code
IESNA	Illuminating Engineering Society of North America
IPCC	Intergovernmental Panel on Climate Change
IS-MND	Initial Study-Mitigated Negative Declaration
LBP	Lead Based Paint
LCP	Local Coastal Program
Ldn	Day-Night Average Noise Level



Leq	Equivalent Noise Level
LEV	Low Emission Vehicle
LF	Linear Feet
Lmax	Highest RMS Sound Pressure Level within the Measuring Period
Lmin	Lowest RMS Sound Pressure Level within the Measuring Period
LOS	Level of Service
LUSTs	Leaking Underground Storage Tanks
MBARD	Monterey Bay Air Resources District
MCLs	Maximum Contaminant Levels
MLD	Native American Most Likely Descendant
MMT	Million Metric Tons
MOEs	Measures of Effectiveness
MRWMD	Monterey Regional Waste Management District
MSATs	Mobile Source Air Toxics
Msl	Mean Sea Level
MT	Metric Tons
MWELo	Model Water Efficient Landscape Ordinance
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCAB	North Central Coast Air Basin
NCP	National Contingency Plan
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NOAA	National Ocean and Atmospheric Administration
NO	Nitric Oxide
NOP	Notice of Preparation
NOx	Oxides of Nitrogen
NO ₂	Nitrogen Dioxide
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
N ₂ O	Nitrous Oxides
OAL	Office of Administrative Law
OSHA	Federal Occupational Safety Health Administration
PA	Professional-Administrative Office
PFCs	Perfluorocarbons
PGA	Peak Ground Acceleration
PM _{2.5}	Particulates 2.5 microns or less in size
PM ₁₀	Particulates 10 microns or less in size
ppm	Parts Per Million
PRC	California Public Resources Code
PRGs	Preliminary Remediation Goals
psf/ft	Pounds per Square Foot per Foot
RA	Residential Agriculture Zone District
RA-GH	Residential Agriculture Zone District with Geologic Hazard Combining Designation
RCRA	Resource Conservation and Recovery Act
R-M	Mountain Residential General Plan Designation
RMP	Risk Management Plan
RMS	Root Mean Squared



ROG	Reactive Organic Gases
R-S	Suburban Residential General Plan Designation
R-UVL	Urban Very Low Residential General Plan Designation
RWQCB	California Regional Water Quality Control Board
R-1-15-GH	Single Family Residential
SB18	Senate Bill 18
SCHMIT	Santa Cruz Hazardous Materials Interagency Team
SCMTD	Santa Cruz Metropolitan Transit District
SF ₆	Sulfur Hexafluoride
SHMA	Seismic Hazards Mapping Act
SHPO	State Historic Preservation Office
SJVAPCD	San Joaquin Valley Air Pollution Control District
SLOAPCD	San Luis Obispo Air Pollution Control District
SnFrB	San Francisco Bay Area
SO ₂	Sulfur Dioxide
SO _x	Sulfur Oxides
SSCC	Sustainable Santa Cruz County
STC	Sound Transmission Class
SU	Special Use Zone District
SWCV	Solid Waste Collection Vehicles
SWIS	Solid Waste Information System
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	Toxic Air Contaminants
TIA	Traffic Impact Assessment
TNW	Traditional Navigable Water
TPY	Tons per Year
TSP	Total Suspended Particulate
UNFCCC	United Nations Framework Convention on Climate Change
USDA	U.S. Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USGS	United States Geological Survey
UST	Underground Storage Tank
VdB	Vibration Decibels
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WEAP	Worker Environmental Awareness Program
WMO	World Meteorological Organization
WSAs	Water Supply Assessments
ZEV	Zero Emission Vehicle



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Executive Summary

This section summarizes the characteristics of the Proposed Project as well as the environmental impacts, mitigation measures, and significance after mitigation associated with implementation of the Proposed Project.

Project Applicant

Don Groppetti, Groppetti Automotive
c/o Bill Wiseman, Kimley Horn
824 Bay Ave #10
Capitola, CA 95010

Project Description

The project proposes to construct a 12,551 square foot automobile dealership with a separate 9,996 square foot automobile service building at the southwest corner of the intersection of Soquel Drive and 41st Avenue in Soquel.

The site would provide 154 parking spaces to accommodate inventory as well as service and visitor parking. Discretionary approvals would include a General Plan Amendment, Rezoning, Commercial Development Permit, Grading Permit and Sign Exception.

The 12,551 square foot automobile dealership would be constructed primarily from aluminum composite metal panels, glass, and concrete block. The two story structure would have a maximum height of 29 feet six inches with an additional four feet allowed for the Nissan Tablet sign, for a total height of 33 feet six inches. The first floor amenities include a showroom, shared lounge, service advisors office, service manager office, sales offices, quiet lounge, restrooms, administrative conference room, parts department, and new vehicle delivery area. The second floor amenities include a small meeting room, general manager's office, administrative office, additional office, and bulk parts area.

The 20 foot high single story 9,996 square foot service facility would provide six service bays with rollup doors, an oil change bay, car wash bay, restrooms, lounge, and oil and tool storage areas. The service department would be constructed primarily from aluminum composite metal panels, glass, and concrete block as is the main dealership building.

The project would also dedicate or provide approximately 15-feet for road right-of-way along the project frontage on Soquel Drive that would be required to construct a dedicated approximately 340 foot long right-turn pocket onto 41st Avenue from eastbound Soquel Drive. The existing signal light arm and associated control cabinet located at the corner of Soquel Drive and 41st Avenue would also be relocated approximately 15 feet to the south to allow for the construction of the dedicated right-turn pocket. In addition, two PG&E power poles and associated street lights would also be relocated approximately 15 feet to the south to accommodate the proposed turn pocket. The project would also be conditioned to require



installation of new curb gutter and standard Americans with Disabilities Act (ADA) six-foot sidewalk along the entire project frontage of Soquel Drive and 41st Avenue. Specifically, the Proposed Project would provide a standard ADA six foot separated sidewalk along Soquel Drive from the project frontage west approximately 300 feet to connect with existing sidewalk per the approved plan line. The Proposed Project would also provide a standard ADA six foot separated sidewalk (where feasible, or contiguous sidewalk where necessary) along 41st Avenue from the project frontage south approximately 250 feet to connect with existing sidewalk at the traffic signal to Redwood Shopping Center per the approved plan line.

The proposed project would install light fixtures during site development to provide visibility and security lighting during nighttime hours for the proposed automotive dealership. Sixty-four light fixtures would be mounted on 46 poles at a height of 15 feet to illuminate the parking/display areas and dealership. All lighting would be directed downward onto the site and shielded such that there would not be overspill onto adjacent properties. All light fixtures would have light-emitting diodes (LEDs) and would meet energy code requirements of the California Building Code. These lights would range in power from 80 to 395 Watts and would have a neutral color temperature of 4000K. Outside of approved hours of operation, all lighting (including sign lighting) would be turned off with exception of minimal lighting necessary to provide security of the site. If necessary, dimmers and shields would be installed and/or fixtures would be relocated to eliminate glare and or excessive light from leaving the site. The project also includes a sign exception to increase the allowed square footage of signage. The location, size and color of all signage is outlined in the proposed sign plan (Attachment I).

Proposed grading of the relatively flat project site includes 2,485 cubic yards of cut and 1,625 cubic yards of fill with 860 cubic yards of export. Following demolition of the existing structures, the site would be cleared of loose soil, organics, and debris within the project limits. This would include the removal of all demolition debris from existing and prior structures. Non-engineered fill caused by the demolition and removal of structures would be removed and or processed according to the geotechnical investigation. Engineered fill would be mechanically compacted to a minimum of 90 percent relative compaction. Non engineered fill would be removed and replaced as engineered fill in all paved areas. No permanent cut or fill slopes are proposed for the project site. Standard earthwork equipment would be used during site preparation and grading.

Proposed onsite drainage improvements would collect onsite storm water via valley gutters, catch basins, storm drains, and biofiltration basins that would be infiltrated or would flow offsite into adjacent storm drain systems at the south end of the project site near the full service car wash. The project would result in approximately 71,000 square feet of impervious area.



The project proposes to retire unneeded existing Santa Cruz Water Department (SCWD) water services extending onto the project site from 41st Avenue. A new ¾-inch water service would be installed from 41st Avenue to serve the facility. In addition, an existing ¾-inch water service would be retrofitted into an irrigation service for the facility. A 6-inch fire service backflow device would also be installed at the northwest corner of the project site near the project frontage that would also provide fire service to the 7,500 square foot service area. An 8-inch fire service water line would also be installed that would be reduced to serve an onsite 6-inch fire hydrant. An additional 6-inch fire hydrant would be installed along the 41st Avenue frontage. A 4-inch sanitary sewer line would be installed from 41st Avenue, and existing electric, gas, and communication services would be assumed.

The project proposes the combination of eight individual parcels with a total site area of approximately 2.568 acres. Construction of the project is anticipated to take from six to twelve months.

The project proposes to demolish existing onsite structures to include one 4,700 square foot commercial building, a six bay self-service car wash, and four single family dwellings with outbuildings ranging from approximately 650 to 1,100 square feet in size. During site demolition, removal of the following mature trees would occur: one 48 inch diameter at breast height (dbh) redwood tree, six Podocarpus ranging in diameter of 10 inches to 24 inches in dbh, and one 30 inch dbh walnut tree.

Project Objectives

The applicant's objectives of the proposed Nissan of Santa Cruz project are summarized as follows:

- *To provide a conveniently located, attractively designed automotive dealership and service center that will offer a full range of automotive models and services that satisfy the demand for new car buying opportunities within unincorporated Santa Cruz County.*
- *To provide Service Commercial development within an area currently designated as Community Commercial.*
- *To combine multiple small parcels into one large parcel that can be developed to provide a greater community benefit.*
- *To provide for the efficient redevelopment of an existing community commercial area that is currently underutilized with blighted properties, outdated commercial uses, and non-conforming uses.*
- *To provide commercial tax revenues to the unincorporated County of Santa Cruz.*



Project Alternatives

Five alternatives to the Proposed Project were chosen for analysis as follows:

- *Alternative No. 1: No Project/No Development*
- *Alternative No. 2: Proposed Project with APN 030-121-34*
- *Alternative No. 3: Mixed Use Development*
- *Alternative No. 4: Commercial Development*
- *Alternative No. 5: Offsite Nissan Dealership*

Section 5.0, *Project Alternatives*, includes detailed descriptions and analyses of these alternatives.

Areas of Known Controversy

The project site is part of a “Focus Area” studied by the Sustainable Santa Cruz County (SSCC) Plan for the Upper 41st Avenue area (County of Santa Cruz, 2014). The SSCC Plan is a planning study that describes a vision, guiding principles, and strategies that can lead to a more sustainable development pattern in Santa Cruz County. The Plan was shaped by community input during more than 16 community workshops where residents responded to questions about sustainability, neighborhoods, transportation, and more. The project site reflects the existing Community Commercial (C-C) Land Use designation with retail frontage and envisions a pedestrian friendly frontage along 41st Avenue. The concept envisions the larger Upper 41st Avenue focus area (e.g., existing lumberyard and other parcels along Research Park Drive and South Rodeo Gulch Road) as a modern employment district with a variety of commercial, office, light industrial, and live/work uses. The SSCC Plan was “accepted” as a planning and feasibility study by the Santa Cruz County Board of Supervisors on October 28, 2014 and is considered in the analysis of the Proposed Project and alternatives. There is known controversy about whether the project site should retain its existing Community Commercial zoning as reflected in the SSCC, or be rezoned to Service Commercial as proposed in order to accommodate the proposed automotive dealership. It should be noted however, that the SSCC Plan was not “adopted” by the Santa Cruz County Board of Supervisors and does not serve as a policy document as does the 1994 County of Santa Cruz General Plan. Whether to amend the 1994 General Plan land use designation and the current zoning will be a land use policy decision to be made by the Board of Supervisors after certification of a Final EIR, a public hearing and recommendation of the Planning Commission, and a public hearing held by the Board of Supervisors.

Additional traffic trips generated by the proposed project is also viewed as controversial. Both of the intersections of Soquel Drive at Robertson Street and Soquel Drive at Porter Street in Soquel Village currently operate at level of service E in the AM and F in the PM peak hours. The intersection of Soquel Drive at Robertson Street is currently unsignalized. Signalization is proposed as mitigation to reduce significant impacts under the proposed



project; however, at this time it is not clear that it will be determined to be feasible mitigation by the Board of Supervisors. The addition of project generated traffic to Soquel Village and the signalization of the intersection of Soquel Drive at Robertson Street are considered to be controversial by some members of the public.

Comments received on the previous project's Initial Study (2017) identified additional areas of known controversy. The following factors were identified as potential areas of controversy:

- Increased traffic on local roadways and parking
- Long range transportation improvements
- Increased traffic on Highway 1
- Community character and quality of life
- Pedestrian and bicycle access
- Site should remain Community Commercial
- Conflicts with goals of Sustainable Santa Cruz County Plan
- Air quality and greenhouse gas emissions
- Project site better for multifamily housing

Analysis in this EIR addresses the above areas of controversy and provides mitigation measures where necessary to reduce impacts to a less than significant level.

Issues Resolved in this EIR

This EIR addresses potential environmental impacts associated with implementation of the project. Impacts are categorized by significance. *Significant and unavoidable* adverse impacts (Class I) require a statement of overriding considerations to be issued per Section 15093 of the *State CEQA Guidelines* if the project is approved. Impacts which are *less than significant with mitigation incorporated* (Class II) are adverse impacts that can be feasibly mitigated to less than significant levels and which require findings to be made under Section 15091 of the *State CEQA Guidelines*. *Less than significant* impacts (Class III) would not exceed significance thresholds and therefore would not require mitigation. Mitigation measures have been developed and required where impacts are able to be feasibly reduced to a less than significant level. Additionally, an analysis of the project alternatives is provided to assess the environmental impacts and feasibility of the project alternatives stated above and determine the environmentally superior alternative.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table ES-1 includes a brief description of the environmental issues relative to the Proposed Project, the identified environmental impacts, proposed mitigation measures, and impacts after implementation of mitigation.



**Table ES-1
Summary of Environmental Impacts and
Mitigation Measures**

Impact	Mitigation Measure	Significance after Mitigation
AESTHETICS AND VISUAL RESOURCES		
<p>Impact AES-1 The project would involve construction of a 12,551 square foot automobile dealership with a 9,996 square foot service facility approximately 1,000 feet north of Highway 1, a designated County of Santa Cruz Scenic Highway and an eligible State of California State Scenic Highway. The project site is not located within the mapped scenic corridor of Highway 1 and would not be visible from Highway 1. Impacts would be Class IV, <i>no impact</i>.</p>	<p>No mitigation measures would be required.</p>	<p>No Impact would occur without mitigation.</p>
<p>Impact AES-2 The project would demolish onsite buildings to include a self-serve car wash, a commercial building, and four single-family houses and associated out-buildings within the project site. The project would also remove a total of eight trees to include one redwood tree, six Podocarpus trees, and one walnut tree. No historic structures would be impacted and the site is not visible from the Highway 1 scenic corridor. Impacts on scenic resources would be Class III, <i>less than significant</i>.</p>	<p>No mitigation measures would be required.</p>	<p>Impacts would be less than significant without mitigation.</p>
<p>Impact AES-3 Removal of the non-conforming onsite single-family structures that are in disrepair, the commercial building, and car wash would improve the overall visual character of the site and its surroundings by increasing the building setbacks allowing for the planting of street trees along the project frontages of 41st Avenue and Soquel Drive, which is consistent with the</p>	<p>No mitigation measures would be required.</p>	<p>Impacts would be less than significant without mitigation.</p>



**Table ES-1
Summary of Environmental Impacts and
Mitigation Measures**

Impact	Mitigation Measure	Significance after Mitigation
<p>Urban Forestry Master Plan. Project construction of the automotive dealership and service center would be consistent with the range of architectural styles and intensities, and with the types of construction of other commercial structures found in the vicinity. Impacts on visual character would be Class III, <i>less than significant</i>.</p>		
<p>Impact AES-4 The project, which would operate until 8 PM, would introduce additional nighttime lighting and glare to an already developed urban area from sunset until 8 PM during fall, winter, and spring months. However, proposed light fixtures would be focused on the onsite automotive inventory and dealership, and it is estimated that they would not generate light intensity in excess of the CIE's international standards for the E3 lighting zone at area residences. Furthermore, non-reflective light fixtures would be used and shielded and directed downward to minimized glare. Therefore, impacts from light and glare would be Class III, <i>less than significant</i>.</p>	<p>No mitigation measures would be required.</p>	<p>Impacts would be less than significant without mitigation.</p>
<p>AIR QUALITY</p>		
<p>Impact AQ-1 The Proposed Project would be consistent with the Air Quality Management Plan (AQMP). This impact would be Class III, <i>less than significant</i>.</p>	<p>No mitigation is required.</p>	<p>Impacts would be less than significant without mitigation.</p>
<p>Impact AQ-2 Construction of the Proposed Project would result in the temporary generation of air pollutants, which would affect local air quality. Short-term emissions</p>	<p>No mitigation is required. However, MBARD recommends the use of the best management practices (BMPs) for the control of short-term construction generated emissions (see Section 3.2, <i>Air Quality</i>).</p>	<p>Impacts would be less than significant without mitigation.</p>



**Table ES-1
Summary of Environmental Impacts and
Mitigation Measures**

Impact	Mitigation Measure	Significance after Mitigation
during the construction period would not exceed MBARD thresholds. Impacts would be Class III, <i>less than significant</i> .		
Impact AQ-3 Operational emissions would not exceed MBARD's daily thresholds. Therefore, impacts to regional air quality would be Class III, <i>less than significant</i> .	No mitigation is required.	Impacts would be less than significant without mitigation.
Impact AQ-4 Increased vehicle trips from the proposed project may degrade service levels at study area intersections such that carbon monoxide (CO) hotspots would be aggravated. Impacts related to CO hotspots would be Class III, <i>less than significant</i> .	No mitigation is required.	Impacts would be less than significant without mitigation.
Impact AQ-5 The project would not expose sensitive receptors to substantial pollutant concentrations associated with construction dust or toxic air contaminants. Impacts related to these localized pollutants would be Class III, <i>less than significant</i> .	No mitigation is required.	Impacts would be less than significant without mitigation.
Impact AQ-6 The project would not create objectionable odors that would affect neighboring properties. Impacts related to odors would be Class III, <i>less than significant</i> .	No mitigation is required.	Impacts would be less than significant without mitigation.
CULTURAL RESOURCES		
Impact CUL-1 Construction associated with the Proposed Project would involve surface excavation, which has the potential to unearth and adversely impact previously unidentified archaeological resources. Impacts would be Class II, <i>less than significant</i>	CUL-1: Extended Phase I Testing in Areas Covered in Asphalt. For Extended Phase I surveys, all portions of a survey area shall be examined by systematic shovel testing whenever possible, in combination with systematic pedestrian survey, and/or additional techniques such as augering, coring, soil probes, or mechanically excavated trenching, depending upon the surface conditions and potential for deeply buried archaeological sites. If extended	Through Extended Phase I testing and the potential monitoring of ground disturbance and evaluation of any unidentified cultural resources, implementation of Mitigation Measures CUL-1, and potentially CUL-2(a) and CUL-2(b) are anticipated to reduce impacts to previously unidentified



**Table ES-1
Summary of Environmental Impacts and
Mitigation Measures**

Impact	Mitigation Measure	Significance after Mitigation
<p><i>with mitigation incorporated.</i></p>	<p>testing reveals potential for archaeological resources to occur on site, Mitigation Measures CUL-2(a) and CUL-2(b) shall be implemented.</p> <p>CUL-2(a): Archaeological Resource Construction Monitoring. At the commencement of construction within the project area, an orientation meeting shall be conducted by an archaeologist for construction workers associated with earth disturbing procedures. The orientation meeting shall describe the possibility of exposing unexpected archaeological resources and directions as to what steps are to be taken if such a find is encountered.</p> <p>A qualified archaeologist and Ohlone/Costanoan representative shall monitor all earth moving activities conducted within native soil. In the event that archaeological and historic artifacts are encountered during project construction, all work in the vicinity of the find shall be halted until such time as the find is evaluated by a qualified archaeologist and appropriate mitigation (e.g., curation, preservation in place, etc.), if necessary, is implemented.</p> <p>CUL-2(b): Unanticipated Discovery of Cultural Resources. Pursuant to during site preparation, excavation, or other ground disturbance associated with the project, human remains are discovered, the responsible person shall immediately cease and desist from all further site excavation and notify the sheriff-coroner and Planning Director. If the coroner determines that the remains are not of recent origin, the applicant shall implement a Phase 2 subsurface testing program to determine the resource boundaries, assess the integrity of the resource, and evaluate the site's significance through a study of its features and artifacts. The results and recommendations of the Phase 2 study shall determine the need for additional construction monitoring. If the site is determined insignificant, no further archaeological investigation or mitigation would be required.</p> <p>If the discovered cultural resources are deemed significant, the County will work with the applicant to determine the appropriate extent of further mitigation. Examples of mitigation include, but are not limited to, capping of the resource with culturally sterile and chemically neutral fill material or Phase 3 data recovery.</p>	<p>archaeological resources to a less than significant level based on current known resources at the site and in the general vicinity. However, the actual significance of buried resources is unknown until such time that they are discovered and properly evaluated. Although not anticipated, it is possible that construction activities may unearth resources of particular significance that would require more extensive investigation.</p>
<p>Impact CUL-2 Construction associated with the Proposed Project would involve surface excavation in</p>	<p>No mitigation is required.</p>	<p>Impacts would be less than significant without mitigation.</p>



**Table ES-1
Summary of Environmental Impacts and
Mitigation Measures**

Impact	Mitigation Measure	Significance after Mitigation
a geologic formation with low potential to unearth previously unidentified paleontological resources or impact a unique geologic feature. Impacts would be Class III, <i>less than significant</i> .		
Impact CUL-3 Construction associated with the Proposed Project would involve surface excavation, which has the potential to unearth and adversely impact previously unidentified human remains. Impacts would be Class III, <i>less than significant</i> .	No mitigation is required.	Impacts would be less than significant without mitigation.
GREENHOUSE GAS EMISSIONS		
Impact GHG-1 The Proposed Project would generate GHG emissions during construction and operation. GHG emissions from the project would not exceed accepted thresholds. Impacts would be Class III, <i>less than significant</i> .	No mitigation is required.	Impacts would be less than significant without mitigation.
Impact GHG-2 The Proposed Project would not conflict with state GHG reduction goals, or any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Impacts would be Class III, <i>less than significant</i> .	No mitigation is required.	Impacts would be less than significant without mitigation.
HAZARDS AND HAZARDOUS MATERIALS		
Impact HAZ-1 Construction and operation of the Proposed Project could include the use, storage, or transport of hazardous materials that could potentially create a safety hazard to the public or the environment. Pursuant to compliance with applicable state and federal laws pertaining to hazardous	HAZ-1: Pursuant to Cal OSHA regulations, project applicants shall have each structure within the planning area within Assessor Parcel numbers 030-121-08, 030-121-12, and 030-121-13 inspected by a qualified environmental specialist for the presence of ACMs and LBPs prior to obtaining a demolition permit from the County of Santa Cruz Planning Department. If ACMs and LBPs are found during the investigations, project applicants with the planning area shall develop a remediation program to ensure that these materials are	Implementation of these mitigation measures would reduce this impact to less than significant by ensuring that residential homes and associated structures to be demolished are inspected by a qualified environmental specialist.



**Table ES-1
Summary of Environmental Impacts and
Mitigation Measures**

Impact	Mitigation Measure	Significance after Mitigation
<p>materials, impacts would be Class II, <i>less than significant with mitigation incorporated.</i></p>	<p>removed and disposed of by a licensed contractor in accordance with all federal, state and local laws and regulation, subject to approval by the MBARD, and the Santa Cruz County Environmental Health Department, as applicable. Any hazardous materials that are removed from the structures shall be disposed of at an approved landfill facility in accordance with federal, state and local laws and regulations.</p> <p>HAZ-2: Project applicants within the planning area shall have the interior of all on-site structures within Assessor Parcel Numbers: 030-121-08, 030-121-12, and 030-121-13 visually inspected by a qualified environmental specialist to determine the presence of hazardous materials prior to obtaining a demolition permit from the County of Santa Cruz Planning Department. Should any hazardous materials be encountered with any of the structures, the materials shall be tested and properly disposed of in accordance with federal, state and local regulatory requirements. Any stained soils or surfaces underneath the removed materials shall be sampled. Subsequent testing shall indicate the appropriate level of remediation necessary and a work plan shall be prepared in order to remediate the soil in accordance with all applicable federal, state and local regulations prior to issuance of a grading permit.</p>	
<p>Impact HAZ-2 Development on the project site would occur near roadways on which accidents that involve hazardous materials could occur. Such accident could potentially create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. However, required adherence to existing laws and regulations would reduce impacts to Class III, <i>less than significant.</i></p>	<p>No mitigation is required.</p>	<p>Impacts would be less than significant without mitigation.</p>
<p>Impact HAZ-3 Although the project site is located approximately one-quarter mile of an existing school,</p>	<p>No mitigation is required</p>	<p>Impacts would be less than significant without mitigation.</p>



**Table ES-1
Summary of Environmental Impacts and
Mitigation Measures**

Impact	Mitigation Measure	Significance after Mitigation
the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Impacts would be Class III, <i>less than significant</i> .		
Impact HAZ-4 No active listed hazardous materials sites, as listed pursuant to Government Code Section 65962.5, are located on the project site or within one-half mile of the site. Impacts would be Class III, <i>less than significant</i> .	No mitigation is required.	Impacts would be less than significant without mitigation.
Impact HAZ-5 The Proposed Project would not interfere with any adopted emergency response plan or emergency evacuation plan. Impacts would be Class III, <i>less than significant</i> .	No mitigation is required.	Impacts would be less than significant without mitigation.
Impact HAZ-6 The project site is not located in a high fire hazard severity zone and the project would be required to comply with existing regulations to reduce fire risk. As such, impacts related to exposing people or structures to a significant risk of loss, injury, or death involving wildland fires would be Class III, <i>less than significant</i> .	No mitigation is required.	Impacts would be less than significant without mitigation.
LAND USE AND PLANNING		
Impact LU-1 The project would not physically divide an established community. Impacts would be Class III, <i>less than significant</i> .	No mitigation is required.	Impacts would be less than significant without mitigation.
Impact LU-2 If approved by the County the Proposed Project would be substantially consistent with applicable land use policies of the County of Santa Cruz 1994 General Plan, and would not conflict with land use policies that are in effect	The proposed project would be consistent with the relevant policies of the 1994 General Plan and the 1990 Soquel Village Plan with the implementation of required mitigation measures, with the exception of Transportation/Traffic in that trips generated by the project that use Highway 1 would contribute to existing unacceptable levels of service and no mitigation has been defined or adopted that would mitigate cumulative impacts	With implementation of the mitigation measures identified in Section 3.3 Cultural Resources, Section 3.5 Hazards and Hazardous Materials, and Section 3.8 Transportation/Traffic, of this EIR, land use impacts on environmental and natural resources would be less



**Table ES-1
Summary of Environmental Impacts and
Mitigation Measures**

Impact	Mitigation Measure	Significance after Mitigation
<p>to avoid or mitigate environmental effects on environmental and natural resources. Therefore, impacts would be Class III, <i>less than significant</i>.</p>	<p>on Highway 1 and thus this cumulative transportation impact would be significant and unavoidable.</p> <p>In addition, trips generated by the Proposed Project that impact the intersections of Soquel Drive and Robertson Street, and Soquel Drive and Porter Street would result in significant impacts to those intersections. With the implementation of Mitigation Measures TRA-1 and TRA-2, the Soquel Drive/Robertson Street intersection and Soquel Drive Porter Street intersection would improve to acceptable levels of service for both the Existing Plus Project and Near-term Plus Project scenarios. However, the complete cost to signalize the intersection of Soquel Drive at Robertson Street is estimated at \$373,612 in the 2017/2018 County of Santa Cruz Capital Improvement Program (CIP), and updated cost estimates by the County of Santa Cruz Department of Public Works have placed the cost of the signalization closer to \$500,000. Because this signalization project is listed in the 2017/2018 CIP as unprogrammed, no funding for design or construction is currently available. The only available funding would be the project's fair share contribution of \$14,200 or 2.84% of the total unfunded improvement costs. Therefore, it is uncertain as to whether proposed Mitigation Measure TRA-1 could be implemented within the next five years. For this reason, the addition of project generated traffic trips to the intersection at Soquel Drive/Robertson Street (Intersection #4) in the PM peak hour under the Existing Plus Project and Near-term Plus Project conditions would be considered significant and unavoidable. Transportation/Traffic impacts (i.e., not Land Use and Planning impacts).</p>	<p>than significant. However, impacts associated with the Level of Service Policy 3.12.1 in Section 3.8, Transportation/Traffic, would result in significant and unavoidable transportation impacts due to uncertain feasibility or timing of mitigating transportation improvements (see Section 3.8 <i>Transportation/Traffic Impacts and Mitigation Measures</i>).</p>
NOISE		
<p>Impact NOI-1 The Proposed Project land use category is classified in Figure 6-1 of the County of Santa Cruz General Plan as "Office Buildings, Business Commercial, and Professional," which has a normally acceptable noise range of up to 60 dBA, and conditionally acceptable up to 80 dBA. Nearby residences have a normally acceptable range up to 60 dBA, and conditionally</p>	<p>No mitigation is required.</p>	<p>Impacts would be less than significant without mitigation.</p>



**Table ES-1
Summary of Environmental Impacts and
Mitigation Measures**

Impact	Mitigation Measure	Significance after Mitigation
<p>acceptable range up to 75 dBA. The project would not be exposed to noise levels over this range nor expose nearby residences to noise levels over this range; therefore impacts would be Class III, <i>less than significant</i>.</p>		
<p>Impact NOI-2 Construction activity associated with the Proposed Project would intermittently generate ground-borne vibration on and adjacent to the project site. This may affect existing offsite receptors near the project site. However, construction vibration would not exceed the FTA thresholds for vibration. Therefore, impacts would be Class III, <i>less than significant</i>.</p>	<p>No mitigation is required.</p>	<p>Impacts would be less than significant without mitigation.</p>
<p>Impact NOI-3 The Proposed Project would generate noise through daily operations and as a result of project generated traffic on area roadways, including Soquel Drive, 41st Avenue, and Highway 1. However, project generated traffic is not expected to result in a measurable increase in ambient noise levels that would significantly impact nearby sensitive noise receptors. Therefore, impacts would be Class III, <i>less than significant</i>.</p>	<p>No mitigation is required.</p>	<p>Impacts would be less than significant without mitigation.</p>
<p>Impact NOI-4 Construction of the proposed project would result in a short-term increase in noise levels due to the operation of heavy equipment. Therefore, impacts would be <i>Class II, less than significant with mitigation incorporated</i>.</p>	<p>NOI-1: Construction Hours. The project shall comply with the Santa Cruz County Noise Ordinance and prohibition on offensive noise. Hours of construction for the project shall be limited to the hours of between 8:00 AM and 6:00 PM.</p> <p>NOI-2: Construction Equipment. All construction equipment shall be properly maintained and all exhaust mufflers and engine shrouds shall be in good condition and appropriate for the equipment. Equipment engine</p>	<p>Construction related noise effects would be temporary. With implementation of the above mitigation measures, noise generated by construction would be limited to daytime hours and would be muffled to the extent practicable. As a result, construction would be consistent with the County of Santa Cruz's requirements for construction</p>



**Table ES-1
Summary of Environmental Impacts and
Mitigation Measures**

Impact	Mitigation Measure	Significance after Mitigation
	<p>shrouds shall be closed during equipment operation. Whenever feasible, electrical power shall be used to run air compressors and similar power tools rather than diesel equipment.</p> <p>NOI-3: Vehicle and Equipment Idling. Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use.</p> <p>NOI-4: Stationary Equipment. Stationary construction equipment that generates noise exceeding 75 dB at the property line of the project site shall be shielded. Temporary noise barriers used during construction activity shall be made of noise-resistant material sufficient to achieve a Sound Transmission Class (STC) rating of STC 40 or greater, based on sound transmission loss data taken according to ASTM Test Method E90. Such a barrier may provide as much as a 10 dB insertion loss, provided it is positioned as close as possible to the noise source or to the receptors. To be effective, the barrier must be long and tall enough (a minimum height of eight feet) to completely block the line-of-sight between the source and the receptors. The gaps between adjacent panels must be filled-in to avoid having noise penetrate directly through the barrier. The recommended minimum noise barrier or sound blanket requirements would reduce construction noise levels by at least 10 dB.</p>	<p>activity and impacts would be reduced to a less than significant level.</p>
TRANSPORTATION/TRAFFIC		
<p>Impact TRA-1 Implementation of the proposed project would result in potentially significant impacts to the Soquel Drive/Robertson Street intersection, and the Soquel Drive/Porter Street intersection under Existing Plus Project and Near Term Plus Project conditions. With the required mitigation, both intersections would move to acceptable levels of service C or D. LOS D is the minimum acceptable to the County of Santa Cruz where additional enhancements to achieve LOS C may be considered infeasible. However, due to lack of currently identified funding,</p>	<p>TRA-1 Soquel Drive/Robertson Street (Intersection #4) Uncertain feasibility, therefore classified as infeasible.</p> <p>Traffic at the Soquel Drive / Robertson Street intersection, which is currently operating at an unacceptable LOS E during the AM and PM peak hour, will continue to operate at LOS E or worse during all future conditions. To mitigate these significant impacts, the project applicant shall, prior to issuance of a building occupancy permit, pay \$14,200 (2.84% of the total unfunded improvement costs) toward the cost of construction of the following improvements:</p> <ul style="list-style-type: none"> • Install a traffic signal control. • On Soquel Drive, restripe the westbound approach to one left turn lane and one thru lane, consolidate north driveways and close the north leg (southbound approach), converting the intersection to a signalized, three-directional intersection. Until north driveways are consolidated, the north leg will 	<p>Anticipated Existing Plus Project LOS at intersections #4 and #6 with implementation of Mitigation Measures TRA-1 and TRA-2 is shown in Table 3.8-7. With the implementation of the above improvements outlined in Mitigation Measures TRA-1 and TRA-2, the Soquel Drive at Robertson Street intersection would improve to LOS B in the AM and LOS D in the PM peak hours with project. Soquel Drive at Porter Street would improve to LOS C in the AM peak hour and LOS D in the PM peak hours with project. It is anticipated that, when the intersection of Soquel Drive/Robertson Street is signalized, Soquel Drive/ Daubenbiss Avenue and Soquel Drive/Porter Street signal timings</p>



**Table ES-1
Summary of Environmental Impacts and
Mitigation Measures**

Impact	Mitigation Measure	Significance after Mitigation
<p>the required mitigation measure to reduce significant impacts to the intersection of Soquel Drive at Robertson Street would be considered infeasible. In addition, the proposed project would result in potentially significant impacts to the segment of Highway 1 located north/west of 41st Avenue and the Highway 1 segment located south/east of 41st Avenue. These segments currently operate at LOS F in both the AM and PM peak hours. LOS D or better is acceptable under Caltrans significance criteria, and LOS E and F is considered unacceptable. Any new trips added to Highway 1 at these segments is considered to be significant requiring mitigation. However, no mitigation is available to reduce impacts to Highway 1. Therefore, project impacts under Existing Plus Project and Near Term Plus Project conditions would be <i>Class I, significant and unavoidable</i> for the intersection of Soquel Drive at Robertson Street and for Highway 1 segment operations.</p>	<p>remain open to provide access to the building(s) using the existing driveway. The analysis evaluated this intersection with three approaches (i.e., a signalized "T" intersection with east, west, and south legs). Existing traffic volumes on the north approach are very low at (0 vehicles in the AM peak and 3 vehicles in the PM peak). The intersection would also operate acceptably should the County decide to construct a signalized four-way intersection instead (i.e., with east, west, south, and north legs).</p> <ul style="list-style-type: none"> On Robertson Street, restripe the northbound approach from one lane to one left- and one right-turn lane. Limit the restriping to approximately 25 feet, due to the close spacing of the mobile home park driveway southwest of the intersection. The design for this improvement will be challenging and the designer should exercise care to ensure that northbound and southbound traffic can be safely accommodated. Analysis conservatively analyzed this intersection with one shared thru, left, and right lane. <p>TRA-2: Soquel Drive/Porter Street (Intersection #6)</p> <p>On Soquel Drive, the area on the south side west of Porter Street (adjacent to the curb) is currently signed as a loading zone from 8am to 5pm, Monday through Friday. When not in use as loading zone, this area currently operates as a de facto right-turn pocket. To mitigate AM and PM peak hour traffic impacts, the project applicant shall, prior to building occupancy permit, pay \$20,000 to the County of Santa Cruz to construct the following improvements:</p> <ul style="list-style-type: none"> Through signage and restriping, convert the on-street loading zone on the south side of west leg (eastbound approach) into an eastbound right-turn pocket lane during peak hours, and optimize the signal phasing, cycle length, and splits. Restripe the existing bike lane to provide a right-turn with bike access, the lane should be combined into a 12-foot shared bike lane and right turn lane. The combined bike lane/turn lane treatment will include signage advising motorists and bicyclists of proper positioning within the lane. 	<p>and coordination would be updated and optimized. Impacts to intersection level of service would be reduced to a less than significant level for Existing Plus Project conditions with the incorporation of the above mitigation measures.</p> <p>It should be noted that the complete cost to signalize the intersection of Soquel Drive at Robertson Street is estimated at \$373,612 in the 2017/2018 County of Santa Cruz Capital Improvement Program (CIP). However, updated cost estimates by the County of Santa Cruz Department of Public Works have placed the cost of the signalization closer to \$500,000. Because this signalization project is listed in the 2017/2018 CIP as unprogrammed, no funding for design or construction is currently available. The only available funding would be the project's fair share contribution of \$14,200 or 2.84% of the total unfunded improvement costs. Therefore, it is uncertain as to whether proposed Mitigation Measure TRA-1 could be implemented within the next five years. For this reason, the addition of project generated traffic trips to the intersection at Soquel Drive/Robertson Street (Intersection #4) in the PM peak hour under the Existing Plus Project and Near-term Plus Project conditions would be considered significant and unavoidable.</p> <p>Currently Caltrans has no impact fee program in place to help mitigate traffic impacts on Highway 1 in Santa Cruz County. As a result, these additional trips impacting segments of Highway 1 cannot be mitigated by the Proposed Project and are considered significant and</p>



**Table ES-1
Summary of Environmental Impacts and
Mitigation Measures**

Impact	Mitigation Measure	Significance after Mitigation
		unavoidable. Anticipated Near Term Plus Project LOS at intersections #4 and #6 with implementation of Mitigation Measures TRA-1 and TRA-2 is shown in Table 3.8-8. With the implementation of the above improvements outlined in Mitigation Measures TRA-1 and TRA-2, the Soquel Drive at Robertson Street intersection would improve to LOS B in the AM and LOS B in the PM peak hours with project. Soquel Drive at Porter Street would improve to LOS D in the AM peak hour and LOS D in the PM peak hours with project. Impacts to intersection level of service would be reduced to a less than significant level for Near Term Plus Project conditions with the incorporation of the above mitigation measures.
Impact TRA-2 The project would not affect any air traffic patterns or air traffic levels. Therefore, impacts would be Class IV, <i>no impact</i> .	No mitigation is required.	There would be no impact without mitigation.
Impact TRA-3 The project would not increase hazards due to any design features or incompatible uses. Therefore, impacts would be Class III, <i>less than significant</i> .	No mitigation is required.	Impacts would be less than significant without mitigation.
Impact TRA-4 The project would provide adequate emergency access. Therefore, impacts would be Class III, <i>less than significant</i> .	No mitigation is required	Impacts would be less than significant without mitigation.
Impact TRA-5 The project would provide pedestrian access from both Soquel Drive and 41st Avenue. In addition, existing Class II bicycle facilities along Soquel Drive and 41st Avenue provide bicycle access to the site. The	No mitigation is required	Impacts would be less than significant without mitigation.



**Table ES-1
Summary of Environmental Impacts and
Mitigation Measures**

Impact	Mitigation Measure	Significance after Mitigation
<p>Soquel Drive/41st Avenue intersection provides marked crossings for pedestrians and bikes on the intersection's south leg and east leg. Further, a transit stop is located within 320 feet of the project site. Therefore, impacts related to conflicts with policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities would be Class III, <i>less than significant</i>.</p>		



1.1 Purpose and Legal Authority

This Environmental Impact Report (EIR) for the proposed Nissan of Santa Cruz project (hereinafter “proposed project”) has been prepared in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. The purpose of this EIR is to evaluate the potential environmental effects associated with the proposed project. A full description of the proposed project is presented in **Chapter 2.0: Project Description**.

An Initial Study was prepared and released for public review in April 2017 by the County of Santa Cruz (County) for an earlier-proposed Nissan of Santa Cruz Project. That earlier project site analyzed under the Initial Study did not contain three parcels that are now part of the site, including an existing paint store (APN 030-121-57) and an existing self-serve car wash (APNs 030-121-06 & 07). The Initial Study determined that earlier project, which was withdrawn by the applicant in order to pursue the currently proposed project (Project) on the larger site, could have had potentially significant impacts in the areas of biological resources, hazards and hazardous materials, noise, and transportation and traffic. Comments received on the Initial Study during the public comment period suggested that the project may contribute to cumulatively considerable traffic impacts to Highway 1. The County, therefore, determined that an EIR would be required for the now-proposed Project on the larger site (the earlier proposal was withdrawn and a new application was submitted in May 2017).

The scope of this EIR concentrates on the potentially significant impacts of the Project on seven environmental issue areas: aesthetics and visual resources, air quality, cultural resources, greenhouse gas emissions, hazards and hazardous materials, land use and planning, and transportation and traffic. The proposed Project has incorporated measures for the protection of migratory birds and bats, and therefore Biological Resources has been included in Section 1.4, Environmental Effects found Not to be Significant. All other impact areas were determined to either have no impact or have a less than significant impact and are also discussed in Section 1.4 of this EIR.

This EIR is to serve as an informational document for the public, County of Santa Cruz decision-makers, and any other responsible or trustee agencies that may have discretionary review over certain aspects of the project. The process will culminate with a Board of Supervisors public hearing to consider certification of a Final EIR and approval of the project.

1.2 Recent Project Site Background and History

As noted above, a previous auto dealership project was proposed by the applicant within a portion of the current project area that included five of the eight parcels that now comprise the site. These parcels included assessor parcel numbers 030-121-08, 12, 13, 27, and 53. Shortly after the start of public review for the Initial Study, the applicant discovered that three



additional adjacent parcels at the corner of 41st Avenue and Soquel Drive were on the market (030-121-06, 07, and 57) and opened escrow to purchase the parcels. Upon learning of the intent of the applicant to purchase these parcels, the County of Santa Cruz Planning Department determined that the project would have to be reevaluated under CEQA with the inclusion of these additional parcels, as it was reasonably foreseeable that the purchase would be completed and the parcels added to the project site.

The project site is located in the Upper 41st Avenue area, which was one of the “Focus Areas” studied within the Sustainable Santa Cruz County (SSCC) Plan (County of Santa Cruz, 2014). The SSCC Plan is a planning and feasibility study that describes a vision, guiding principles, and strategies that can lead to a more sustainable development pattern in Santa Cruz County. The Plan was shaped by community input during more than 16 community workshops where residents responded to questions about sustainability, neighborhoods, transportation, and more. As a planning study, the SSCC is not a regulatory document, but it is being used to assist with development of proposed policy and regulatory amendments to the county’s General Plan and Zoning Ordinance, which will be considered by the Board of Supervisors after completion of an Environmental Impact Report. The project site was not projected for change, and is shown in the SSCC as retaining its existing Community Commercial (C-C) Land Use designation. Other portions of the Upper 41st Avenue area, including the adjacent lumber storage property to the west of the proposed project site, were envisioned as a modern “Work Flex” employment district with a variety of commercial, office, light industrial, and supporting retail uses. The SSCC Plan was accepted by the Santa Cruz County Board of Supervisors on October 28, 2014. A general evaluation of compatibility of the proposed project with the guiding principles of the SSCC is provided in the Land Use section of this EIR.

1.3. Environmental Impact Report Scope and Content

The EIR addresses the environmental topic areas referenced below and identifies potentially significant environmental impacts, including both individual and cumulative impacts. In addition, the EIR recommends mitigation measures that would reduce impacts to a level below thresholds of significance or eliminate adverse environmental impacts entirely. Environmental topic areas that are addressed in this EIR include:

- *Aesthetics and Visual Resources*
- *Air Quality*
- *Cultural Resources*
- *Greenhouse Gas Emissions*
- *Hazards and Hazardous Materials*
- *Land Use and Planning*
- *Noise*
- *Transportation/Traffic*

The impact analyses contained in Section 3.0, *Environmental Setting, Impacts and Mitigation Measures*, include a description of the physical and regulatory setting within each issue area,



the methodologies and thresholds of significance employed to determine impacts, and a detailed analysis of the project's environmental effects. Each specific impact is separately identified and numbered, accompanied by an explanation of how the level of impact was determined. Whenever possible, mitigation measures are identified to reduce significant effects. Following the mitigation measures is a discussion of the residual impact, which is defined as the effects that remain after all feasible mitigation is applied.

The *Alternatives* section of the EIR (Section 5.0) is prepared in accordance with Section 15126.6 of the *State CEQA Guidelines* and focuses on potentially feasible options that are capable of eliminating or reducing significant adverse effects associated with the proposed project while feasibly attaining most of the project's basic objectives. Alternatives evaluated include the CEQA-required "No Project" scenario and two development scenarios for the project site, which include a retail commercial alternative and a commercial/residential mixed use alternative. An "added parcel" project alternative is also evaluated to consider reasonably foreseeable action(s) by the County and /or applicant to add APN 030-121-34 to the list of parcels that would be redesignated and rezoned by the County, and potentially also be added to the automotive dealership project site. A fifth "alternate location" alternative is also evaluated, which consists of the proposed project development occurring at a site located on the Soquel Avenue frontage road. As required by CEQA, the EIR identifies the "environmentally superior" alternative among the options studied.

The level of detail contained throughout this EIR is consistent with the requirements of CEQA and applicable court decisions. The *State CEQA Guidelines* provide the standard of adequacy on which this document is based. The *State CEQA Guidelines* (Section 15151) state:

"An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good faith effort at full disclosure."

Upon completion of the Draft EIR, the County filed a Notice of Completion (NOC) with the State Office of Planning and Research, in accordance with Section 15085 of the CEQA Guidelines. This begins the public review period (Public Resources Code, Section 21161) for the Draft EIR.

1.4 Environmental Effects found Not to be Significant

CEQA requires that the discussion of any significant effect on the environment address substantial, or potentially substantial, adverse changes in the physical conditions that exist within the affected area. A lead agency is not required to provide a detailed discussion of the



environmental effects that would not be significant, and may instead provide a brief statement of dismissal (CEQA Statutes Section 21100, CEQA Guidelines Sections 15126.2[a] and 15128). Based on a review of the information presented in the Notice of Preparation (Appendix A), impacts associated with agricultural and forestry resources; biological resources; geology and soils; hydrology and water quality; mineral resources; population and housing; public services and utilities; and recreation would not result in significant environmental effects for the following reasons.

1.4.1 Agriculture and Forestry Resources

Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

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.

Conflict with Existing Zoning for Agricultural Use, or a Williamson Act Contract.

The project site is currently zoned C-2 (Community Commercial), 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.

Conflict with Existing Zoning for, or Cause Rezoning of Forest Land.

The project is not located near land designated as Timber Resource. Therefore, the project would not affect the resource or access to harvest the resource in the future. The timber resource may only be harvested in accordance with California Department of Forestry timber harvest rules and regulations.

Result in a Loss of Forest Land or Conversion of Forest Land to Non-forest Use.

No forest land occurs on the project site or in the immediate vicinity. No impact would occur.

Conversion of Farmland to Non-agricultural use or Conversion of Forest and to Non-forest Use.

The project site and surrounding area within a radius of approximately one mile 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 1.5 miles of the proposed project site. Therefore, no impacts are anticipated.



1.4.2 Biological Resources

Substantial Adverse Effect on any Candidate, Sensitive, or Special Status Species.

The California Natural Diversity Data Base (CNDDDB), which is maintained by the California Department of Fish and Wildlife, indicates that several special status plant and animal species potentially occur in the site vicinity. These have been identified as the white-rayed pentacheata (*Pentachaeta bellidiflora*), obscure bumble bee (*Bombus caliginosus*), and Zayante band-winged grasshopper (*Trimerotropis infantilis*). Due to the lack of suitable habitat for these species, and the disturbed nature of the site, these special status plant and animal species are not expected to occur in the project area. Therefore, no adverse impacts to these species are expected to occur from project implementation.

Substantial Adverse Effect on any Riparian Habitat or other Sensitive Natural Community.

There are no mapped or designated sensitive biotic communities on or adjacent to the project site.

Substantial Adverse Effect on Federally Protected Wetlands.

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

Interfere Substantially with the Movement of any Native Resident or Migratory Fish or wildlife Species.

The California Natural Diversity Data Base (CNDDDB), which is maintained by the California Department of Fish and Wildlife, indicates that there are known special status plant or animal species in the site vicinity to include the white-rayed pentacheata, obscure bumble bee, and Zayante band-winged grasshopper. Due to the lack of suitable habitat and the disturbed nature of the site, these special status plant and animal species are not expected to occur in the project area. Therefore, no impact would occur to these noted species.

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.

The project area provides potential nesting habitat for birds of prey and birds listed by the Migratory Bird Treaty Act (MBTA). Since nests could become established in the vegetation to be removed before construction begins, and since the applicant was aware that this could be of concern, the Proposed Project has incorporated the following features into the project plans to be implemented, in order to ensure avoidance of adverse effects to migratory birds.



Project Features Incorporated by Applicant into Proposed Project

Under the MBTA, nests that contain eggs or unfledged young are not to be disturbed during the breeding season. The nesting season for migratory birds and birds of prey is generally February 1st through August 31st. Implementation of the following measures will avoid potential adverse effects to migratory birds.

- If construction begins outside the 1 February to 31 August breeding season, there will be no need to conduct a preconstruction survey for active nests.
- If construction is scheduled to begin between 1 February and 31 August then a qualified biologist shall conduct a preconstruction survey for active nests. The survey will include a 250 foot radius from the work area for nesting birds of prey and a 50 foot radius from the work area for other nesting MBTA protected birds. The survey will be conducted from publicly accessible areas within one two weeks prior to construction. If no active nest of a bird of prey or MBTA bird is found, then no further avoidance measures are necessary.
- If an active nest of a bird of prey or MBTA bird is found, then the biologist shall determine a buffer suitable to protect the nest until fledging. The size of suitable buffers depends on the species of bird, the location of the nest relative to the Project, Project activities during the time the nest is active, and other Project specific conditions.
- No construction activity shall be allowed in the buffer until the biologist determines that the nest is no longer active, or unless monitoring determines that a smaller buffer will protect the active nest. The buffer may be reduced if the biologist monitors the construction activities and determines that no disturbance to the active nest is occurring.

If an active nest is identified in or adjacent to the construction zone after construction has started, the above conditions would be implemented to ensure construction would not cause disturbance to the nest.

Conflict with any Local Policies or Ordinances Protecting Biological Resources.

The project would not conflict with any local policies or ordinances protecting biological resources. No impacts are anticipated.

Conflict with the Provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other Approved Local, Regional, or State habitat Conservation Plan.

The proposed 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.



1.4.3 Geology and Soils

Exposure to Earthquake Faults Ruptures, Seismic Ground Shaking, Liquefaction, and Landslides.

The project site is located outside of the limits of the State Alquist-Priolo Special Studies Zone (County of Santa Cruz GIS Mapping, California Division of Mines and Geology, 2001). However, the project site is located approximately eight miles southwest of the San Andreas fault zone, and approximately five miles southwest of the Zayante fault zone. 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 central California history.

All of Santa Cruz County is subject to some hazard from earthquakes. However, the project site is not located within or adjacent to a county or state mapped fault zone. A geotechnical investigation for the proposed project was performed by Butano Geotechnical Engineering, Inc. dated June 2016 (Appendix B). The report concluded that geotechnical hazards that could potentially affect the proposed project include fault surface rupture, intense seismic shaking, and collateral seismic hazards.

Fault Surface Rupture.

The site lies outside of the State of California, Alquist-Priolo Earthquake Fault Zone. The report concludes that the potential for fault surface rupture to affect the site and/or to damage the proposed improvements is low.

Intense Seismic Shaking.

The hazard of intense seismic shaking is present throughout central California. Intense seismic shaking may occur at the site during the design lifetime of the proposed structure from an earthquake along one of the regions many faults. Generally, the intensity of shaking will increase the closer the site is to the epicenter of an earthquake; however, seismic shaking is a complex phenomenon and may be modified by local topography and soil conditions. The transmission of earthquake vibrations from the ground into the structure may cause structural damage.

Collateral Seismic Hazards.

In addition to intense seismic shaking, other seismic hazards that may have an adverse effect to the site and/or the structure are: fault ground surface rupture, coseismic ground cracking, seismically induced liquefaction and lateral spreading, seismically induced differential compaction, seismically induced landsliding, and seismically induced inundation (tsunami and seiche). The geotechnical investigation concluded that the potential for collateral seismic hazards to affect the site and to damage the proposed structure is low except for liquefaction.



The geotechnical investigation recommends the use of conventional shallow foundations and a concrete slab on grade to manage the above mentioned geotechnical hazards. County regulations require building plans to be consistent with the geotechnical report recommendations. Impacts would be less than significant.

Geologic Unit or Soil that would become Unstable as a result of the Project.

The geotechnical report prepared for this project did not identify a significant potential for damage caused any of these hazards.

Development on Land Exceeding 30 Percent Slope.

The project site does not contain slopes that exceed 30 percent. No impact would occur.

Substantial Soil Erosion and Loss of Topsoil.

Some potential for erosion exists during the construction phase of the project, however, this potential is minimal because the project site is relatively flat in topography and standard erosion controls are a required condition of the project. Prior to approval of a grading or building permit, the project must have an approved Erosion Control Plan (Section 16.22.060 of the County Code), 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 therefore be considered less than significant.

Soils Incapable of Supporting Septic Systems and Leach Fields.

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. A will-serve letter from the Santa Cruz County Sanitation District has been provided (Appendix C).

1.4.4 Hydrology and Water Quality

Violate Water Quality or Waste Discharge Requirements.

The project would not discharge runoff either directly or indirectly into a public or private water supply. Commercial and industrial activities involving the storage of hazardous materials would comply with the requirements of the County of Santa Cruz Department of Environmental Health Services and stored in accordance with an approved Hazardous Materials Plan. The parking and driveway associated with the project would incrementally contribute urban pollutants to the environment; however, the contribution would be minimal given runoff would pass through bioswales prior to leaving the site. Potential siltation from the proposed project would be addressed through implementation of erosion control best management practices (BMPs). No water quality standards or waste discharge requirements would be violated. Impacts would be less than significant.



Substantially deplete groundwater supplies or interfere substantially with groundwater recharge.

The project would obtain water from the City of Santa Cruz and would not rely on private well water. The proposed automotive dealership project is not anticipated to increase water demand due to the elimination of a self-serve car wash, paint store, and four residences. The City of Santa Cruz has indicated that adequate supplies are available to serve the project (Appendix D). The project is not located in a mapped groundwater recharge area. No impact would occur.

Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.

The proposed project is not located near any watercourses, and would not alter the existing overall drainage pattern of the site. Department of Public Works Drainage Section staff has reviewed and approved the proposed drainage plan. No impact would occur from project implementation.

Substantially alter the existing drainage pattern of the site or area.

The proposed project is not located near any watercourses, and would not alter the existing overall drainage pattern of the site. Department of Public Works Drainage Section staff has reviewed and approved the proposed drainage plan. Impacts from project construction would be less than significant.

Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems, or provide substantial additional sources of polluted runoff.

Drainage Calculations prepared by Bowman & Williams, dated August 18, 2017 (Appendix E), have been reviewed for potential drainage impacts and accepted by the Department of Public Works (DPW) Drainage Section staff. The calculations show that the project has been designed to reduce the estimated peak flow to below predevelopment flow levels. The runoff rate from the property would be controlled by constructing hardscapes with permeable asphalt and maintaining landscaping areas around the perimeter of the site where feasible. Landscape areas would serve as biofiltration prior to discharging into neighboring drainage inlets.

Detention reservoirs within the permeable pavement would reduce increase runoff by providing sufficient storage to allow minimal infiltration back into the native soil. DPW staff have determined that existing storm water facilities are adequate to handle the increase in drainage associated with the project. Impacts would be considered less than significant. Stormwater control facilities would be designed such that post-development, off-site peak flow drainage from the project site would not be greater than pre-development peak flow drainage.



1.4.5 Mineral Resources

Mineral Resources of Statewide or Local Importance.

The project area does not contain any mineral extraction operations or known deposits of minerals of statewide or local importance. Therefore, land use and development activities contemplated by the proposed project would not result in the loss of availability of minerals of statewide or local importance. No impacts would occur.

1.4.6 Population and Housing

Growth Inducement.

The proposed 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 for the purpose of accommodating population and housing growth including General Plan amendments, specific plan amendments, zone reclassifications, sewer or water annexations; or LAFCO annexation actions. The existing homes on the project site are old, dilapidated and vacant, and are non-conforming to the General Plan commercial land use designation. No growth inducement impact would occur.

Displacement of Persons or Housing.

The proposed project would result in the loss of four single family dwellings currently located on the project site. The homes are considered non-conforming uses in that the property has a commercial land use designation. Single family homes are uncharacteristic of the area and the homes are currently vacant and in poor condition. The demolition of these homes is therefore considered a less than significant impact.

Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

The proposed project would not displace a substantial number of people since the homes that are to be demolished are vacant. Though the project does not intend to construct new housing units, non-residential new development is required to pay affordable housing impact fees which are used to help fund affordable housing projects and activities.

1.4.7 Public Services and Utilities

Need for New or Physically Altered Governmental Facilities.

While the project represents an incremental contribution to the need for services, the increase would be minimal. Moreover, the project meets all of the standards and requirements identified by the local fire agency or California Department of Forestry, as applicable, and school, 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 be considered less than significant.

1.4.8 Recreation

Physical Deterioration of Recreational Facilities.

The proposed project would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities. Impacts would be considered less than significant.

New or Expanded Recreational Facilities.

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

1.4.9 Tribal Cultural Resources

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. As a result, 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.

1.5 Lead, Responsible and Trustee Agencies

The *State CEQA Guidelines* require the identification of “lead,” “responsible,” and “trustee” agencies. The County of Santa Cruz is the lead agency for the proposed project because it has the principal responsibility for reviewing and acting upon the project application.

A responsible agency is a public agency other than the lead agency that has discretionary approval authority over components of a project (the State CEQA Guidelines define a public agency as a state or local agency, but specifically exclude federal agencies from the definition).

A trustee agency refers to a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California. For example, the California Department of Fish and Wildlife is a trustee agency responsible for biological resources that hold special status in the state.

Provided below is a list of the anticipated discretionary actions requiring approval by the County of Santa Cruz Board of Supervisors.

- Development Permit
- General Plan Amendment
- Preliminary Grading Approval
- Rezoning



- Sign Exception
- Right-of-Way Encroachment Permit

No additional permits or authorizations will be required from any responsible or trustee agencies.

1.6 Environmental Impact Report Process

The major steps in the environmental impact report process, as required under CEQA, are outlined below and illustrated on Figure 1-1. The steps are presented in sequential order.

1.6.1 Notice of Preparation (NOP)

After deciding that an EIR is required, the lead agency must file an NOP soliciting input on the EIR scope to the State Clearinghouse, other concerned agencies, and parties previously requesting notice in writing (State CEQA Guidelines Section 15082; Public Resources Code Section 21092.2). The NOP must be posted in the County Clerk's office for 30 days. Often, the lead agency holds a scoping meeting during the 30-day NOP review period, although this meeting is not required under CEQA. The NOP for this EIR was issued on June 30, 2017 (Appendix A).

1.6.2 Draft EIR Prepared

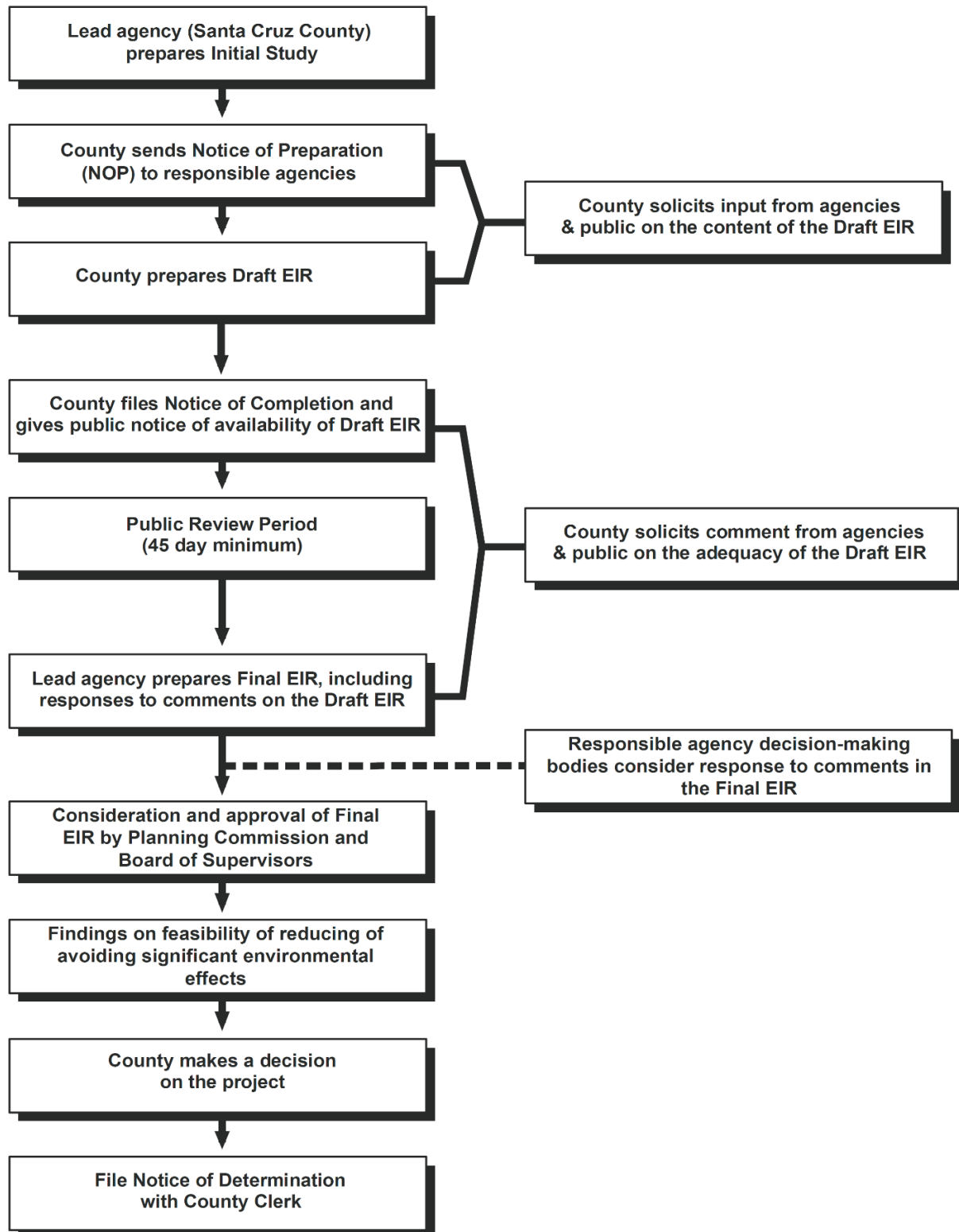
The Draft EIR must contain: a) table of contents or index; b) executive summary; c) project description; d) environmental and regulatory setting; e) discussion of significant impacts (i.e., direct, indirect, cumulative, growth-inducing and unavoidable impacts); f) a discussion of alternatives; g) mitigation measures; and h) discussion of irreversible changes.

1.6.3 Notice of Completion/Notice of Availability

When a lead agency completes a Draft EIR, it must file a Notice of Completion with the County Clerk of the subject county. If State Agencies are involved as responsible or trustee agencies, the Notice must be filed with the State Clearinghouse. The lead agency also must prepare and publish the Notice of Availability of a Draft EIR for public review. The lead agency must place the Notice in the County Clerk's office and send a copy of the Notice to anyone requesting it (State CEQA Guidelines Section 15087). Additionally, the public Notice of Draft EIR Availability must be given through at least one of the following procedures: a) publication in a newspaper of general circulation; b) posting on and off the project site; and c) direct mailing to owners and occupants of contiguous properties. The lead agency must solicit comments from the public and respond in writing to all written comments received that raise significant environmental issues during the required public comment period (Public Resources Code Sections 21091 and CEQA Guidelines Section 15088).

1.6.4 Public Review Period

The minimum public review period for a Draft EIR is 30 days. When a Draft EIR is sent to the State Clearinghouse for review, the public review period must be 45 days unless a shorter



CEQA ENVIRONMENTAL REVIEW PROCESS

Figure 1-1



period is approved by the Clearinghouse (Public Resources Code Section 21091). The County may also provide for a longer public review period beyond 45 days.

1.6.5 Final EIR

A Final EIR must include: a) the Draft EIR; b) copies of comments received during public review; c) a list of persons and entities commenting; and d) responses to comments.

1.6.6 Certification of Final EIR

Prior to making a decision on a proposed project, the lead agency must certify that: a) the Final EIR has been completed in compliance with CEQA; b) the Final EIR was presented to the decision-making body of the lead agency; and c) the decision-making body reviewed and considered the information in the Final EIR prior to approving a project (*State CEQA Guidelines* Section 15090).

1.6.7 County of Santa Cruz Project Decision.

A lead agency may: a) disapprove a project because of its significant environmental effects; b) require changes to a project to reduce or avoid significant environmental effects; or c) approve a project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted (State CEQA Guidelines Sections 15042 and 15043).

1.6.8 Findings/Statement of Overriding Considerations

For each significant impact of the project identified in the EIR, the lead or responsible agency must find, based on substantial evidence, that either: a) the project has been changed to avoid and/or substantially reduce the magnitude of the impact; b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (State CEQA Guidelines Section 15091). If an agency approves a project with unavoidable significant adverse environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision.

1.6.9 Mitigation Monitoring/Reporting Program

When an agency makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.

1.6.10 Notice of Determination

An agency must file a Notice of Determination after deciding to approve a project for which an EIR is prepared (State CEQA Guidelines Section 15094). A local agency must file the Notice with the County Clerk. The Notice must be posted for 30 days and sent to anyone previously requesting notice. Posting of the Notice starts a 30-day statute of limitations on CEQA legal challenges [Public Resources Code Section 21167(c)].



Section 2.0 Project Description

This section provides a description of the proposed project, including information regarding the project applicant, project location, major project characteristics, approximate construction schedule, project objectives, and discretionary approvals needed for the project. A history of the land development proposals and applications previously filed including the project site is provided in Section 1.0 Introduction.

2.1 Project Applicant

Don Groppetti, Groppetti Automotive
c/o Bill Wiseman, Kimley Horn
824 Bay Ave #10
Capitola, CA 95010

2.2 Project Location

The project site is located in the central portion of Santa Cruz County, to the west of Soquel Village and to the north of the City of Capitola. The project site is located approximately 1,000 feet north of Highway 1 and approximately 1,100 feet east of Rodeo Creek Gulch. The site is bordered by Soquel Drive and 41st Avenue, on the north and east respectively; by a microbrewery and full service carwash to the south; and by a lumber yard to the west. Figure 2-1 illustrates the regional location of the proposed project, and Figure 2-2 shows the project within the local context.

The subject site of the proposed Nissan of Santa Cruz automotive dealership includes seven developed parcels and one undeveloped parcel located in the unincorporated Community of Soquel in Santa Cruz County. The eight adjacent parcels consist of the following: APN 030-121-06, 07, 08, 12, 13, 27, 53, and 57 (see Table 2-1). A ninth parcel (030-121-34) is located within the immediate vicinity of the project area but is not part of the Proposed Project. The project parcels are situated to the south of Soquel Drive and west of 41st Avenue at their intersection. Existing vehicular access to the site would be available from both east and westbound Soquel Drive and from southbound 41st Avenue.

2.3 Existing Site Characteristics

The current characteristics of the project site are summarized in Table 2-2 and in the discussion that follows. Additional details of the current setting at the site can be found in Section 3.0, *Environmental Setting, Impacts, and Mitigation Measures*.

The proposed development project site is relatively flat with a gradual downward slope to the south, consisting of eight individual parcels containing a mix of residential and commercial development. The surrounding area is developed with commercial development including,

Table 2-1: Nissan of Santa Cruz Proposed Parcels						
Assessor Parcel No.	Acreage	Existing Uses	Existing		Proposed	
			General Plan Land Use	Zoning	General Plan Land Use	Zoning
030-121-06	0.302	Self-serve Car Wash	C-C	C-2	C-S	C-4
030-121-07	0.132	Self-serve Car Wash	C-C	C-2	C-S	C-4
030-121-08	0.162	SFD	C-C	C-2	C-S	C-4
030-121-12	0.202	SFD	C-C	C-2	C-S	C-4
030-121-13	0.280	SFD	C-C	C-2	C-S	C-4
030-121-27	0.819	Undeveloped	C-C	C-2	C-S	C-4
030-121-53	0.301	SFD	C-C	C-2	C-S	C-4
030-121-57	0.370	Retail Paint Store	C-C	C-2	C-S	C-4
Total	2.568					
Notes: C-C – Community Commercial; C-S – Service Commercial; C-2 – Neighborhood Commercial; C-4 – Service Commercial; SFD – Single Family Dwelling Source: County of Santa Cruz, 2017						

Home Depot, Best Buy, Safeway supermarket and gas station along with a variety of retail and commercial services. The project site is bordered by Soquel Drive/commercial uses and 41st Avenue/commercial uses, on the north and east, a microbrewery and full service carwash to the south, and by a lumberyard to the west. Ocean Honda, a Service Commercial zone, is located across Soquel Drive to the northwest across from the existing lumberyard.

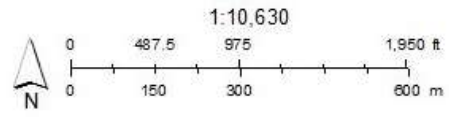
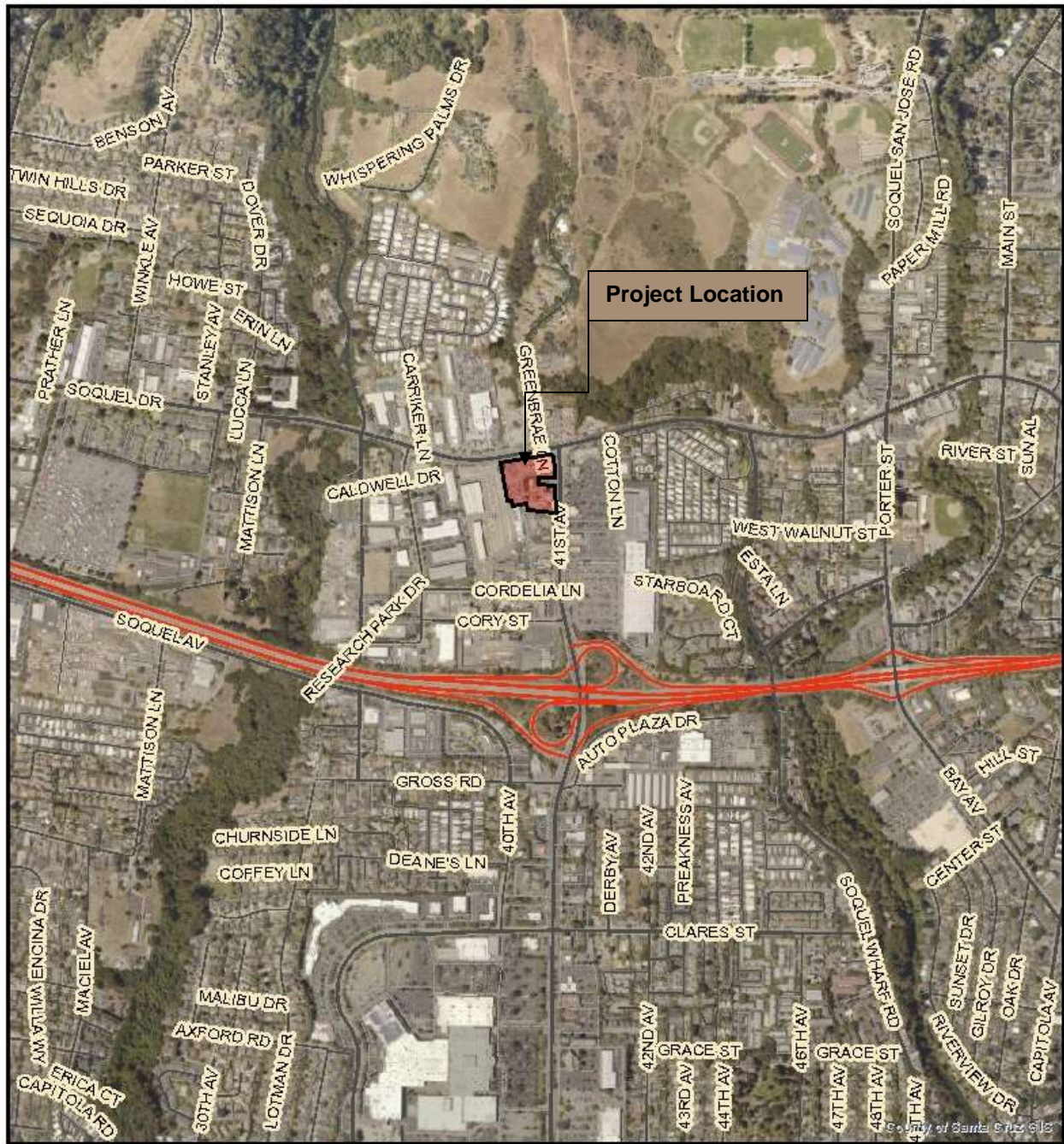
Table 2-2: Characteristics of the Project Site and Vicinity	
Project Site	
Assessor Parcel Numbers (APN)	030-121- 06, 07, 08, 12, 13, 27, 53, and 57
Project Area	Approx. 2.6 acres
Land Use Designation (County of Santa Cruz General Plan)	Community Commercial (C-C)
Zoning Designation	Community Commercial (C-2)
Vicinity	
Surrounding Land Uses	The site is bordered by Soquel Drive/commercial uses and 41st Avenue/commercial uses, on the north and east, a microbrewery and full service carwash to the south, and by a lumber yard to the west.
Surrounding Land Use Designations (Santa Cruz County General Plan)	North: Community Commercial (C-C) and Service Commercial (C-S) South: Community Commercial (C-C) East: Community Commercial (C-C) West: Community Commercial (C-C)
Surrounding Zoning Designations	North: Community Commercial (C-2); Service Commercial (C-4) South: Community Commercial (C-2) East: Community Commercial (C-2) West: Special Use (S-U); Community Commercial (C-2)
Source: County of Santa Cruz GISWEB (accessed September 20, 2017); County of Santa Cruz General Plan, 1994.	



Figure 2-1



Project Vicinity



June 28, 2017

Figure 2-2



All of the properties are zoned C-2 (Community Commercial) which is consistent with the parcels' General Plan designation of C-C (Community Commercial).

2.4 Project Features

The project proposes to construct a 12,551 square foot automobile dealership with a separate 9,996 square foot automobile service building on a 2.568-acre site located at the southwest corner of the intersection of Soquel Drive and 41st Avenue in Soquel. A conceptual site plan is shown in Figure 2-3.

The site would provide 154 parking spaces to accommodate inventory as well as service and visitor parking. Discretionary approvals would include a General Plan Amendment, Rezoning, Commercial Development Permit, Grading Permit and Sign Exception.

The 12,551 square foot automobile dealership would be constructed primarily from aluminum composite metal panels, glass, and concrete block (Figure 2-4). The two story structure would have a maximum height of 29 feet six inches with an additional four feet allowed for the Nissan Tablet sign, for a total height of 33 feet six inches. The first floor amenities include a showroom, shared lounge, service advisors office, service manager office, sales offices, quiet lounge, restrooms, administrative conference room, parts department, and new vehicle delivery area. The second floor amenities include a small meeting room, general manager's office, administrative office, additional office, and bulk parts area.

The 20 foot high single story 9,996 square foot service facility would provide six service bays with rollup doors, an oil change bay, car wash bay, restrooms, lounge, and oil and tool storage areas (Figure 2-5). The service department would be constructed primarily from aluminum composite metal panels, glass, and concrete block as is the main dealership building.

The project would also dedicate or provide approximately 15-feet for road right-of-way along the project frontage on Soquel Drive that would be used for an approximately 340 foot long right-turn pocket onto 41st Avenue from eastbound Soquel Drive (see Figure 2-3). The existing signal light arm and associated control cabinet located at the corner of Soquel Drive and 41st Avenue would be relocated approximately 15 feet to the south to allow for the construction of the dedicated right-turn pocket. In addition, two PG&E power poles and associated street lights would also be relocated approximately 15 feet to the south to accommodate the proposed turn pocket. The project also proposes to meet and exceed its frontage improvement requirements by installing new curb gutter and standard ADA six-foot sidewalk along the entire project frontage of Soquel Drive and 41st Avenue, as well as along off-site frontages in order to connect to existing sidewalk improvements. Specifically, the proposed project would provide a standard ADA six foot separated sidewalk along Soquel Drive from the project frontage west approximately 300 feet to connect with existing sidewalk per the approved plan line. The proposed project would also provide a standard ADA six foot separated sidewalk (where feasible, or contiguous sidewalk where necessary) along 41st Avenue from the project



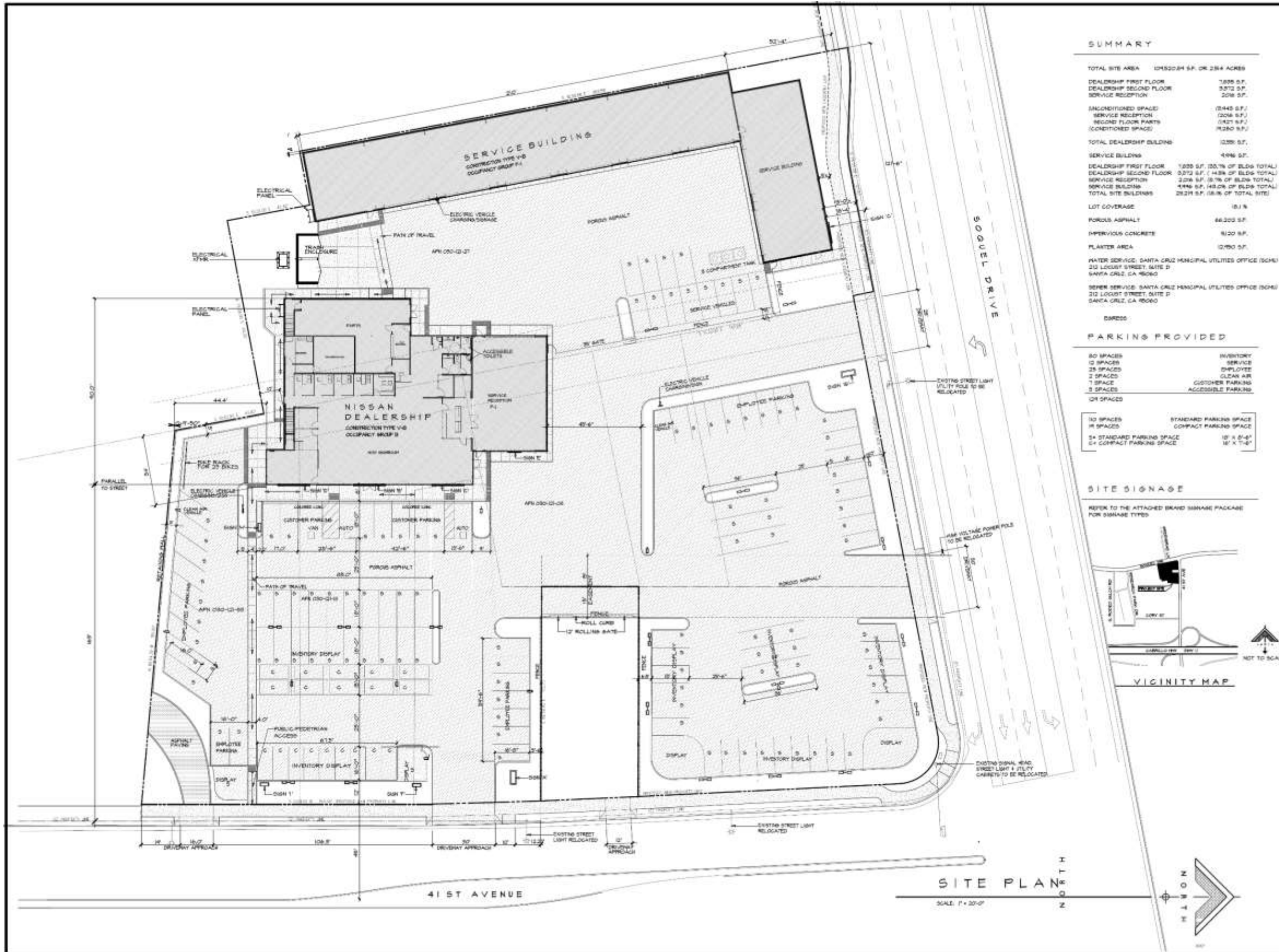
frontage south approximately 250 feet to connect with existing sidewalk at the traffic signal to Redwood Shopping Center per the approved plan line.

The proposed project would install light fixtures during site development to provide visibility and security lighting during nighttime hours for the proposed automotive dealership. Sixty-four light fixtures would be mounted on 46 poles at a height of 15 feet to illuminate the parking/display areas and dealership. All lighting would be directed downward onto the site and shielded such that there would not be overspill onto adjacent properties. All light fixtures would have light-emitting diodes (LEDs) and would meet energy code requirements of the California Building Code. These lights would range in power from 80 to 395 Watts and would have a neutral color temperature of 4000K. Outside of approved hours of operation, all lighting (including sign lighting) would be turned off with exception of minimal lighting necessary to provide security of the site. If necessary, dimmers and shields would be installed and/or fixtures would be relocated to eliminate glare and or excessive light from leaving the site. The project also includes a sign exception to increase the allowed square footage of signage. The location, size and color of all signage is outlined in the proposed sign plan (Attachment I).

Proposed grading of the relatively flat project site includes 2,485 cubic yards of cut and 1,625 cubic yards of fill with 860 cubic yards of export. The proposed grading plan is provided in Figure 2-6. Following demolition of the existing structures, the site would be cleared of loose soil, organics, and debris within the project limits. This would include the removal of all demolition debris from existing and prior structures. Non-engineered fill caused by the demolition and removal of structures would be removed and or processed according to the geotechnical investigation. Engineered fill would be mechanically compacted to a minimum of 90 percent relative compaction. Non-engineered fill would be removed and replaced as engineered fill in all paved areas. No permanent cut or fill slopes are proposed for the project site. Standard earthwork equipment would be used during site preparation and grading.

Proposed onsite drainage improvements would collect onsite storm water via valley gutters, catch basins, storm drains, and biofiltration basins that would be infiltrated or would flow offsite into adjacent storm drain systems at the south end of the project site near the full service car wash. The project would result in approximately 71,000 square feet of impervious area. Figure 2-7 provides the drainage plan for the proposed project site.

The project proposes to retire unneeded existing Santa Cruz Water Department (SCWD) water services extending onto the project site from 41st Avenue. Figure 2-8 shows the utility plan. A new ¾-inch water service would be installed from 41st Avenue to serve the facility. In addition, an existing ¾-inch water service would be retrofitted into an irrigation service for the facility. A 6-inch fire service backflow device would also be installed at the northwest corner of the project site near the project frontage that would also provide fire service to the 7,500 square foot service area. An 8-inch fire service water line would also be installed that would be reduced to serve an onsite 6-inch fire hydrant. An additional 6-inch fire hydrant would be installed along the 41st Avenue frontage. A 4-inch sanitary sewer line would be



SUMMARY

TOTAL SITE AREA	1245224 SF, OR 28.4 ACRES
DEALERSHIP FIRST FLOOR	1896 SF
DEALERSHIP SECOND FLOOR	3372 SF
SERVICE RECEPTION	2018 SF
UNCONDITIONED SPACE	(3445 SF.)
SERVICE RECEPTION	(2018 SF.)
SECOND FLOOR PARTS	(1427 SF.)
(CONDITIONED SPACE)	(1280 SF.)
TOTAL DEALERSHIP BUILDING	12589 SF.
SERVICE BUILDING	4946 SF.
DEALERSHIP FIRST FLOOR	1896 SF. (15.1% OF BLDG TOTAL)
DEALERSHIP SECOND FLOOR	3372 SF. (4.3% OF BLDG TOTAL)
SERVICE RECEPTION	2018 SF. (8.7% OF BLDG TOTAL)
SERVICE BUILDING	4946 SF. (48.0% OF BLDG TOTAL)
TOTAL SITE BUILDINGS	28211 SF. (22.6% OF TOTAL SITE)
LOT COVERAGE	18.1 %
FORDS ASPHALT	66,203 SF.
IMPERVIOUS CONCRETE	8,120 SF.
PLANTER AREA	12,490 SF.
WATER SERVICE: SANTA CRUZ MUNICIPAL UTILITIES OFFICE (SCMU)	
210 LOCUST STREET, SUITE P	
SANTA CRUZ, CA 95060	
SEWER SERVICE: SANTA CRUZ MUNICIPAL UTILITIES OFFICE (SCMU)	
210 LOCUST STREET, SUITE P	
SANTA CRUZ, CA 95060	

PARKING PROVIDED

80 SPACES	INVENTORY
10 SPACES	SERVICE
25 SPACES	EMPLOYEE
2 SPACES	CLEAR ARE
3 SPACES	CUSTOMER PARKING
5 SPACES	ACCESSIBLE PARKING
01 SPACES	
10 SPACES	STANDARD PARKING SPACE
18 SPACES	COMPACT PARKING SPACE
54 STANDARD PARKING SPACE	10' X 21'-6"
64 COMPACT PARKING SPACE	16' X 11'-6"

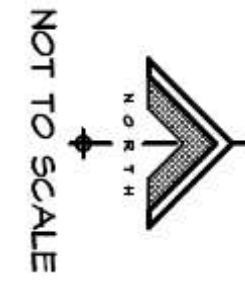
SITE SIGNAGE

REFER TO THE ATTACHED BRAND SIGNAGE PACKAGE FOR SIGNAGE TYPES



SITE PLAN

SCALE: 1" = 20'-0"

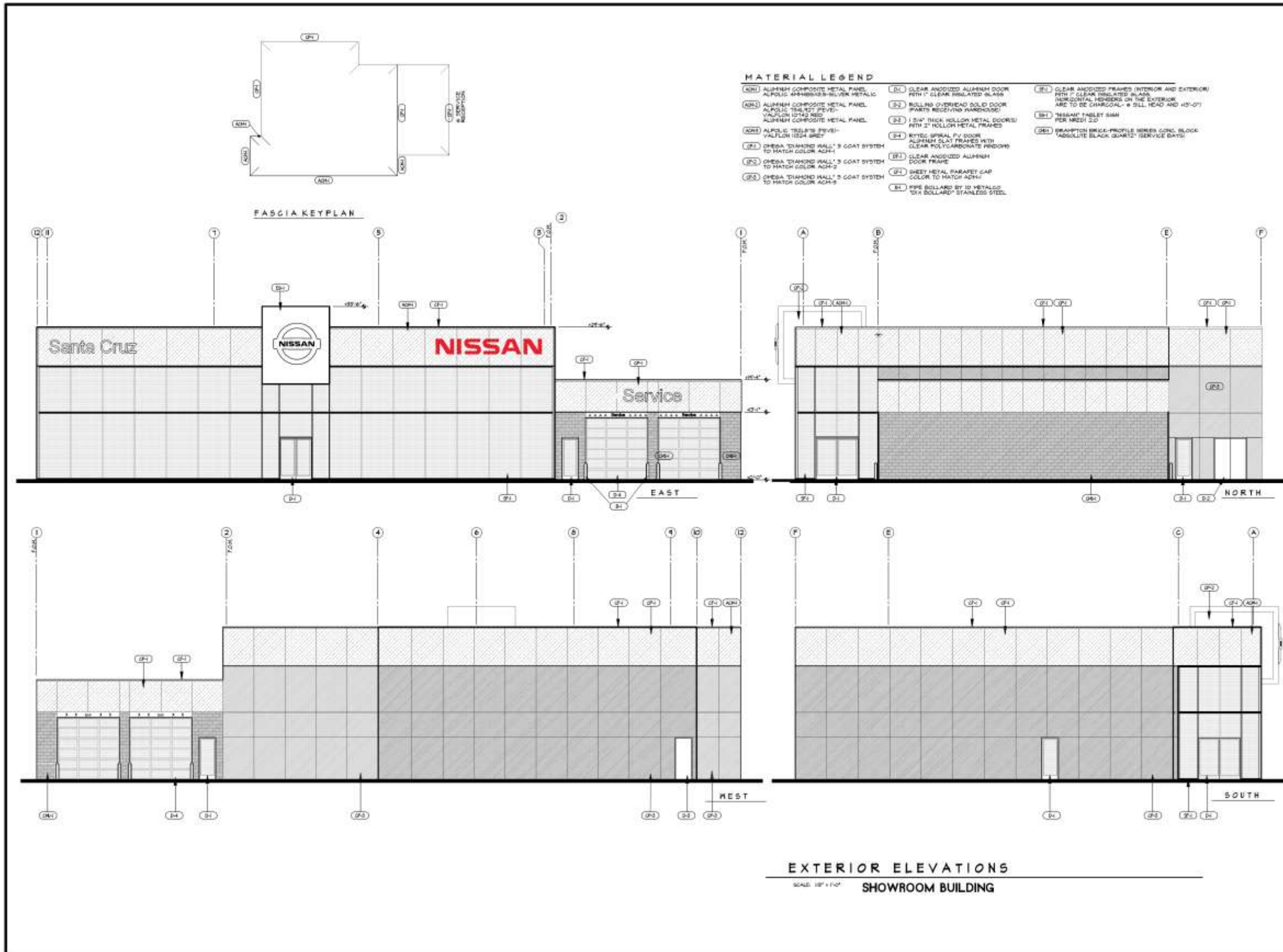


Conceptual Site Plan

Figure 2-3



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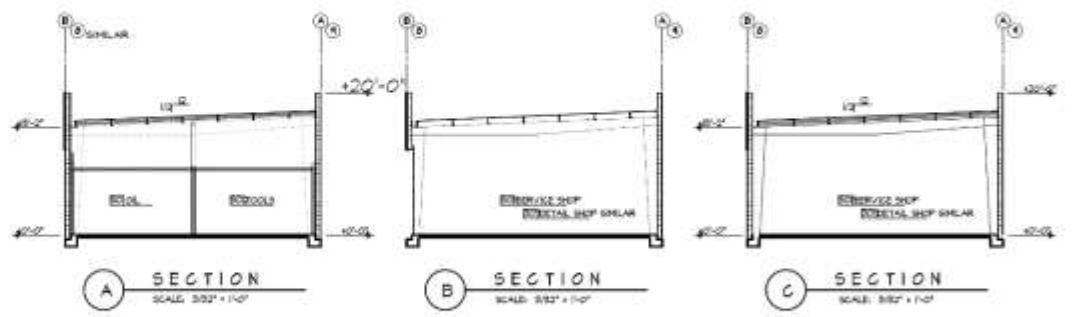
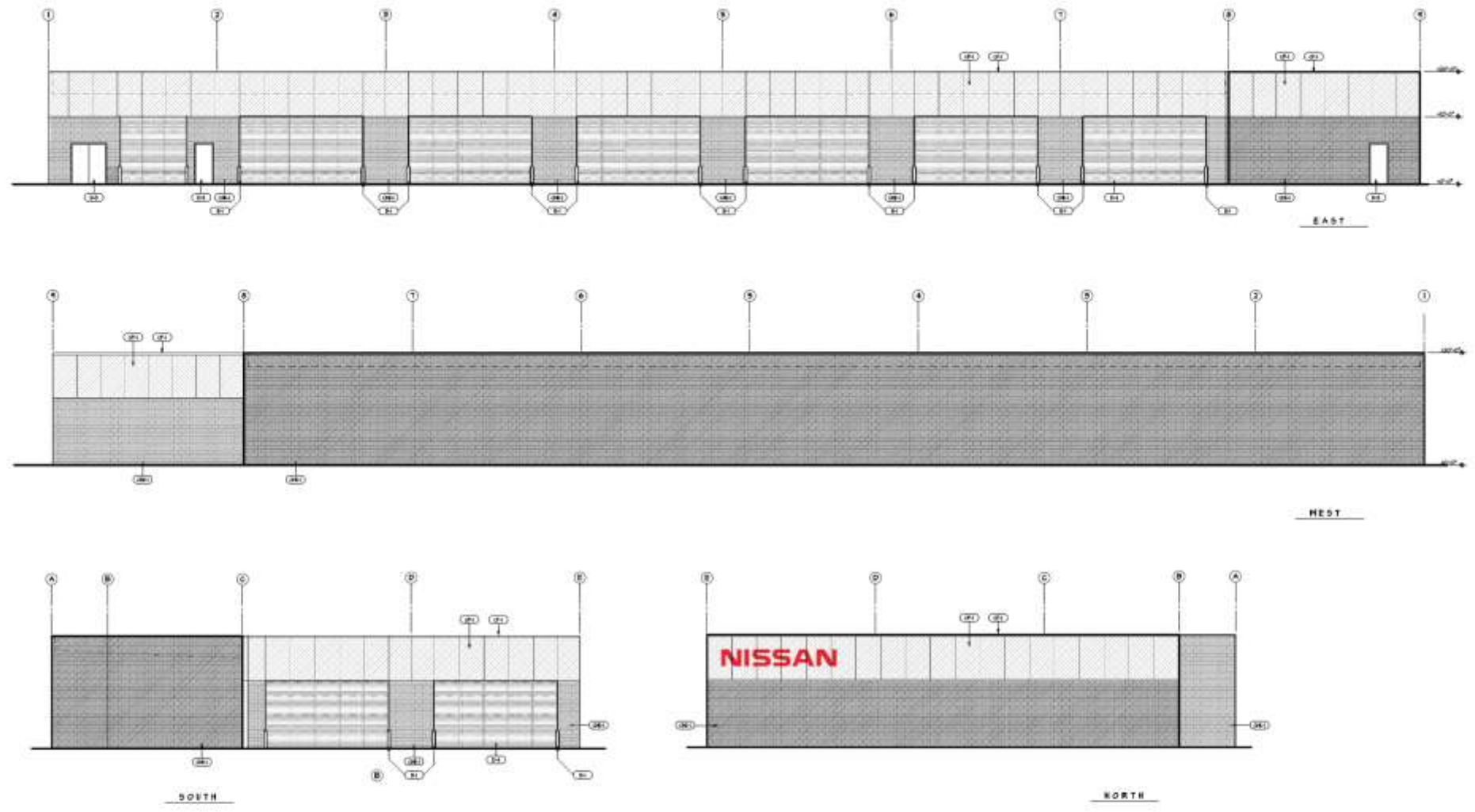


Showroom Building
Exterior Elevations

Figure 2-4



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EXTERIOR ELEVATIONS
SERVICE BUILDING
SCALE: 3/32" = 1'-0"

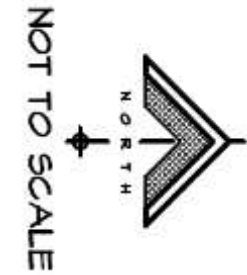
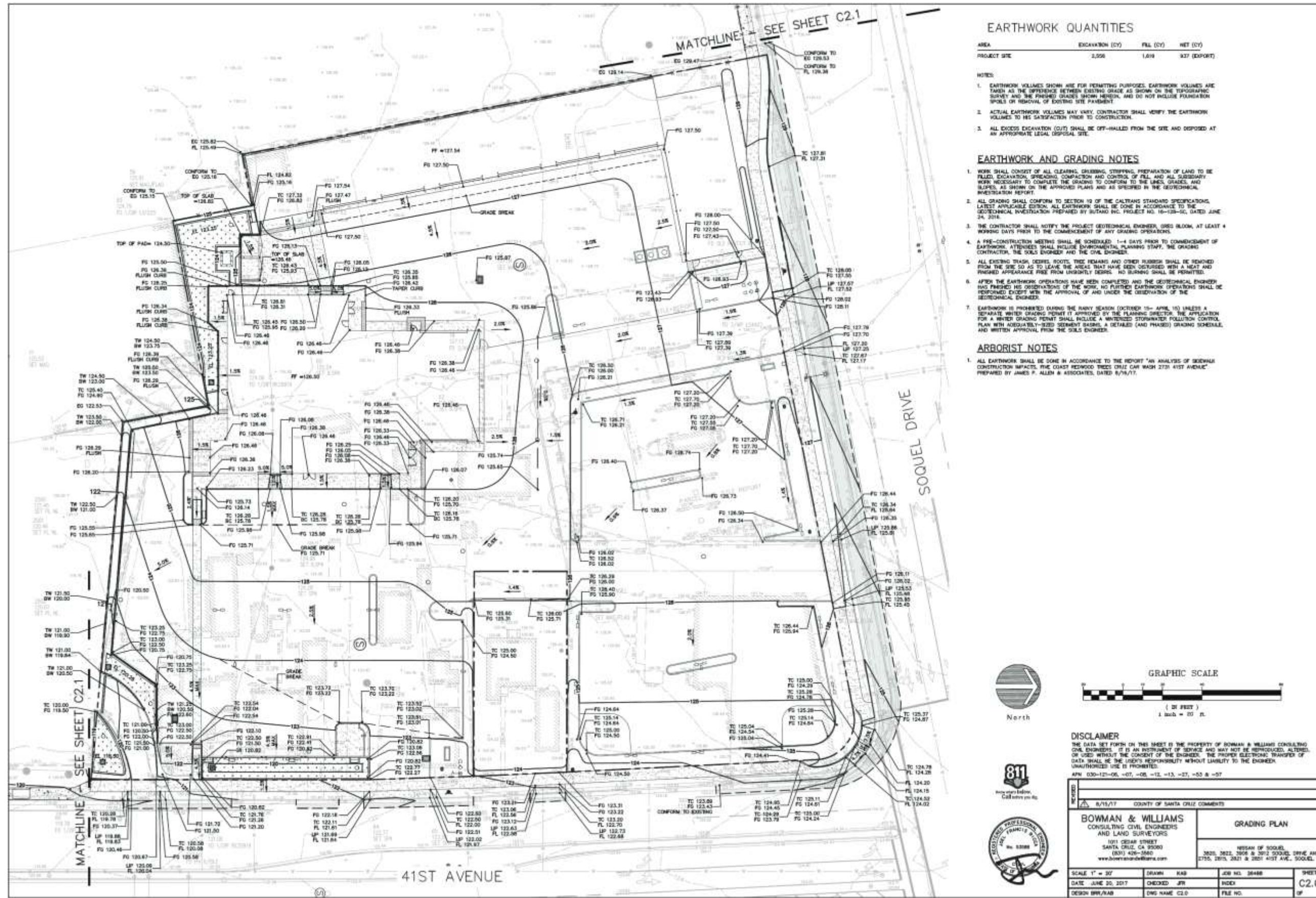
- MATERIAL LEGEND**
- (1) ALUMINUM COMPOSITE METAL PANEL ALPOLIC 44485/433-SILVER METALIC
 - (2) ALUMINUM COMPOSITE METAL PANEL ALPOLIC 754/121 (PE-VE)-VALFLON 9742 REEF ALUMINUM COMPOSITE METAL PANEL
 - (3) ALPOLIC 702/173 (PE-VE)-VALFLON 9304 GREY
 - (4) EPS (DRY-VIT) PLASTER "SANDBLAST DPR" TO MATCH COLOR ACM-1
 - (5) EPS (DRY-VIT) PLASTER "SANDBLAST DPR" TO MATCH COLOR ACM-2
 - (6) EPS (DRY-VIT) PLASTER "SANDBLAST DPR" TO MATCH COLOR ACM-3
 - (7) CLEAR ANODIZED ALUMINUM DOOR WITH 1" CLEAR INSULATED GLASS
 - (8) ROLLING OVERHEAD SOLID DOOR (PARTS RECEIVING WAREHOUSE)
 - (9) 1 3/4" THICK HOLLOW METAL DOOR/W/ WITH 2" HOLLOW METAL FRAMES
 - (10) RYTEL SPIRAL PV DOOR ALUMINUM SLAT FRAMES WITH CLEAR POLYCARBONATE WINDOWS
 - (11) CLEAR ANODIZED ALUMINUM DOOR FRAME
 - (12) SHEET METAL PARAPET CAP COLOR TO MATCH ACM-1
 - (13) RPE BOLLARD BY ID METALCO "10X BOLLARD" STAINLESS STEEL
 - (14) CLEAR ANODIZED FRAMES (INTERIOR AND EXTERIOR) WITH 1" CLEAR INSULATED GLASS. HORIZONTAL HINGES ON THE EXTERIOR ARE TO BE CHARCOAL - 4 ROLL HINGE AND HINGE "NISSAN" TABLET SIGN
 - (15) PER ANCHOR 2.0
 - (16) DRAMPTON DRICA-PROFILE SERIES CONC. BLOCK "ABSOLUTE BLACK QUARTZ" (SERVICE BAYS)

Proposed Service Building
Exterior Elevations

Figure 2-5



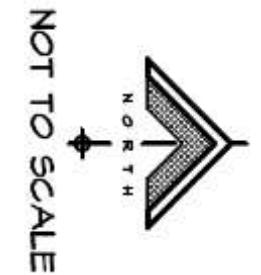
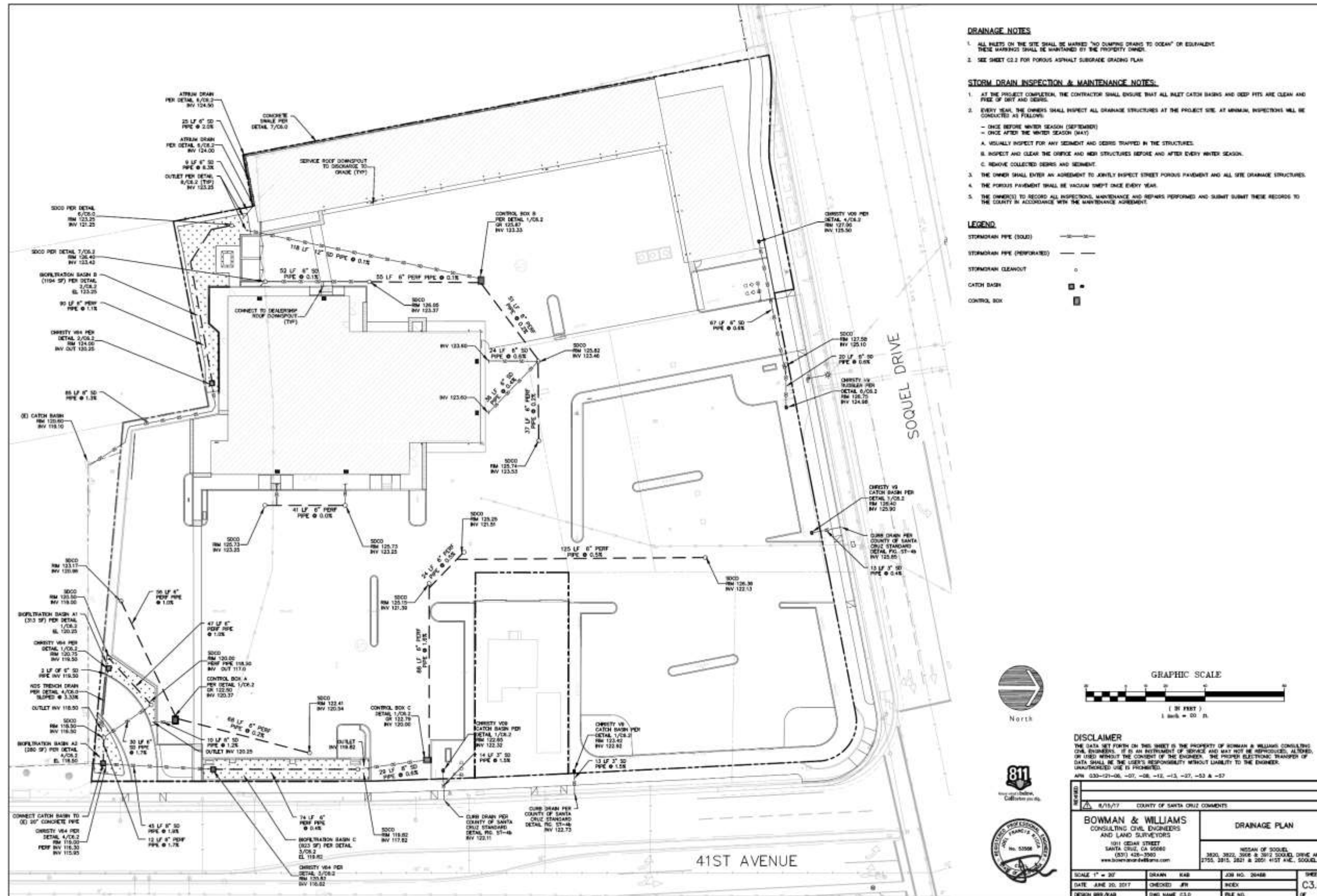
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Proposed Grading Plan Figure 2-6



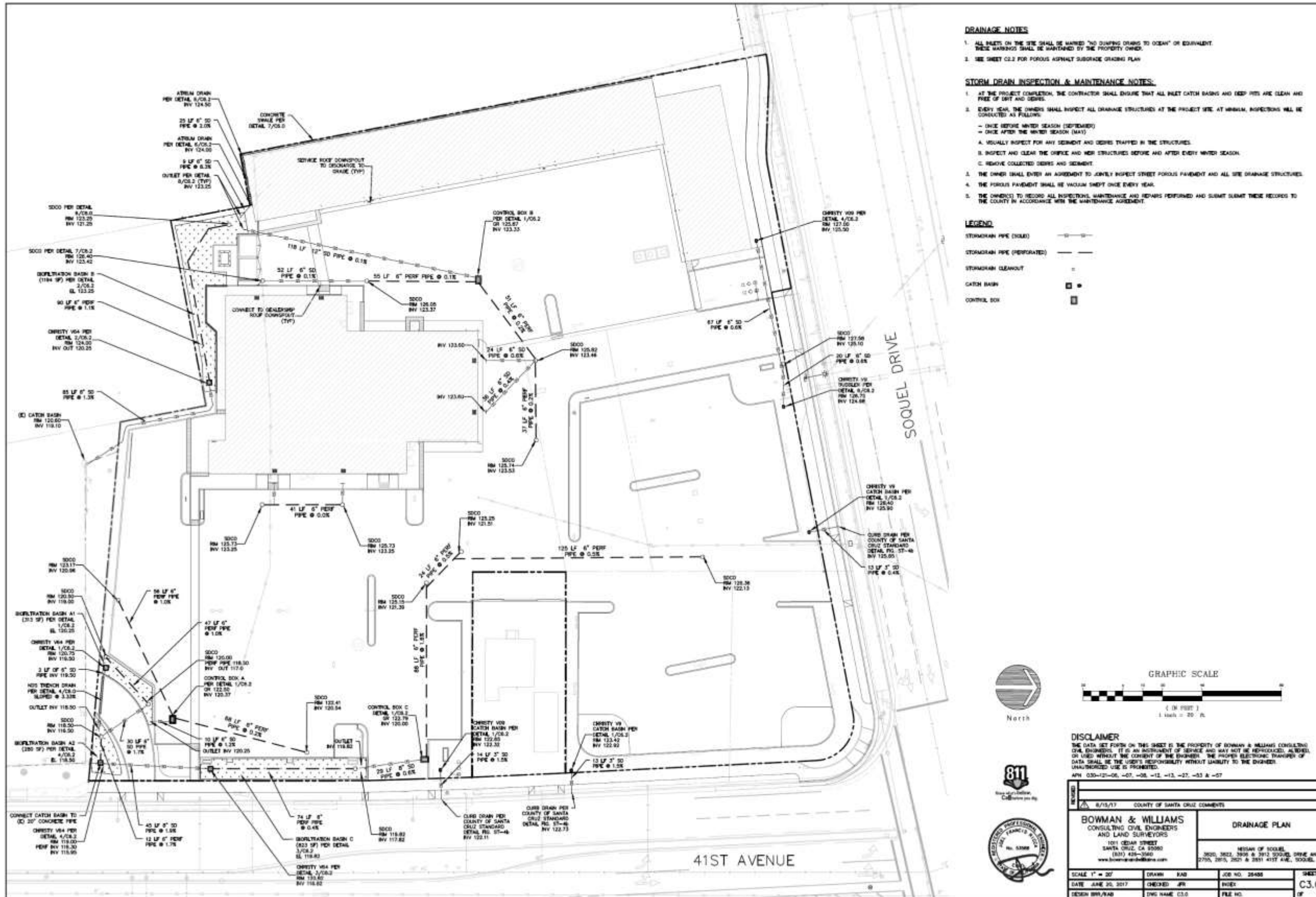
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Drainage Plan
Figure 2-7



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DRAINAGE NOTES

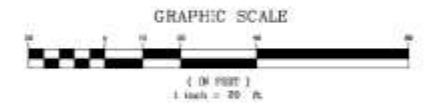
1. ALL INLETS ON THE SITE SHALL BE MARKED "NO OILING OR GREASING" OR EQUIVALENT. THESE MARKINGS SHALL BE MAINTAINED BY THE PROPERTY OWNER.
2. SEE SHEET C3.2 FOR POROUS ASPHALT SUBGRADE DRAINAGE PLAN.

STORM DRAIN INSPECTION & MAINTENANCE NOTES:

1. AT THE PROJECT COMPLETION, THE CONTRACTOR SHALL ENSURE THAT ALL INLET CATCH BASINS AND DEEP PITS ARE CLEAN AND FREE OF DEBRIS.
2. EVERY YEAR, THE OWNER SHALL INSPECT ALL DRAINAGE STRUCTURES AT THE PROJECT SITE. AT MINIMUM, INSPECTIONS WILL BE CONDUCTED AS FOLLOWS:
 - ONCE BEFORE WINTER SEASON (SEPTEMBER)
 - ONCE AFTER THE WINTER SEASON (MAY)
3. VISUALLY INSPECT FOR ANY SEDIMENT AND DEBRIS TRAPPED IN THE STRUCTURES.
4. INSPECT AND CLEAN THE CURBLES AND INLET STRUCTURES BEFORE AND AFTER EVERY WINTER SEASON.
5. REMOVE COLLECTED DEBRIS AND SEDIMENT.
6. THE OWNER SHALL ENTER AN AGREEMENT TO JOINTLY INSPECT STREET POROUS PAVEMENT AND ALL SITE DRAINAGE STRUCTURES.
7. THE POROUS PAVEMENT SHALL BE VACUUM SHRETTED ONCE EVERY YEAR.
8. THE OWNER(S) TO RECORD ALL INSPECTIONS, MAINTENANCE AND REPAIRS PERFORMED AND SUBMIT THESE RECORDS TO THE COUNTY IN ACCORDANCE WITH THE MAINTENANCE AGREEMENT.

LEGEND

- STORMWATER PIPE (SOLID) ————
- STORMWATER PIPE (PERFORATED) - - - - -
- STORMWATER CLEANOUT ————
- CATCH BASIN [Symbol]
- CONTROL BOX [Symbol]



DISCLAIMER
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APR 030-027-05, -07, -08, -12, -13, -27, -33 & -57	
8/15/17 COUNTY OF SANTA CRUZ COMMENTS	
BOWMAN & WILLIAMS CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS 1001 CEDAR STREET SANTA CRUZ, CA 95060 (831) 438-3600 www.bowmanwilliams.com	DRAINAGE PLAN NISSAN OF SOQUEL 3020, 3022, 3026 & 3912 SOQUEL DRIVE AND 2705, 2805, 2820 & 2831 41ST AVE., SOQUEL, CA
SCALE 1" = 20'	DATE JUNE 20, 2017
DESIGN BWW/RAD	DWG NAME C3.0
DRAWN RAD	CHECKED JFR
JOB NO. 25488	INDEX
SHEET	FILE NO.
C3.0	OF

Proposed
Utility Plan
Figure 2.8



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installed from 41st Avenue, and existing electric, gas, and communication services would be assumed.

The project proposes the combination of eight individual parcels with a total site area of approximately 2.568 acres (see Table 2-1). Construction of the project is anticipated to take from six to twelve months.

The project proposes to demolish existing onsite structures, which include one 4,700 square foot commercial building, a six bay self-service car wash, and four single family dwellings with outbuildings ranging from approximately 650 to 1,100 square feet in size. During site demolition, removal of the following mature trees would occur: one 48 inch diameter at breast height (dbh) redwood tree, six Podocarpus ranging in diameter of 10 inches to 24 inches in dbh, and one 30 inch dbh walnut tree.

2.5 Project Objectives

The applicant's objectives of the proposed Nissan of Santa Cruz project are as follows:

- To provide a conveniently located, attractively designed automotive dealership and service center that will offer a full range of automotive models and services that satisfy the demand for new car buying opportunities within unincorporated Santa Cruz County.
- To provide Service Commercial development within an area currently designated as Community Commercial.
- To combine multiple small parcels into one large parcel that can be developed to provide a greater community benefit.
- To provide for the efficient redevelopment of an existing community commercial area that is currently underutilized with blighted non-conforming residential properties, outdated commercial uses, and non-conforming site improvements.
- To provide commercial tax revenues to the unincorporated County of Santa Cruz.

2.6 Required Discretionary Actions and Approvals

The proposed project would require the discretionary approval of the County of Santa Cruz, who holds approval authority with respect to EIR certification and the following permits and approvals:

Development Permit. Prior to development of the project site, a development permit would be required prior to issuance of a building permit for proposed construction activities.

General Plan Amendment. The current General Plan Land Use Designation for the project area is Community Commercial (C-C). A General Plan amendment would be required to change the Land Use Designation from C-C to Service Commercial (C-S) to allow the auto sales and service use.



Zoning Amendment. A zoning amendment would be required to change the existing Community Commercial (C-2) zoning to Service Commercial (C-4).

Preliminary Grading Approval. A grading permit is required for projects that involve excavation and fill volumes that exceed 100 cubic yards. As discussed above in Section 2.4 *Project Features*, the project would require approximately 2,485 cubic yards of excavation and 1,625 cubic yards of fill. Therefore, the project would require a preliminary grading approval.

Sign Exception. The project includes a sign exception to increase the allowed square footage of signage. The proposed sign plan (Attachment I) indicates the location, size and color of all signage. The project would be conditioned to ensure that lighting associated with signage and the site would not result in excessive glare leaving the site.



Environmental Setting, Impacts and Mitigation Measures

This section provides a discussion of the environmental setting, possible environmental effects of the proposed project for the specific issue areas that were identified as having the potential to experience significant impacts, and proposed mitigation measures. Each issue area contained in this chapter presents information as follows:

Environmental Setting:

The Environmental Setting section provides a general overview of the conditions on and adjacent to the planning area.

Regulatory Setting:

The Regulatory Setting presents local, state and federal regulations which are relevant to the proposed project.

Impact Analysis and Mitigation Measures:

The impacts and Mitigation Measures section provides a brief description of standards that were used to evaluate whether an impact is considered to be a significant effect on the environment based on standards identified in CEQA, the State CEQA Guidelines, and agency policy or regulations. Impacts are identified and analyzed. Mitigation measures that would reduce potentially significant or significant impacts are identified, as well as the significance of the impact after implementation of mitigation measures. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

“Significant effect on the environment” is defined by the State CEQA Guidelines §15382 as:

“a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment, but may be considered in determining whether the physical change is significant.”

The assessment of each issue area begins with the environmental setting and is followed by the impact analysis. Within the impact analysis, the first subsection identifies the methodologies used and the “significance thresholds,” which are those criteria adopted by the County of Santa Cruz (as the CEQA Lead Agency) or other responsible and trustee agencies. Other thresholds are recognized as professional/industry standards or have been applied specifically for this analysis. The next subsection describes each impact of the proposed project, mitigation measures for significant impacts, and the level of significance



after mitigation. Each effect under consideration for an issue area is separately listed in bold text, with the discussion of the effect and its significance following. Each bolded impact listing also contains a statement of the significance determination for the environmental impact as follows:

No Impact

A project impact is considered to have no impact when it would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

Less Than Significant Impact:

A project impact is considered less than significant when it does not reach the standard of significance and would therefore cause no substantial change in the environment (no mitigation required).

Significant Impact:

A project impact is considered significant if it would result in a substantial adverse change in the physical conditions of the environment. Significant impacts are identified by the evaluation of project effects in the context of specified significance criteria. Mitigation measures and/or project alternatives are identified to reduce these effects where feasible.

Significant and Unavoidable Impact:

A project impact is considered significant and unavoidable if it would result in a substantial adverse change in the environment that cannot be feasibly avoided or mitigated to a less-than-significant level if the project is implemented. If a lead agency proposes to approve a project with significant unavoidable impacts, it must adopt a statement of overriding considerations to explain its actions (CEQA Guidelines, Section 15093(b)).

Cumulative Impacts:

According to CEQA, “cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts” (CEQA Guidelines, Section 15355). CEQA requires that cumulative impacts be discussed when the “project’s incremental effect is considerable... [or] ...provide a basis for concluding that the incremental effect is not cumulatively considerable (CEQA Guidelines, Section 15130 (a)).”

Mitigation Measures:

The CEQA Guidelines (Section 15370) define mitigation as:

- a. Avoiding the impact altogether by not taking a certain action or parts of an action;*
- b. Minimizing impacts by limiting the degree of magnitude of the action and its implementation;*



- c. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;*
- d. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and*
- e. Compensating the impact by replacing or providing substitute resources or environments.*



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3.1 Aesthetics and Visual Resources

3.1.1 Environmental Setting

a. Regional Setting

The project site is located in the central portion of Santa Cruz County, to the west of Soquel Village and to the north of the City of Capitola. The project site is located approximately 1,000 feet north of Highway 1 and approximately 1,100 feet east of Rodeo Creek Gulch. The site is bordered by Soquel Drive to the north and 41st Avenue to the east, a microbrewery and full service carwash to the south, and by a lumber yard to the west.

b. Existing Visual Character

The project site is relatively flat with a gradual downward slope to the south. The site consists of eight individual parcels containing a mix of residential and commercial development. The surrounding area is developed with regional- and community-serving commercial development including Home Depot, Best Buy, a Safeway supermarket and gas station, and a variety of retail stores, restaurants and commercial services. The project site is bordered by Soquel Drive/commercial uses and 41st Avenue/commercial uses, on the north and east, a microbrewery and full service carwash to the south, and by a lumberyard to the west. Ocean Honda, allocated in the C-4 Service Commercial zoning district, is located across Soquel Drive to the northwest across from the existing lumberyard.

As shown on the site photographs in Figures 3.1-1a and 3.1-1b, the subject site of the proposed development is entirely developed with both residential and commercial uses, with the exception of APN 030-121-27 which has been periodically used for temporary storage of new car inventory, as well as a seasonal lot for Christmas tree and pumpkin sales.

c. Scenic Vistas.

The proposed project area is located approximately 600 feet north of the mapped General Plan Scenic Area located along the Highway 1 corridor. Highway 1 is designated by the County of Santa Cruz General Plan as a designated scenic road from the county lines with San Mateo County and Monterey County. No other designated scenic roadways are located in the project vicinity. No other scenic areas or agricultural vistas are located within the project area.

d. Existing Light and Glare Conditions

Lighting nuisances can generally be categorized by the following:

- Glare – Intense light that shines directly, or is reflected from a surface into a person's eyes;



Photo 1: View of the project site from the north leg of the intersection of Soquel Drive and 41st Avenue showing King's Paint, You Do It car wash and existing single-family homes.



Photo 2: View looking southeast from Soquel Drive of You Do It car wash and King's Paint.

Site Photographs

Figure 3.1-1a



Photo 3: View of the project site looking southwest from 41st avenue showing existing single-family homes.



Photo 4: View of the project site looking west of existing single-family homes.

Site Photographs

Figure 3.1-1b



- Skyglow/Nighttime Illumination – Artificial lighting from urbanized sources that alters the rural landscape in sufficient quantity to cause lighting of the nighttime sky and reduction of visibility of stars and other astronomical features; and
- Spillover Lighting – Artificial lighting that spills over onto adjacent properties, which could interrupt sleeping patterns or cause other nuisances to neighboring residents.

The project site is surrounded on four sides by existing urban development, which contributes to nighttime lighting in the project vicinity. Large rural areas zoned as Residential Agriculture and Parks, Recreation and Open Space are located approximately 1,300 feet north of the project area, and these do not substantially contribute to nighttime lighting.

e. Regulatory Setting

State

California Public Resources Code Section 21001(b)

CEQA established that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of aesthetic, natural, scenic and historic environmental qualities.” [CA Public Resources Code Section 21001(b)].

California Public Resources Code, Section 260 et seq. – State Scenic Highway Program

The California Scenic Highway Program (CSHP) was created by the Legislature in 1963 and the purpose is to preserve and protect scenic highway corridors from change, which would diminish the aesthetic value of lands adjacent to highway. The stated intent (Streets and Highway Code Section 260) of the California Scenic Highway Program is to protect and enhance California’s natural beauty and to protect the social and economic values provided by the state’s scenic resources. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler’s enjoyment of the view. The SCHP includes a list of highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in Section 263 of the Streets and Highways Code.

State highways nominated for scenic designation must first be on the statutory list of highways eligible for scenic designation in State Scenic Highway System. A process for adding eligible highways to the statutory list is described in Section III: Obtaining Eligibility. County highways nominated for scenic designation that are believed to have outstanding scenic values are considered eligible and do not require any legislative action. Both state and county highway nominations follow the same process and have the same requirements. Scenic highway nominations are evaluated using the following criteria:

- The state or county highway consists of a scenic corridor that is comprised of a memorable landscape that showcases the natural scenic beauty or agriculture of California (see definition for “vividness”, under Section III: Step 1, Visual Assessment).



- Existing visual intrusion do not significantly impact the scenic corridor (see definitions for “intactness” and “unity” below, under Section III. Step 1: Visual Assessment).
- Demonstration of strong local support for the proposed scenic highway designation.
- The length of the proposed scenic highway is not less than a mile and is not segmented.

The status of the state scenic highway changes from eligible to officially designated when the local jurisdiction adopts a scenic corridor protection program, applies to the California Department of Transportation for scenic highway approval, and receives notification from Caltrans that the highway has been designated as a Scenic Highway. According to the *California Department of Transportation (Caltrans) Scenic Highway Program (CSHP)*, Highway 1, which traverses the boundary between the Community of Soquel and the City of Capitola to the south of the project area.

Local

County of Santa Cruz General Plan

The General Plan and Local Coastal Program (General Plan/LCP) was adopted by the County Board of Supervisors on May 24, 1994 and certified by the California Coastal Commission on December 15, 1994. Since the project is outside of the local coastal zone, the General Plan/LCP will be referred to from this point forward as the General Plan.

The following policies in the Santa Cruz County General Plan are applicable to aesthetics and visual character.

Policy 5.10.12: Development Visible from Urban Scenic Roads. In the viewsheds of urban scenic roads, require new discretionary development to improve the visual quality through siting, architectural design, landscaping and appropriate signage.

Policy 5.10.13: Landscaping Requirements. All grading and land disturbance projects visible from scenic roads shall conform to the following visual mitigation conditions:

- a) Blend contours of the finished surface with the adjacent natural terrain and landscape to achieve a smooth transition and natural appearance; and
- b) Incorporate only characteristic or indigenous plant species appropriate for the area.

Policy 5.10.21: Illuminated Signs from Scenic Roads. In accordance with the County Sign ordinance, allow illuminated signs to be visible from scenic roads only for state and county directional and information signs and in designated commercial and visitor-serving areas.

Policy 8.1.2: Design Review Ordinance. Where applicable, require new development to follow the design guidelines set forth in the Zoning ordinance; and encourage all projects to utilize these principles to guide the design of development not subject to the ordinance.

Policy 8.2.3: Design Criteria for Utilities. Require new development to meet County adopted criteria and standards for the design of utilities, water service and sewage disposal requirements and drainage systems. All new power line distribution systems, where practical, and all service to new subdivisions shall be placed underground.



Policy 8.2.4: Combining Parcels for Improved Design. Encourage the combination of parcels, especially long narrow lots or small lots, to allow for maximum open space and amenities, and efficient layout of building envelopes and infrastructure.

Policy 8.5.1: Concentrate Commercial Uses. Contain commercial and industrial uses in designated areas, avoiding new strip commercial uses, to minimize impacts on residential areas, adjacent roads, and property, and on the scenic setting of the County.

Policy 8.5.2: Commercial Compatibility with Other Uses. Ensure the compatibility of commercial and industrial use with adjacent uses through application of the Site, Architectural and Landscape Design Review or similar ordinance. Give careful attention to landscaping, signing, access, site and building design, visual impacts, drainage, parking, on site circulation, traffic patterns, and where applicable, availability of water, sewage system capacity, fencing and mitigation of potential nuisance factors, visual aspects, and traffic problems.

Policy 8.7.1: Landscape Conditions for Development. When landscaping is required as a condition of permit approval, utilize the Zoning ordinance and the Urban Forestry Master Plan as a guide to require the landscape design to relate to the building and the site design; require plant materials appropriate to the site conditions with consideration for growth pattern, color, texture, solar access, maintenance, and water conservation; and require fencing, walls, site furniture and lighting to be designed to be integral and compatible elements of the building and landscape design.

Policy 8.7.3: Appropriate Plants in Urban Areas. Require urban projects, as a conditions of development permit approval, to comply with the street tree guidelines of the Urban Forestry Master Plan, and to utilize acceptable species listed within the plan.

County of Santa Cruz Code

Chapter 13.10.554(G), (Standards of off-street parking facilities) of the County of Santa Cruz Code implements the General Plan by providing specific regulations to enhance the quality of residential, commercial, and industrial development to achieve an aesthetic and functional community. Section 13.10.554(G) states, "If the parking area is illuminated, lighting shall be deflected away from the abutting residential sites so as not to cause annoying glare."

Chapter 13.10.581(I), (Signs in C, CT, VA, PF and M Districts) of the County of Santa Cruz Code states, "Where sign lighting is permitted, only indirect illumination or low-intensity interior illumination shall be used. It is preferred that lighted signs be designed with light-colored translucent letters and logos, on a semi-opaque dark back-ground. Any permitted sign lighting shall be unobtrusive to adjacent properties and any glare shall be directed onto the site."

Chapter 13.11, (Site, Architectural and Landscape Design Review) of the County of Santa Cruz Code states, "It shall be the objective of new development to enhance or preserve the integrity of existing land use patterns or character where those exist and to be consistent with village plans, community plans and coastal special community plans as they become adopted, and to



complement the scale of neighboring development where appropriate to the zoning district context. New development, where appropriate, shall be sited, designed and landscaped so as to be visually compatible and integrated with the character of surrounding areas.”

Section 13.11.074(C) states, “It shall be the objective of landscaping to accent the importance of driveways from the street, frame the major circulation aisles, emphasize pedestrian pathways, and provide shade and screening.

Section 13.11.074(D) states, “It shall be an objective of lighting design to relate to the site and building design and reduce off-site impacts.”

Section 13.11.074 (D)(1)(a) states, “All site, building, security and landscape lighting shall be directed onto the site and away from adjacent properties. Light sources shall not be visible from adjacent properties. Light sources can be shielded by landscaping, structure, fixture design or other physical means. Building and security lighting shall be integrated into the building design.”

3.1.2 Impact Analysis

a. Methodology and Significance Thresholds

Significance Thresholds. In accordance with Appendix G of the *State CEQA Guidelines*, the proposed project would result in potentially significant land use impacts if it would:

1. *Have a substantial adverse effect on a scenic vista;*
2. *Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway.*
3. *Substantially degrade the existing visual character or quality of the site and its surroundings.*
4. *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.*

Methodology

Scenic Vistas, Scenic Resources, and Visual Character Impacts. The assessment of impacts to scenic vistas, scenic resources, and visual character involves qualitative analysis that is inherently subjective in nature. Different viewers react to viewsheds and aesthetic conditions differently. Visual or aesthetic resources generally are defined as both the natural and built features of the landscape that contribute to the public’s experience and appreciation of the environment. Depending on the extent to which a project’s presence would alter the perceived visual character and quality of the environment, a visual or aesthetic impact may occur. This evaluation measures the existing visual resource against the proposed project. The project site was observed and photographically documented in its surrounding context. The County of Santa Cruz General Plan was reviewed for policy guidance relative to visual resources and design.



Views may be characterized in terms of foreground, middleground, and background views. Foreground views are those immediately presented to the viewer, and include objects at close range. Middleground views occupy the center of the viewshed, and tend to include objects that dominate the viewshed in normal circumstances. Background views include distant objects and other objects that make up the horizon.

Only public views or view corridors are evaluated; views from private property such as backyards, front yards, interior living spaces, or private roadways are not considered public view corridors. Furthermore, CEQA distinguishes between public and private views, and focuses on whether a project would affect the public environment rather than of particular individuals. Private views, such as from individual homes, generally are not analyzed under CEQA. Potential impacts on such individual views would not be environmentally significant. Accordingly, views from private residences are not discussed in this impact analysis.

Light Impacts. The analysis of light impacts is based on standards developed by the Illuminating Engineering Society of North America (IESNA), in the absence of any quantitative standards adopted by the County of Santa Cruz that would otherwise apply to the proposed project. The IESNA Lighting Handbook, Ninth Edition (2000), establishes criteria for the significance of illuminance produced by a project, based on existing ambient light levels. Illuminance is the quantity of incident light on a plane surface and is commonly measured in terms of foot-candles (fc) (Pennsylvania Outdoor Lighting Council, n.d.).

The IESNA handbook borrows a system from the International Commission on Illumination (CIE) that ranks geographic areas by the amount and intensity of existing light sources, ranging from E1 (rural and most sensitive) to E4 (urban and least sensitive). Areas that are more rural in character, and therefore exhibit few existing sources of light, are more susceptible to impacts resulting from the installation of new lighting sources. By contrast, urbanized areas have a large number of existing lighting sources and are therefore less susceptible to adverse effects associated with new lighting sources. Under the CIE ranking system, this analysis conservatively categorizes the project site in the E3 lighting zone, which denotes medium ambient brightness such as urban residential areas (CIE, 2003). The CIE's recommended light trespass standards for the E3 zone are 0.8 footcandle during pre-curfew hours (prior to 10 PM) and 0.2 footcandle during post-curfew hours (after 10 PM).

Light impacts are analyzed by estimating the spillover of light, or "light trespass," at the nearest residential property lines to the project site. Light trespass is measured on the vertical plane (e.g., light shining through a window) in terms of foot-candles. In this analysis, the County of Santa Cruz has determined that light trespass would be significant if illuminance produced by the project would exceed 0.8 fc during pre-curfew hours or 0.2 fc during post-curfew hours, as measured on the vertical plane at the nearest residential property lines.

To quantify ambient light levels after installation of the proposed lights, this analysis relies on a photometric study prepared in accordance with industry standards by Hubbell Lighting in September 2017. Photometric studies report how much light (brightness) a specific lamp,



fixture, or group of fixtures, would generate at a specific appoint. The Hubbell Lighting photometric study estimates the vertical foot-candles generated by proposed lighting with in the project site.

Glare Impacts. Potential impacts from discomfort glare caused by use of the proposed 15 are analyzed qualitatively, based on the amount of light generated, the design features of light fixtures (e.g., direction of light cast and shielding), and the proximity of residential sensitive receptors. The degree of discomfort glare decreased the further that a viewer is located from a light source, due to the dispersion of light across distance.

b. Project Impacts and Mitigation Measures

Threshold 1: Substantial adverse effect on a scenic resource.

Impact AES-1 The project would involve construction of a 12,551 square foot automobile dealership with a 9,996 square foot service facility approximately 1,000 feet north of Highway 1, a designated County of Santa Cruz Scenic Highway and an eligible State of California State Scenic Highway. The project site is not located within the mapped scenic corridor of Highway 1 and would not be visible from Highway 1. Impacts would be Class IV, *no impact*.

The project would not directly impact any public scenic resources, as designated in the County's General Plan (1994), or obstruct any public views of these visual resources. The project is located approximately 1,000 feet north of Highway 1, well outside of the mapped scenic corridor. No impact to a scenic resource would occur as a result of the proposed project.

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

Impact AES-2 The project would demolish onsite buildings to include a self-serve car wash, a commercial building, and four single-family houses and associated out-buildings within the project site. The project would also remove a total of eight trees to include one redwood tree, six Podocarpus trees, and one walnut tree. No historic structures would be impacted and the site is not visible from the Highway 1 scenic corridor. Impacts on scenic resources would be Class III, *less than significant*.

The project site is not located along a County designated scenic road, public viewshed area, scenic corridor, within a designated scenic resource area, or within the viewshed of a state scenic highway. Five of the existing onsite buildings proposed for removal were evaluated according to the Secretary of Interior's Standards. None were considered to qualify for listing on the Inventory of Historic Resources under the applicable criteria as required under Section 16.42.080(c) as discussed in Section 3.3, *Cultural Resources*. Impacts would be less than significant.



Mitigation Measures. No mitigation measures would be required.

Significance after Mitigation. Impacts would be less than significant without mitigation.

Threshold 3: *Substantially degrade the existing visual character or quality of the site and its surroundings.*

Impact AES-3 Removal of the non-conforming onsite single-family structures that are in disrepair, the commercial building, and car wash would improve the overall visual character of the site and its surroundings by increasing the building setbacks allowing for the planting of street trees along the project frontages of 41st Avenue and Soquel Drive, which is consistent with the Urban Forestry Master Plan. Project construction of the automotive dealership and service center would be consistent with the range of architectural styles and intensities, and with the types of construction of other commercial structures found in the vicinity. Impacts on visual character would be Class III, *less than significant*.

The existing onsite visual setting consists of a mix of aging single-family residential homes that are in poor condition and uncharacteristic of the surrounding pattern of commercial development. A mix of large commercial development consisting of a Home Depot, Best Buy and Safeway shopping center among other businesses is located across 41st Avenue from the project site to the east. The shopping center contains a variety of commercial retail uses, including a gas station and a large parking lot that fronts 41st Avenue. The north side of Soquel Drive is developed with a Honda dealership, self-storage facility, a combination of automobile services, and a mix of commercial retail within the Soquel Town Plaza. The west side of the project site is adjoined by a large lumber yard. A full service carwash and brewery are located immediately to the south of the project site.

The proposed development would be consistent with the range of architectural styles and intensities with the types of construction of other commercial structures found in the vicinity (e.g., Ocean Honda). Additionally, the proposed parking lot would be landscaped to blend with the surrounding pattern of development and enhance the surrounding built environment, and would include new roadside improvements to enhance the pedestrian experience along portions of 41st Avenue and Soquel Drive.

The project includes a sign exception to increase the allowed square footage of signage. The proposed sign plan (Attachment I) indicates the location, size and color of all signage. The project would be conditioned to ensure that lighting associated with signage and the site would not result in excessive glare leaving the site. A photometric plan (Attachment B) indicates that lighting would not leave the project site. The project also proposes the installation of dimmers and shields and/or the relocation of fixtures to eliminate glare and/or excessive light leaving the site. Therefore impacts would be less than significant.



Temporary Demolition and Construction Impacts.

Demolition and construction of the project would have temporary impacts on visual character. The project would be constructed in a single phase over a period of six to twelve months. Construction activities would degrade visual character onsite during the demolition of existing buildings and infrastructure, site grading, and building construction and paving. These activities would be visible from public viewpoints to include Soquel Drive and 41st Avenue, as well as commercial businesses along these roadways. However, adverse visual effects would be temporary, and limited to the construction period. Therefore, impacts on visual character during construction would be less than significant.

Long-Term Impacts.

With completion of the proposed dealership project, the site would appear more open than under the existing conditions scenario due to the approximately 155 foot setback of the 29-foot tall showroom from 41st Avenue, and the 235 foot setback from the front corner of the showroom to the corner of 41st Avenue and Soquel Drive. The existing setback from the existing one-story King's Paint building is approximately 3 feet from the right-of-way of 41st Avenue, and approximately 35 feet from the right-of-way of Soquel Drive. The proposed 20-foot tall service center building would have a lesser setback at approximately 15 feet from the Soquel Drive right-of-way at the northwest corner of the project site. It should also be noted that much of the proposed showroom would be constructed of glass with an open look. In addition, the site would be landscaped with more than 50 trees to be planted along the project frontages of 41st Avenue and Soquel Drive as well as throughout the project site. Figure 3.1-1a (Photo 1) shows the existing site conditions looking southwest from the north end of 41st Avenue at Soquel Drive. As a comparison, Figure 3.1-2 provides a photo simulation of the proposed project also looking southwest from Soquel Drive at 41st Avenue. Based on the above project features, the proposed project would not degrade the existing visual character of the site and its surroundings. Therefore, impacts to visual character would be considered less than significant.

Mitigation Measures. No mitigation measures would be required.

Significance after Mitigation. Impacts would be less than significant without mitigation.

Threshold 4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Impact AES-4 The project, which would operate until 8 PM, would introduce additional nighttime lighting and glare to an already developed urban area from sunset until 8 PM during fall, winter, and spring months. However, proposed light fixtures would be focused on the onsite automotive inventory and dealership, and it is estimated that they would not generate light intensity in excess of the CIE's international standards for the E3 lighting zone at area



Source: Kimley Horn, 2017.

**Photo Simulation of Constructed Project
View Looking Southwest from North End of 41st Avenue at Soquel Drive**

Figure 3.1-2



residences. Furthermore, non-reflective light fixtures would be used and shielded and directed downward to minimized glare. Therefore, impacts from light and glare would be Class III, *less than significant*.

The proposed project would introduce light fixtures through redevelopment of the project site to provide visibility and security lighting during nighttime hours for the proposed automotive dealership. It should be noted that the project site is surrounded by Community Commercial uses that currently contain overhead light fixtures, some of which, remain on throughout the night. Sixty-four light fixtures would be mounted on 46 poles at a height of 15 feet to illuminate the parking/display areas and dealership. All light fixtures would have light-emitting diodes (LEDs). These lights would range in power from 80 to 395 Watts and would have a neutral color temperature of 4000K. Color temperature refers to the warmth or coolness of a light source as perceived by people.

Although the new light fixtures would increase ambient light levels onsite, the photometric studies indicate that they would not cause substantial light trespass on offsite properties. Light trespass is a result of spill light shining in undesirable locations, such as a neighbor's backyard or bedroom window. The site is surrounded by Community Commercial and Special Use (lumber yard), as well as road right-of-way. Therefore, no significant light trespass from the proposed project is anticipated.

The project would contribute an incremental amount of night lighting to the visual environment. The proposed proposes that outside of approved hours of operation, the majority of site lighting would be turned off, allowing only a limited number of lights to remain on to provide security of the site (see Section 2.4, *Project Features*). All sign lighting would be turned off after close of business (8:00pm on weekdays, 7:00pm on Saturday and 6:00pm on Sunday). Therefore, implementation of the Proposed Project condition would result in impacts to nighttime views. Impacts would be less than significant.

Mitigation Measures. No mitigation measures would be required.

Significance after Mitigation. Impacts would be less than significant without mitigation.

c. Cumulative Impacts

The geographic extent of this cumulative impact analysis includes the mid-county Soquel area. This geographic extent is appropriate for the issue of aesthetics because the project's aesthetic impacts are localized and site-specific. As shown in Appendix F, past, present, and reasonably foreseeable future projects in mid-county would incrementally increase development within the Soquel vicinity. This cumulative development would not adversely impact scenic resources. The project vicinity is largely developed. Most future projects consist of redevelopment projects that would be required to adhere to both the General Plan and County Code, which are intended to protect scenic resources. Therefore, cumulative impacts to scenic



resources would be less than significant and the project would not have any cumulatively considerable contribution to any such impact.

With respect to light and glare, given that the project would result in a less than significant impact within this geographic extent, the project's contribution to this cumulative impact would be less than significant.



3.2 Air Quality

3.2.1 Environmental Setting

a. Climate and Meteorology

The project site is located in the North Central Coast Air Basin (NCCAB) (Basin), which covers an area of 5,159 square miles and consists of the counties of Santa Cruz, San Benito, and Monterey. The semi-permanent high pressure cell in the eastern Pacific is the basic controlling factor in the climate of the Basin. In the summer, the high pressure cell is dominant and causes persistent west and northwest winds over the entire California coast. Air descends in the Pacific High forming a stable temperature inversion of hot air over a cool coastal layer of air. The onshore air currents pass over cool ocean waters to bring fog and relatively cool air into the coastal valleys. The warmer air loft acts as a lid to inhibit vertical air movement (Monterey Bay Unified Air Pollution Control District [MBARD], February 2008).

The generally northwest-southeast orientation of mountainous ridges tends to restrict and channel the summer onshore air currents. Surface heating in the interior portion of the Salinas and San Benito Valleys creates a weak low pressure which intensifies the onshore air flow during the afternoon and evening. In the fall, the surface winds become weak, and the marine layer grows shallow, dissipating altogether on some days. The air flow is occasionally reversed in a weak offshore movement, and the relatively stationary air mass is held in place by the Pacific High pressure cell, which allows pollutants to build up over a period of a few days. It is most often during this season that the north or east winds develop to transport pollutants from either the San Francisco Bay area or the Central Valley into the NCCAB (MBARD, February 2008).

During the winter, the Pacific High migrates southward and has less influence on the air basin. Air frequently flows in a southeasterly direction out of the Salinas and San Benito Valleys, especially during night and morning hours. Northwest winds are nevertheless still dominant in winter, but easterly flow is more frequent. The general absence of deep, persistent inversions and the occasional storm systems usually result in good air quality for the Basin as a whole in winter and early spring (MBARD, February 2008).

In the project vicinity, marine breezes from Monterey Bay dominate the climate. These westerly winds predominate in all seasons, but are strongest and most persistent during the spring and summer months (Capitola Draft General Plan, 2013). In general, the air pollution potential of the coastal portion of the NCCAB, including Soquel, is relatively low due to these persistent breezes.

b. Air Pollutants of Primary Concern

The state and federal Clean Air Acts mandate the control and reduction of certain air pollutants. Under these Acts, the U.S. Environmental Protection Agency (USEPA) and the



California Air Resources Board (CARB) have established ambient air quality standards for certain “criteria” pollutants. Ambient air pollutant concentrations are affected by the rates and distributions of corresponding air pollutant emissions, as well as by the climactic and topographic influences discussed above. The primary determinant of concentrations of non-reactive pollutants (such as CO and PM₁₀) is proximity to major sources. Ambient CO levels in particular usually closely follow the spatial and temporal distributions of vehicular traffic. A discussion of primary criteria pollutants is provided below.

Ozone. Ozone is a colorless gas with a pungent odor. Most ozone in the atmosphere is formed as a result of the interaction of ultraviolet light, reactive organic gases (ROG), and oxides of nitrogen (NO_x). ROG (the organic compound fraction relevant to ozone formation, and sufficiently equivalent for the purposes of this analysis to volatile organic compounds, or VOC¹) is composed of non-methane hydrocarbons (with some specific exclusions), and NO_x is made of different chemical combinations of nitrogen and oxygen, mainly NO and NO₂. A highly reactive molecule, ozone readily combines with many different components of the atmosphere. Consequently, high levels of ozone tend to exist only while high ROG and NO_x levels are present to sustain the ozone formation process. Once the precursors have been depleted, ozone levels rapidly decline. Because these reactions occur on a regional rather than local scale, ozone is considered a regional pollutant.

Carbon Monoxide. Carbon monoxide (CO) is an odorless, colorless gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. CO causes a number of health problems including fatigue, headache, confusion, and dizziness. The incomplete combustion of petroleum fuels in on-road vehicles and at power plants is a major cause of CO. CO is also produced during the winter from wood stoves and fireplaces. CO tends to dissipate rapidly into the atmosphere; consequently, violations of the state CO standard are generally associated with the major roadway intersections during peak hour traffic conditions.

Localized carbon monoxide “hotspots” can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal Ambient Air Quality Standards (AAQS) of 35.0 parts per million (ppm) or the state AAQS of 20.0 ppm.

Nitrogen Dioxide. Nitrogen dioxide (NO₂) is a by-product of fuel combustion, with the primary source being motor vehicles and industrial boilers and furnaces. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts rapidly to form NO₂, creating the mixture of NO and NO₂ commonly called NO_x. Nitrogen dioxide is an acute irritant. A relationship between NO₂ and chronic pulmonary fibrosis may exist, and an increase in bronchitis in young children at concentrations below 0.3 parts per million (ppm) may occur.

¹ ROG is equivalent to volatile organic compounds (VOC) per MBARD Rule 101, 2.32



Nitrogen dioxide absorbs blue light and causes a reddish brown cast to the atmosphere and reduced visibility. It can also contribute to the formation of PM₁₀ and acid rain.

Sulfur Dioxide. Sulfur dioxide is a colorless, pungent gas belonging to the family of sulfur oxide gases (SO_x), formed primarily by combustion of sulfur-containing fossil fuels (primarily coal and oil), and during metal smelting and other industrial processes. Sulfur dioxide (SO₂) often used interchangeably with sulfur oxides (SO_x) The major health concerns associated with exposure to high concentrations of SO_x are effects on breathing, respiratory illness, diminishment of pulmonary defenses, and aggravation of existing cardiovascular disease. Major subgroups of the population that are most sensitive to SO_x are individuals with cardiovascular disease or chronic lung disease (such as bronchitis or emphysema), as well as children and the elderly. Emissions of SO_x also can damage the foliage of trees and agricultural crops. Together, SO_x and NO_x are the major precursors to acid rain, which is associated with the acidification of lakes and streams, and the accelerated corrosion of buildings and public monuments. Sulfur oxides can react to form sulfates, which significantly reduce visibility.

Particulate Matter. Suspended particulate matter (airborne dust) consists of particles small enough to remain suspended in the air for long periods. Fine particulate matter includes particles small enough to be inhaled, pass through the respiratory system, and lodge in the lungs, with resultant health effects. Particulate matter can include materials such as sulfates and nitrates, which are particularly damaging to the lungs. Health effects studies resulted in revision of the Total Suspended Particulate (TSP) standard in 1987 to focus on particulates that are small enough to be considered “inhalable,” i.e. 10 microns or less in size (PM₁₀). PM₁₀ arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM₁₀ scatters light and significantly reduces visibility. In addition, these particulates penetrate the lungs and can potentially damage the respiratory tract. On June 19, 2003, CARB adopted amendments to the statewide 24-hour particulate matter standards based upon requirements set forth in the Children’s Environmental Health Protection Act (SB 25).

In July 1997, a further revision of the federal standard added criteria for PM_{2.5}, reflecting recent studies that suggested that particulates less than 2.5 microns in diameter are of particular concern. Due to increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both State and federal PM_{2.5} standards have been created. These standards were established due to increasing concerns that previous standards were inadequate and the statewide potential for significant health impacts associated with fine particulate matter exposure was determined to be large and wide-ranging. Fine particulate matter impacts primarily affect infants, children, the elderly, and those with preexisting cardiopulmonary disease.

CARB and USEPA establish ambient air quality standards for major pollutants at thresholds intended to protect public health. Federal and state standards have been established for ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), lead, and fine particulates (PM₁₀ and PM_{2.5}). Table 3.2-1 summarizes the California Ambient Air Quality Standards



(CAAQS) and the National Ambient Air Quality Standards (NAAQS) for each of these pollutants. Standards have been set at levels intended to be protective of public health. California standards are more restrictive than federal standards for each of these pollutants except for lead and the eight-hour average for CO. Depending on whether the standards are met or exceeded, the local air basin is classified as in “attainment” or “non-attainment.” Some areas are unclassified, which means no monitoring data are available. Unclassified areas are considered to be in attainment.

Table 3.2-1: Current Federal and State Ambient Air Quality Standards			
Pollutant	Averaging Time	Federal Primary Standards	California Standard
Ozone	1-hour	--	0.09 ppm
	8-hour	0.070 ppm	0.07 ppm
Carbon Monoxide	1-hour	35 ppm	20 ppm
	8-hour	9 ppm	9 ppm
Nitrogen Dioxide	1-hour	100 ppb	0.18 ppm
	Annual	53 ppb	0.03 ppm
Sulfur Dioxide	1-hour	75 ppb	0.25 ppm
	3-hour	0.5 ppm	--
	24-hour	--	0.04 ppm
PM ₁₀	24-hour	150 µg/m ³	50 µg/m ³
	Annual	--	20 µg/m ³
PM _{2.5}	24-hour	35 µg/m ³	--
	Annual (primary)	12 µg/m ³	12 µg/m ³
	Annual (secondary)	15 µg/m ³	--
Lead	30-Day Average	--	1.5 µg/m ³
	3-Month Average	0.15 µg/m ³	--
Notes: ppm = parts per million ppb = part per billion µg/m ³ = micrograms per cubic meter Source: California Air Resources Board, October 2016 and U.S. Environmental Protection Agency, 2017.			

Asbestos. Asbestos is a highly crumbly material often found in older buildings (pre-1979), typically used as insulation in walls or ceilings. It was formerly popular as an insulating material; however, it can pose a health risk when very small particles become airborne. In conformance with the Clean Air Act, USEPA established the National Emissions Standards for Hazardous Air Pollutants (NESHAP) to protect the public. The asbestos regulations under NESHAP control work practices during the demolition and renovation of institutional, commercial or industrial structures. Following identification of friable asbestos the federal OSHA require that asbestos trained and certified abatement personnel perform asbestos abatement and all asbestos containing material (ACM) removed from on-site structures shall be hauled to a licensed receiving facility and disposed of under proper manifest by a transportation company certified to handle asbestos. Disposal of any ACM is also regulated by the County Fire Department and specific requirements are determined during the permitting process.



Lead. Lead is a metal found naturally in the environment, as well as in manufacturing products. The major sources of lead emissions historically have been mobile and industrial sources. As a result of the phase-out of leaded gasoline, as discussed below, metal processing is currently the primary source of lead emissions. The highest level of lead in the air is generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers.

In the past, mobile sources were the main contributor to ambient lead concentrations in the air. In the early 1970s, US EPA set national regulations to gradually reduce the lead content in gasoline. In 1975, unleaded gasoline was introduced for motor vehicles equipped with catalytic converters. USEPA completed the ban prohibiting the use of leaded gasoline in highway vehicles in December 1995. As a result of USEPA's regulatory efforts to remove lead from gasoline, lead concentrations have declined substantially over the past several decades. The most dramatic reductions in lead emissions occurred prior to 1990 in the transportation sector due to the removal of lead from gasoline sold for most highway vehicles. Lead emissions were further reduced substantially between 1990 and 2008, with substantial reductions occurring in the metal industries, at least in part as a result of national emissions standards for hazardous air pollutants.

c. Current Ambient Air Quality

Local air districts and CARB monitor ambient air quality to assure that air quality standards are met, and if they are not met, to also develop strategies to meet the standards. Air quality monitoring stations measure pollutant ground-level concentrations (typically, ten feet above ground level). Depending on whether the standards are met or exceeded, the local air basin in classified as in "attainment" or "nonattainment." Some areas are unclassified, which means no monitoring data are available. Unclassified areas are considered to be in attainment. Table 3.2-2 summarizes the state and federal attainment status for the criterial pollutants in the NCCAB.

As shown in Table 3.2-2, although the NCCAB is in attainment or unclassifiable of all federal ambient air quality standards (AAQS), it is designated as non-attainment with respect to the more stringent state PM_{10} standard and the state's eight-hour ozone standard. The federal eight-hour ozone standard was lowered to 0.07 ppm in October 2015, however the federal attainment status has not been changed.

Ambient air quality is monitored at seven MBARD-operated monitoring stations throughout the NCCAB, located in Carmel Valley, Salinas, Hollister, Santa Cruz, Scotts Valley, Davenport, and Watsonville. In addition, the National Parks Service operates a station at the Pinnacles National Monument and an industry consortium operates a station in King City. Table 3.2-3 summarizes the representative annual air quality data for the project vicinity over the past three years (2014-2016). The nearest monitoring stations to the project site are Santa Cruz (approximately 1.3 miles west) and Salinas (approximately 32 miles southeast), and Hollister (approximately 38 miles east-southeast).



Table 3.2-2: Attainment Status of the North Central Coast Air Basin

Pollutant	State Standard ¹	Federal Standard
Ozone (O ₃)	<i>Nonattainment</i>	<i>Nonattainment</i>
Inhalable Particulates (PM ₁₀)	<i>Nonattainment</i>	Attainment
Fine Particulates (PM _{2.5})	Attainment	Attainment/Unclassified ³
Carbon Monoxide (CO)	Unclassified (Santa Cruz County)	Attainment/Unclassified
Nitrogen Dioxide (NO _x)	Attainment	Attainment/Unclassified ⁴
Sulfur Dioxide (SO _x)	Attainment	Attainment ⁵
Lead (SO _x)	Attainment	Attainment/Unclassified ⁶

Notes:

1. State designations based on 2010 to 2012 air monitoring data.
2. On March 12, 2008, USEPA adopted a new 8-hour ozone standard of 0.075 ppm. In April 2012, USEPA designated the NCCAB attainment/unclassified based on 2009-2011 data. However, on October 1, 2015, the USEPA lowered the standard to 70ppb. Under this standard the NCCAB is considered 'nonattainment'.
3. This includes the 2006 24-hour standard of 35 µg/m³ and the 2012 annual standard of 12 µg/m³.
4. In 2012, USEPA designated the entire state as attainment/unclassified for the 2010 NO₂ standard.
5. In June 2011, the ARB recommended to USEPA that the entire state be designated as attainment for the 2010 primary SO₂ standard. Final designations to be addressed in future USEPA actions.
6. On October 15, 2008 USEPA substantially strengthened the national ambient air quality standard for lead by lowering the level of the primary standard from 1.5 µg/m³ to 1.5 µg/m³. Final designations were made by USEPA in November 2011.

Source: Monterey Bay Air Resources District, 2015

The primary pollutants of concern for the NCCAB are ozone and PM₁₀, as those are the pollutants for which the district is in nonattainment. As indicated in Table 3.2-3, there were no federal or state ozone exceedances at the nearest NCCAB monitoring station in 2014, 2015, or 2016. The state and federal standards for PM₁₀ and PM_{2.5} were also not exceeded at the nearest NCCAB monitoring station in 2014, 2015, or 2016.

d. Toxic Air Contaminants

According to Section 39655 of the California Health and Safety Code, a toxic air contaminant (TAC) is “an air contaminant which may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health.” In addition, 189 substances that have been listed as federal hazardous air pollutants (HAPs) pursuant to Section 7412 of Title 42 of the United States Code are TACs under the state’s air toxics program pursuant to Section 39657 (b) of the California Health and Safety Code.

TACs can cause various cancers, depending on the particular chemicals, their type and duration of exposure. Additionally, some of the TACs may cause other health effects with short or long term exposure. The ten TACs posing the greatest health risk in California are acetaldehyde, benzene, 1-3 butadiene, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, perchlorethylene, and diesel particulate matter. Mobile sources of TACs include freeways and other roads with high traffic volumes (urban roads with traffic volumes exceeding 100,000 vehicles per day, or rural roads with volumes greater than 50,000 vehicles per day), while stationary sources include distribution centers, rail yards, ports, refineries, dry cleaners, and large gas dispensing facilities. Roadways near the project site (Soquel Drive and 41st Avenue) have traffic volumes of approximately



18,500 average daily trips (ADT) and 14,500 ADT, respectively. A dry cleaner is located approximately 480 feet southeast of the project site near Best Buy. It should be noted however, that the dry cleaner does not use perchlorethylene in their process and no impact is anticipated. No other of the above referenced stationary sources occur in the vicinity of the proposed project. Therefore, the project site is not located near any major sources of TACs.

Table 3.2-3: Ambient Air Quality Data¹

Pollutant	2014	2015	2016
Ozone ² (ppm), Worst Hour	0.076	0.076	0.064
Number of days of State exceedances (>0.09 ppm)	0	0	0
Ozone ² (ppm), 8-hr average	0.067	0.060	0.057
Number of days of state exceedances (>0.07 ppm)	0	0	0
Number of days of federal exceedances (>0.08 ppm)	0	0	0
Carbon Monoxide ³ (ppm), Highest 8-hour Average	*	*	*
Number of days of above state or federal standard (>9.0 ppm)	0	0	0
Particulate Matter <10 microns ^{4,5} , µg/m ³ , Worst 24 Hours	48.4	65.8	44.3
Number of days above state standard (>50 µg/m ³)	0	0	0
Number of days above federal standard (65 µg/m ³)	0	0	0
Particulate Matte <2.5 microns ^{2,4} , µg/m ³ , Worst 24 Hours	15.7	20.5	12.7
Number of days above federal standard (>65 µg/m ³)	0	0	0
Notes: *There was insufficient (or no) data available to determine the value. Source: CARB Top Four Summary, http://www.arb.ca.gov/adam/topfour/topfour1.php 1. Maximum concentration is measured over the same period as the California Standards. 2. Ozone data and PM _{2.5} data collected from Santa Cruz Monitoring Station 3. Carbon monoxide data is not available for select years 4. PM ₁₀ and PM _{2.5} exceedances are derived from the number of samples exceeded, not days. 5. PM ₁₀ data collected from Hollister Monitoring Station			

e. Regulatory Setting.

This analysis has been prepared pursuant to the State CEQA Guidelines and in accordance with local, state and federal laws, including those administered by MBARD, CARB, and the USEPA. The principal air quality regulatory mechanisms include the following:

- Federal Clean Air Act (FCAA), in particular, the 1990 amendments;
- California Clean Air Act (CCAA);
- California Health and Safety Code (H&SC), in particular, Chapter 3.5 (Toxic Air Contaminants) (H&SC Section 39650 et. seq.) and Part 6 (Air Toxics “Hot Spots” Information and Assessment) (H&SC Section 44300 et. seq.).
- MBARD’s Rules and Regulations and air quality planning documents:
 - MBARD Rule 200 (Permits Required), Rule 400 (Visible Emissions), Rule 402 (Nuisances), Rule 423 (New Source Performance Standards) incorporates Part 60,



- Chapter I, Title 40 of the Code of Federal Regulations, Rule 425 (Use of Cutback Asphalt)
- 2008 Air Quality Management Plan – Adopted August 2008 for achieving the 2006 California ozone standard
 - 2012 Triennial Plan Revision – Adopted April 2013 to revise the 2008 AQMP progress towards attaining California ozone standards
 - 2007 Federal Maintenance Plan – Adopted May 2007 for maintaining the 1997 federal ozone standard
 - 2005 Particulate Matter Plan – Adopted December 2005 for particulate matter made in response to Senate Bill 656.
 - 2008 MBARD California Environmental Quality Act Air Quality Guidelines most recently revised in 2008 (CEQA Air Quality Guidelines).

Federal and State. The federal and state governments have been empowered by the federal and state Clean Air Acts to regulate the emission of airborne pollutants and have established ambient air quality standards for the protection of public health. The USEPA is the federal agency designated to administer air quality regulation, while the CARB is the state equivalent in California. Local control in air quality management is provided by CARB through county-level or regional (multi-county) air pollution control districts (APCDs). CARB establishes air quality standards and is responsible for control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources. CARB has established 14 air basins statewide.

Federal Clean Air Act. USEPA is charged with implementing national air quality programs. USEPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA). The CAA was passed in 1963 by the U.S. Congress and has been amended several times. The 1970 CAA amendments strengthened previous legislation and laid the foundation for regulatory scheme of the 1970s and 1980s. In 1977, Congress again added several provisions, including non-attainment requirements for areas not meeting NAAQS and the Prevention of Significant Deterioration program. The 1990 CAA amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the U.S. The CAA allows states to adopt more stringent standards or to include other pollution species.

NAAQS. As discussed above, the federal CAA requires USEPA to establish primary and secondary NAAQS for a number of criteria pollutants. The air pollutants for which standards have been established are considered the most prevalent air pollutants that are known to be hazardous to human health. NAAQS have been established for the following pollutants: O₃, CO, SO₂, PM₁₀, PM_{2.5}, and lead (Pb).

Title III of the Federal CAA. Hazardous air pollutants (HAPs) are the air contaminants identified by USEPA as known or suspected to cause cancer, other serious illnesses, birth defects, or death. The federal CAA requires USEPA to set standards for these pollutants and reduce emissions of controlled chemicals. Specifically, Title III of the CAA requires USEPA to



promulgate National Emissions Standards for Hazardous Air Pollutants (NESHAP) for certain categories of sources that emit one or more pollutants that are identified as HAPs. The federal CAA also requires USEPA to set standards to control emissions of HAPs through mobile source control programs. These include programs that reformulated gasoline, national low emissions vehicle standards, Tier 2 motor vehicle emission standards, gasoline sulfur control requirements, and heavy-duty engine standards.

HAPs tend to be localized and are found in relatively low concentrations in ambient air. However, they can result in adverse chronic health effects if exposure to low concentrations occurs for long periods of time. Many HAPs originate from human activities, such as fuel combustion and solvent use. Emission standards may differ between “major sources” and “area sources” of the HAPs/TACs. Under the federal CAA, major sources are defined as stationary sources with the potential to emit more than 10 tons per year (tpy) of any one HAP or more than 25 tpy of any combination of HAPs; all other sources are considered area sources. Mobile source air toxics (MSATs) are a subset of the 188 HAPs. Of the 21 HAPs identified by the USEPA as MSATs, a priority list of six HAPs were identified that include: diesel exhaust, benzene, formaldehyde, acetaldehyde, acrolein, and 1,3-butadiene. While vehicle miles traveled in the United States is expected to increase by 64% over the period from 2000 to 2020, emissions of MSATs are anticipated to decrease substantially as a result of efforts to control mobile source emissions (by 57-67% depending on the contaminant).

California Clean Air Act. The California Clean Air Act (CCAA), signed into law in 1988, requires all areas of the State to achieve and maintain the CAAQS by the earliest practical date. CARB is the State air pollution control agency and is a part of the California Environmental Protection Agency (Cal EPA). CARB is the agency responsible for coordination and oversight of the State and local air pollution control programs in California, and for implementing the requirements of the CCAA. CARB oversees local district compliance with California and federal laws, approves local air quality plans, submits the SIPs to the USEPA, monitors air quality, determines and updates area designations and maps, and sets emissions standards for new mobile sources, consumer products, small utility engines, off-road vehicles, and fuels.

CAAQS. The CCAA requires CARB to establish CAAQS. Similar to the NAAQS, CAAQS have been established for the following pollutants: O₃, CO, NO₂, SO₂, PM₁₀, PM_{2.5}, Pb, vinyl chloride, hydrogen sulfide, sulfates, and visibility-reducing particulates. In most cases, the CAAQS are more stringent than the NAAQS pollutants. The CCAA requires that all local air districts in the State endeavor to achieve and maintain the CAAQS by the earliest practical date. The CAA specifies that local air districts should focus particular attention on reducing the emissions from transportation and area-wide emission sources, and provides districts with the authority to regulate indirect sources.

Tanner Air Toxics Act and Air Toxics Hot Spots Information and Assessment Act. Toxic Air Contaminants (TACs) in California primarily are regulated through the Tanner Air Toxics Act (AB1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588)



(Hot Spots Act). As discussed above, HAPs/TACs are a broad class of compounds known to cause morbidity or mortality (cancer risk). HAPs/TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, State, and federal level.

AB 1807 sets forth a formal procedure for CARB to designate substances as TACs. Research, public participation, and scientific peer review are necessary before CARB can designate a substance as a TAC. To date, CARB has identified more than 21 TACs and adopted USEPA's list of HAPs as TACs. In 1998, diesel particulate matter (DPM) was added to CARB's list of TACs. Once a TAC is identified, CARB adopts an Airborne Toxic Control Measure for sources that emit that particular TAC. If a safe threshold exists at which no toxic effect occurs from a substance, the control measure must reduce exposure below that threshold. If no safe threshold exists, the measure must incorporate Best Available Control Technology (BACT) to minimize emissions.

The Hot Spots Act requires for existing facilities that emit toxic substances above a specified level to prepare a toxic emissions inventory and a risk assessment if the emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures.

Diesel Exhaust and Diesel Particulate Matter. Diesel exhaust is the predominant TAC in urban air and is estimated to represent about two-thirds of the cancer risk from TACs (based on the statewide average). According to CARB, diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by CARB, and are listed as carcinogens either under State Proposition 65 or under the Federal Hazardous Air Pollutants programs.

CARB reports that recent air pollution studies have shown an association that diesel exhaust and other cancer-causing toxic air contaminants emitted from vehicles are responsible for much of the overall cancer risk from TACs in California. Particulate matter emitted from diesel-fueled engines (DPM) was found to comprise much of that risk. CARB has adopted and implemented a number of regulations for stationary and mobile sources to reduce emissions of DPM. Several of these regulatory programs affect medium and heavy duty diesel trucks that represent the bulk of DPM emissions from California highways. These regulations include the solid waste collection vehicle (SWCV) rule, in-use public and utility fleets, and the heavy-duty diesel truck and bus regulations. In 2011, CARB approved the latest regulation to reduce emissions of DPM and nitrogen oxides from existing on-road heavy-duty diesel fueled vehicles. The regulation requires affected vehicles to meet specific performance requirements between 2012 and 2023, with all affected diesel vehicles required to have 2010 model-year engines or the equivalent by 2023. These requirements are phased in over compliance period and depend on the model year of the vehicle. With implementation of CARB's Risk Reduction



Plan, DPM concentrations are expected to be reduced by 85% in 2020 from the estimated year 2000 level. As emissions are reduced, risks associated with exposure to emissions also are expected to be reduced.

CARB Air Quality and Land Use Handbook. In April 2005, CARB released the final version of its *Air Quality and Land Use Handbook: A Community Health Perspective*. This guidance document is intended to encourage local land use agencies to consider the risks from air pollution before they approve the siting of sensitive land uses (e.g., residences) near sources of air pollution, particularly TACs (e.g., freeway and high traffic roads, commercial distribution centers, rail yards, ports, refineries, dry cleaners, gasoline stations, and industrial facilities). These advisory recommendations include general setbacks or buffers from air pollution sources. However, unlike industrial or stationary sources of air pollution, the siting of new sensitive land uses does not require air quality permits or approval by air districts, and as noted above, the CARB handbook provides guidance only rather than binding regulations.

CAPCOA Health Risk Assessments for Proposed Land Use Projects. The California Air Pollution Control Officer's Association (CAPCOA) is a consortium of air district managers throughout California, which provide guidance material to addressing air quality issues in the State. As a follow up to CARB's 2005 *Air Quality and Land Use Handbook*, CAPCOA prepared the *Health Risk Assessments for Proposed Land Use Projects*. This guidance document was released to ensure that the health risk of projects were identified, assessed, and avoided or mitigated, if feasible, through the CEQA process. The CAPCOA guidance document provides recommended methodologies for evaluating health risk impacts for development projects.

Regional. MBARD regulates air quality in the NCCAB, and is responsible for attainment planning related to criteria air pollutants, and for district rule development and enforcement. It also reviews air quality analyses prepared for CEQA assessments, and has published the CEQA Air Quality Guidelines documents (last revised February 2008). The purpose of the Guidelines is to assist in the review and evaluation of air quality impacts from projects which are subject to CEQA. The Guidelines are an advisory document intended to provide lead agencies, consultants, and project proponents with uniform procedures for assessing potential air quality impacts and preparing the air quality section of environmental documents. The Guidelines are also intended to help these entities anticipate areas of concern from MBARD in its role as a lead, commenting, and/or responsible agency for air quality.

Air Quality Management Plan. In accordance with the California Clean Air Act, MBARD has developed the 2008 Air Quality Management Plan for the Monterey Bay Region, for which Santa Cruz County is included (2008 AQMP). The 2008 AQMP is a transitional plan shifting focus of MBARD's efforts from achieving the 1-hour component of the state ozone AAQS to achieving the 8-hour ozone requirements. The plan includes an updated air quality trends analysis which reflects both the 1- and 8-hour standards, as well as an updated emission inventory, which includes the latest information on stationary, area and mobile emission sources.



In April 2013, MBARD adopted the Triennial Plan Revision 2009-2011 (AQMP Revision, 2013), which assesses and updates elements of the 2008 AQMP, including the air quality trends analysis, emission inventory, and mobile source programs. The 2012 AQMP Revision only addresses attainment of the state ozone standard. In 2012, USEPA designated the NCCAB as attainment of the previous national 8-hour ozone standard of 0.075 ppm. In October 2015 the national ozone standard was reduced to 0.070 ppm, however the NCCAB has not been designated as nonattainment for the federal ozone standard.

f. Sensitive Receptors.

Certain population groups are more sensitive to air pollution than the general population; in particular, children, the elderly, and acutely ill and chronically ill persons, especially those with cardio-respiratory diseases, are considered sensitive receptors. Sensitive receptors that are in proximity to localized sources of particulate matter, toxics, and

CO are of particular concern. As described in MBARD's CEQA Air Quality Guidelines (February 2008), a sensitive receptor is defined as: any residence including private homes, condominiums, apartments, and living quarters; education resources such as preschools and kindergarten through grade twelve (K-12); daycare centers; and health care facilities such as hospitals or retirement and nursing homes.

Sensitive receptors within 1,000 feet of the project site include:

- Mobile Home Parks located approximately 800 feet north, and 650 feet east and east-northeast of the site
- Multi-family residences located approximately 800 feet southeast of the project site
- Single-family residences located approximately 600 feet north of the project site

There are no existing residences or other sensitive receptors located on the project site.

3.2.2 Impact Analysis

a. Methodology and Significance Thresholds

The analysis of the project's air quality impacts follows the guidance and methodologies recommended in MBARD's CEQA Air Quality Guidelines (February 2008) and Appendix G of the *State CEQA Guidelines*.

According to the adopted State CEQA Guidelines, impacts related to GHG emissions from the proposed project would be significant if the project would:

1. Conflict with or obstruct implementation of the applicable air quality plan;
2. Violate any air quality standards or contribute substantially to an existing or projected air quality violation;
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air



quality standard (including releasing emissions which exceed qualitative thresholds for ozone precursors);

4. Expose sensitive receptors to substantial pollutant concentrations; and/or
5. Create objectionable odors affecting a substantial number of people.

The *State CEQA Guidelines* further state that the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the determinations above.

MBARD Thresholds of Significance. MBARD has issued criteria for determining the level of significance for project-specific impacts within its jurisdiction in accordance with the above thresholds. Based on criteria applied in or adapted from MBARD's CEQA Air Quality Guidelines, the proposed project's impacts on criteria air pollution would be significant if the project would:

- Be inconsistent with the adopted AQMP.
- During construction:
 - Cause a violation of PM10 AAQS at nearby or upwind of sensitive receptors, based on whether the project would:
 - Emit greater than 82 lb./day of PM10 if located nearby or upwind of sensitive receptors (note: projects which require minimal earthmoving on 8.1 or more acres per day or grading and excavation on 2.2 or more acres per day are likely to exceed this threshold); or
 - Use equipment that is not "typical construction equipment" as specified in Section 5.3 of the MBARD CEQA Guidelines.
- During operations:
 - Table 3.2-4 summarizes MBARD's project-level thresholds of significance for operational impacts by pollutant. An exceedance of any threshold would represent a significant impact on local or regional air quality.
 - MBARD's CEQA Air Quality Guidelines indicate that the following traffic effects should be assumed to generate a significant CO impact, unless CO dispersion modeling demonstrates otherwise:
 - Intersections or road segments that operate at LOS D or better would operate at LOS E or F with the project's traffic;
 - Intersections or road segments that operate at LOS E or F where the volume-to-capacity (V/C) ratio would increase 0.05 or more with the project's traffic;
 - Intersections that operate at LOS E or F where delay would increase by 10 seconds or more with the project's traffic;
 - Unsignalized intersections which operate at LOS E or F where the reserve capacity would decrease by 50 or more with the project's traffic; or



- The project would generate substantial heavy duty truck traffic or generate substantial traffic along urban street canyons or near a major stationary source of CO.

Table 3.2-4: MBARD Air Quality Significance Thresholds for Criteria Pollutants of Concern – Operational Impacts*

NO _x , as NO ₂	137 lbs./day (direct + indirect)
ROG	137 lbs./day (direct + indirect)
PM ₁₀	82 lbs./day (on-site)**
SO _x , as SO ₂	150 lbs./day (direct)
CO	550 lbs./day (direct)
Source: MBARD, 2008 • Projects that emit other criteria pollutants would have a significant impact if emissions would cause or substantially contribute to the violation of State or national ambient air quality standard. Criteria pollutant emissions could also have a significant impact if they would alter air movement, moisture, temperature, climate, or create objectionable odors in substantial concentrations. When estimating project emissions, local or project-specific conditions should be considered. ** MBARD's 82 lb/day operational phase threshold of significance applies only to on-site emissions and project-related exceedances along unpaved roads.	

MBARD's *CEQA Air Quality Guidelines* state that odor impacts would be significant if a project would result in the emission of substantial concentrations of pollutants that produce objectionable odors, causing injury, nuisance, or annoyance to a considerable number of persons, or endangering the comfort, health, or safety of the public. If construction or operation of the project would emit pollutants associated with odors in substantial amounts, the analysis should assess the impact on existing or reasonably foreseeable sensitive receptors.

Air Quality Management Plan Consistency. MBARD *CEQA Air Quality Guidelines* state that lead agencies should contact MBARD for consistency determination. MBARD provides consistency determinations on a case-by-case basis for projects that do not directly increase population, such as the proposed project.

Methodology. The analysis of air quality impacts conforms to the methodologies recommended in MBARD's *CEQA Air Quality Guidelines* (2008).

Construction Emissions. The regional construction emissions associated with development of the proposed project were calculated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2 by using default inputs for the type and size of proposed land uses, including the types and number of pieces of equipment that would be used during the construction phase and off-site vehicle trips that would result from project construction. The proposed project would utilize typical construction equipment such as dump trucks, scrapers, bulldozers, compactors, and front-end loaders. The construction activities associated with development would generate diesel emissions and dust. CalEEMod is based on parameters including the duration of construction activity, area of disturbance, and anticipated equipment used during construction. It is assumed that all of the construction equipment used would be diesel-powered. In addition, as stated in Section 2.4 (Project Features) of Section 2.0, Project



Description, a portion of the grading would be exported off-site, requiring a net export of 937 cubic yards of material. This analysis assumes that site preparation would begin in Spring 2018. Construction may begin later. If construction began later than 2018, equipment efficiency would be improved as technology improves, and emissions resulting from construction would be lower. For the purposes of the air quality analysis, construction is conservatively estimated to end in Summer 2018 based on CalEEMod default lengths for construction phasing of a project of this size.

Operational Emissions. Operational emissions associated with on-site development were estimated using CalEEMod and vehicle trip data provided in the traffic study prepared by Kimley Horn (Appendix G). Operational emissions would be comprised of mobile source emissions, emissions associated with energy consumption, and area source emissions. Mobile source emissions are generated by the increase in motor vehicle trips to and from the project site associated with operation of the project. Emissions attributed to energy use include electricity and natural gas consumption for space and water heating and cooling. Area source emissions are generated, for example, by landscape maintenance equipment, consumer products, and architectural coatings.

Toxic Air Contaminants. Human health risks from TACs are analyzed based on the presence of mobile equipment that would generate diesel particulate matter during construction and operation of the proposed project and on the proximity of the nearest sensitive receptors that could be exposed to TACs from the project site.

Cumulative Impacts. The criteria for assessing cumulative impacts on localized air quality (i.e., carbon monoxide, PM₁₀) are the same as those for assessing individual project impacts (listed in Table 3.2-4 above). 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).

b. Project Impacts and Mitigation Measures

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

Impact AQ-1 The proposed project would be consistent with the *Air Quality Management Plan (AQMP)*. This impact would be Class III, *less than significant*.

CEQA Guidelines § 15125(b) requires that an EIR evaluate a project's consistency with applicable regional plans, in this instance the 2008 AQMP and 2012 AQMP Revision. Project emissions which are not consistent with the AQMP are not accommodated in the AQMP and would represent a potentially significant impact for the purposes of CEQA.

As noted in Section 3.2.2 (Methodology and Significance Thresholds), MBARD provides consistency determinations for projects that do not directly increase population. Since the proposed project is considered a non-residential population related activity (i.e. a commercial project), MBARD was consulted for a consistency determination. David Frisbey, Air Quality



Planner, at the MBARD, gave the following statement and consistency determination regarding the proposed project:

“...the Santa Cruz Nissan project is not growth inducing, so is consistent with AMBAG’s population forecasts. It is also consistent with the 2012-2015 Air Quality Management Plan in that the emissions inventory accounts for light duty vehicle use and the project is not a stationary or area source of air contaminants.”(David Frisbey, Personal Communication, October 24, 2017).

The anticipated increase in emissions would be consistent with long-term growth projections for the County. Therefore, implementation of the project would not obstruct implementation of an air quality plan and the project would have a less than significant impact related to conflicts with or obstruction of implementation of MBARD air quality management plans.

Mitigation Measures. No mitigation is required.

Significance after Mitigation. Impacts would be less than significant without mitigation.

Threshold 2: Violate any air quality standards or contribute substantially to an existing or projected air quality violation.

Threshold 3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed qualitative thresholds for ozone precursors).

Impact AQ-2 Construction of the proposed project would result in the temporary generation of air pollutants, which would affect local air quality. Short-term emissions during the construction period would not exceed MBARD thresholds. Impacts would be Class III, *less than significant*.

Construction emissions are generally referred to as temporary impacts of a project, but have the potential to represent a significant impact with respect to air quality. Fugitive particulate matter dust emissions are among the pollutants of greatest concern with respect to construction activities. These emissions from construction activities can lead to adverse health effects and nuisance concerns, such as reduced visibility and soiling of exposed surfaces. General site grading operations are the primary sources of fugitive particulate matter dust emissions. However, these emissions can vary greatly, depending on the level of activity, the specific operations taking place, the number and types of equipment operated, vehicle speeds, local soil conditions, weather conditions, and the amount of earth disturbance (e.g., site grading, excavation, cut and fill).

Emissions of ozone precursors NO_x and ROG are primarily generated by the operation of off-road construction equipment and mobile sources (i.e., delivery vehicles, construction worker vehicles). Generation of these emissions vary as a function of the types and number of heavy-



duty, off-road equipment used and the intensity and frequency of their operation, as well as vehicle trips per day associated with delivery of construction materials, the importing and exporting of soil, vendor trips, and worker commute trips.

The proposed project would involve site-preparation, grading, excavation, and paving to develop a 2.56-acre automotive dealership and service center, and improvements to the Soquel Drive. The use of equipment that is not “typical construction equipment” as specified in Section 5.3 of MBARD’s CEQA *Air Quality Guidelines* is not expected. The ozone precursors NO_x and ROG would be emitted by the operation of construction equipment, while PM₁₀ would be emitted by activities that disturb the soil, such as grading and excavation. Emissions would also be generated by construction personnel traveling to and from the construction site, as well as trucks hauling materials to and from the site. Construction-related emissions could result in significant adverse effects to nearby sensitive receptors if emission thresholds are exceeded.

Construction emissions were estimated in CalEEMod. For purposes of this analysis, site preparation and grading of the project site is anticipated to begin in Spring 2018. CalEEMod default construction scheduling was used for this analysis. According to CalEEMod defaults, construction of the proposed project would occur over approximately 6 months between Spring 2018 and Summer 2018.

MBARD uses a threshold of 82 pounds per day of PM₁₀ for determining significance of construction related emissions (MBARD *CEQA Air Quality Guidelines*, 2008). It is important to note that MBARD only has adopted quantitative significance thresholds for PM₁₀ and does not have adopted quantitative significance thresholds for ROG, NO_x, CO, SO₂, and PM_{2.5}. Table 3.2-5 illustrates the estimated maximum daily PM₁₀ emissions during construction of the proposed project.

Table 3.2-5: Project Construction Emissions						
	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
2018 Maximum Daily Emissions ¹	1.68	12.61	10.08	0.02	1.02	0.81
2019 Maximum Daily Emissions ¹	3.04	7.68	6.54	0.01	0.47	0.43
MBARD Threshold	N/A	N/A	N/A	N/A	82	N/A
Threshold Exceeded?	No	No	No	No	No	No
Note:						
1. Emissions were calculated using CalEEMod. Refer to Appendix H, for assumptions used in this analysis.						

Total Short Term Construction Emissions. As shown in Table 3.2-5, temporary emissions during construction would not exceed MBARD threshold for short-term emissions of PM₁₀. Therefore, short-term air quality emissions during project construction would be less than significant. Furthermore, compliance with MBARD Rule 400 (Visible Emissions), Rule 425 (Use of Cutback Asphalt), and Rule 426 (Architectural Coatings) would reduce emissions of dust particulates and ROG during construction activity. MBARD Rule 400 (Visible Emissions)



applies to all sources of air pollutant emissions in the District. MBARD Rule 425 (Use of Cutback Asphalt) applies to the mixing, storage, use, and application of cutback and emulsified asphalts. MBARD Rule 425 (Use of Cutback Asphalt) applies to any person who applies or solicits the application of any architectural coating within the District. Therefore, these rules are applicable to the project and would reduce short-term construction emissions further than shown here.

Recommended Measures. No mitigation is required. However, MBARD recommends the use of the following best management practices (BMPs) for the control of short-term construction generated emissions:

- Water all active construction areas at least twice daily. The frequency should be based on the type of operation, soil and wind exposure.
- Prohibit all grading activities 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" of 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 take 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.

Significance after Mitigation. Impacts would be less than significant without mitigation.



Threshold 2: Violate any air quality standards or contribute substantially to an existing or projected air quality violation.

Threshold 3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed qualitative thresholds for ozone precursors).

Impact AQ-3 Operational emissions would not exceed MBARD’s daily thresholds. Therefore, impacts to regional air quality would be Class III, *less than significant*.

The project would result in 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). CalEEMod was used to calculate the project’s long-term operational emissions based on the proposed land uses and the number of new vehicle trips generated.

Mobile source emissions constitute the vast majority of operational emissions from these types of land use development projects. Mobile emissions are based on the estimated number of project-generated vehicle trips, as estimated in the project traffic study (see Section 3.83, Transportation/Traffic), and are shown in Table 3.2-6, below.

Table 3.2-6: Estimated Operational Emissions

Emissions Source	Emissions Estimate (lbs./day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	0.63	0.00	0.00	0.00	0.00	0.00
Energy	0.02	0.16	0.13	0.00	0.01	0.01
Mobile	0.47	0.58	3.39	0.01	0.35	0.10
Total Emissions	1.12	0.74	3.52	0.01	0.36	0.11
<i>MBARD Significance Threshold</i>	<i>137</i>	<i>137</i>	<i>550</i>	<i>150</i>	<i>82</i>	<i>N/A</i>
Threshold Exceeded?	No	No	No	No	No	N/A

Source:
Calculations using CalEEMod 2013.2.2. See Appendix H, Table 2.2 “Overall Operational – Unmitigated Operational.”

Area source emissions associated with landscaping equipment were estimated using CalEEMod defaults for the proposed land uses, the number of days during which landscape equipment would typically be operated, and emissions factors for appropriate types of landscape equipment (CAPCOA, 2013).

As shown in Table 3.2-6, operational emissions associated with buildout of the proposed project would not exceed any applicable MBARD thresholds. Therefore, impacts to regional air quality as a result of long-term operation of the project would be less than significant.



Mitigation Measures. No mitigation measures are required.

Significance after Mitigation. Impacts would be less than significant without mitigation.

Threshold 4: *Expose sensitive receptors to substantial pollutant concentrations.*

Impact AQ-4 Increased vehicle trips from the proposed project may degrade service levels at study area intersections such that carbon monoxide (CO) hotspots would be aggravated. Impacts related to CO hotspots would be Class III, *less than significant*.

Areas with high vehicle density, such as congested intersections and parking garages, have the potential to create high concentrations of CO, known as CO “hot spots,” which can expose sensitive receptors to substantial pollutant concentrations. See above in Section 3.2.2(a) (Methodology and Significance Thresholds) for CO hotspot analysis thresholds. Specifically, hot spots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal AAQS of 35.0 ppm or the state AAQS of 20.0 ppm.

The proposed project is an automotive dealership and service center in an urban setting within the Soquel planning area. Operation of the proposed project would not be expected to generate substantial vehicular traffic or substantial heavy duty truck traffic along nearby roads or near major stationary sources of CO according to the traffic analysis by Kimley Horn.

As discussed in Section 3.8, Transportation/Traffic, two intersections in the study area that operate at LOS D or lower in near term conditions (which includes estimated traffic conditions in the Year 2018) include the Soquel Drive and Robertson Street intersection, located 1,300 feet east of the project site, and the Soquel Drive and Porter Street intersection, located 2,300 feet east of the project site.

The Soquel Drive and Robertson Street intersection currently operates at LOS E during the AM peak hour and LOS F during the PM peak hour, which is already unacceptable according to County of Santa Cruz General Plan Policy 3.12.1. As discussed in Section 3.8, Transportation/Traffic, under both the Existing plus Project scenario and the Near Term plus Project scenario, the proposed project would increase delay at these intersections. Based on the County impact criteria, the proposed project would have a significant impact at this intersection and Mitigation Measure TRA-1 is required.

The Soquel Drive and Porter Street intersection operates at LOS E during the AM peak hour and LOS F during the PM peak hour, which is already unacceptable according to the County of Santa Cruz General Plan Policy 3.12.1. As discussed in Section 3.8, Transportation/ Traffic, under both the Existing Plus Project scenario and the Near Term Plus Project scenario, the proposed project would increase delay at these intersections. Based on the County impact criteria, the proposed project would have significant impact at this intersection and Mitigation Measure TRA-2 is required.



In accordance with Section 3.2.2 (a), *Methodology and Significance Thresholds*, the addition of vehicle trips to both the intersections of Soquel Drive at Robertson Street and Soquel Drive at Porter Street would not increase the volume to capacity ratio of either intersection by 5 percent or more during either the AM or PM peak hours. In addition, the addition of project traffic would not cause an increase in delay of 10 seconds or more at either intersection, and the reserve capacity would no decrease by 50 or more with the project traffic. Therefore, no significant impact would occur from CO “hot spots.”

Mitigation Measures. No mitigation is required.

Significance after Mitigation. Impacts would be less than significant without mitigation.

Threshold 4: Expose sensitive receptors to substantial pollutant concentrations.

Impact AQ-5 The project would not expose sensitive receptors to substantial pollutant concentrations associated with construction dust or toxic air contaminants. Impacts related to these localized pollutants would be Class III, *less than significant*.

The proposed project would not be a source of TACs regulated by MBARD, State, or federal government. Land uses that would typically attract heavy duty vehicles, such as parking areas for diesel fueled heavy duty trucks and buses, gasoline stations and dry cleaners are discussed in MBARD and CARB guidance material, are not included in the proposed project.

Mitigation Measures. No mitigation is required.

Significance after Mitigation. Impacts would be less than significant without mitigation.

Threshold 5: Create objectionable odors affecting a substantial number of people.

Impact AQ-6 The project would not create objectionable odors that would affect neighboring properties. Impacts related to odors would be Class III, *less than significant*.

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. 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 (located approximately 650 feet to the east of the project site). Construction-related odors would be



short-term, and would cease upon completion. Therefore, the project is not expected to result in significant impacts related to objectionable odors during construction or operation.

Mitigation Measures. No mitigation is required.

Significance after Mitigation. Impacts would be less than significant without mitigation.

c. Cumulative Impacts

The geographic context for considering cumulative impacts to air quality is the NCCAB. Air pollutants have impacts that are usually, though not always, cumulative by nature. Any new source of pollution may contribute with foreseeable future projects to violations of criteria pollutant standards if the existing background sources cause nonattainment conditions, as they do according to the state standards for ozone and particulate matter. Air districts manage attainment of the criteria pollutant standards by adopting rules, regulations, and attainment plans, which comprise a multifaceted programmatic approach to such attainment.

The proposed project would result in an automotive dealership and service facility that would employ up to 50 fulltime employees (no part-time employees are anticipated), which is less than 0.1% of the total employment planned in Santa Cruz County by 2035 (AMBAG 2014). NCCAB is a non-attainment area for the state standards for ozone and PM₁₀. Any growth within the NCCAB would contribute to other cumulative exceedances of ambient air quality standards when taken as a whole with existing development.

As discussed in subsection 3.2.2(a) above, MBARD's approach to determining cumulative air quality impacts for criteria air pollutants is the same as for assessing individual project impacts. A project that does not exceed MBARD's construction or operational thresholds and is consistent with the 2008 AQMP and 2012 AQMP Revision would not have cumulatively considerable impacts on regional air quality (MBARD, 2008). Since the proposed project would be consistent with long-term regional air quality planning efforts, as discussed in Impact AQ-1, and does not exceed applicable construction- or operation-related thresholds, as discussed in Impacts AQ-2 and AQ-3, the proposed project would not have a cumulatively considerable impact with regard to criteria pollutants. Therefore the project's contribution to cumulative regional air quality impacts would not be cumulatively considerable.



3.3 Cultural Resources

3.3.1 Environmental Setting

a. Historical Background

Prehistory. Prehistory of the southern San Francisco Bay area is complex due to the dramatic increase in human populations from middle to late Holocene times (Milliken et al. 2007). Cultural chronology is quite variable spatially, but is generally framed within a tripartite sequence that is commonly used in central California— Early, Middle, and Late (Hylkema 2002; Milliken et al. 2007). These temporal periods are preceded by early to middle Holocene occupation, often characterized as the Millingstone era (cf. Fitzgerald 1993; Hylkema 2002; Milliken et al. 2007).

The Millingstone Period (9000–5500 years Before Present [B.P.]) is characterized by small groups who travelled widely and practiced broad spectrum foraging of easily acquired plant and animal resources. Artifacts common to this time period are handstones and millingstones. Flaked stone implements, such as projectile points, are much less common than grinding and battering tools (Fitzgerald 2000). Common foods are thought to have included a variety of small seeds, shellfish, and small mammals.

The Early Period ranges from approximately 5500 to 2500 B.P. and encompasses an era where people are thought to still have practiced wide ranging residential mobility, but placed a greater emphasis on hunting larger game. Large pinnipeds, such as northern fur seal, are common to coastal archaeological sites during this time. Several styles of large projectile points correspond to this general time frame, which also marks the initial use of mortar and pestle technology.

The Middle Period dates from 2500–1000 B.P. and appears to represent a time when people were somewhat more residentially stable and practiced more logistical (short term) mobility (Milliken et al. 2007:106). By this time, people apparently went on extended resource acquisition forays for the purpose of bringing subsistence or trade items back to residential base camps. Large, terrestrial mammals were hunted more often during this time and grinding implements become more common (Milliken et al. 2007:107).

The Late Period begins at 1000 B.P. and extends to ca. 1550 B.P. (Hylkema 2002:33), or perhaps more recently. The Late Period is characterized by increased sociopolitical complexity and settlement centralization. Large village sites in the northern Santa Clara Valley are often found in the valley center along perennial streams (Bergthold 1982; Milliken et al. 2007:106). There is continued prevalence of mortar and pestle technology, thought to signify a greater reliance on acorn than in earlier times. Other labor intensive foods were also used with greater frequency during this latest time period (Hylkema 2002). For example, sea otter and harbor



seal were exploited more heavily. These animals are thought to be more labor-intensive to capture compared to other pinnipeds and large mammals, which were more commonly hunted in earlier time. Bow and arrow technology is also believed to have been adopted by aboriginal hunters during this latest prehistoric interval (Milliken et al. 2007:117).

Ethnography. Ethnographically, the project area was inhabited by Ohlone, or Costanoan populations (Levy 1978; Milliken et al. 2007). When first encountered by Spanish explorers, aboriginal inhabitants of the Bay Area and vicinity were referred to as *Costaños* (Levy 1978:494). The people came to be known as Costanoans (cf. Levy 1978), although now, the descendants of those earlier inhabitants prefer to be referred to as Ohlone (Bean 1994). Both terms refer to the language group spoken by the people, rather than any sort of political group. The Ohlone inhabited the San Francisco peninsula, the East Bay to the Delta, and south past Santa Clara Valley to the coast of the Monterey Bay.

At Spanish contact, aboriginal groups residing in the southern Bay Area were organized under a tribelet system where villages, thought to number around 50, were autonomous political units (Levy 1978). The Ohlone exploited all of the regional habitats including bay marshes, valley grasslands, mountainous uplands and open coastal environs. Resources exploited included elk, pronghorn, deer, sea mammals, salmon, trout, shellfish, ducks, geese, acorns, seeds, grasses, and roots (Baumhoff 1963).

The Santa Cruz Mission. European occupation of Santa Cruz begins with the establishment of the Mission La Exaltacion de la Santa Cruz. The Mission, founded in 1791, was the 12th Franciscan mission in Alta California. During the Spanish occupation, the current route of Mission Street was the main thoroughfare connecting the Mission Santa Cruz to Santa Clara and Mission Dolores in San Francisco. The first mission chapel at Santa Cruz was a temporary structure of thatch and mud built close to the San Lorenzo River. Between 1793 and 1794, a more permanent adobe chapel was constructed on a high bluff overlooking the river. The site of the second church is where Holy Cross Church currently stands on Mission Hill.

By the early nineteenth century, a complex of mission buildings was erected around the chapel and the mission prospered with extensive gardens, a grist mill, and more than 4,000 head of cattle. Mission lands included a wide-ranging grazing area that extended as far as Año Nuevo more than 25 miles north of Santa Cruz. The complex was bounded by current High, Emmet, Mission and Sylvar Streets. The church and the priest's quarters were located on what is now High Street. The women's quarters were on what is now known as School Street, while the storehouses and rooms for looms were located on Sylvar Street. Across School Street was an adobe building (still extant) thought to have been the mission guardhouse; this structure was later converted to a residence now known as the Neary-Rodriguez Adobe (Hoover et al. 1990). This building, located at 136 School Street, is the only remaining remnant of the 1793–1794 mission complex.

Damage to the church occurred in 1818 in response to threats of a pirate attack; the attack never occurred, but the church itself and many of its furnishings were damaged in the attempt



to save mission property. In 1834, Governor Figueroa secularized the mission property. In 1840 an earthquake weakened the church walls, and in 1857 another tremor caused the structure to collapse entirely (Hoover et al. 1990).

Villa de Branciforte. Established in 1797, Villa de Branciforte was one of the three original Spanish towns, pueblos, in Alta California, the others being San Jose (1776) and Los Angeles (1781). Named after the viceroy of New Spain, the Villa was intended to be a mixed community of active and retired Spanish soldiers as well as civilians who would defend the coast against incursions from enemy powers, (i.e. Russia and Britain). The padres at the nearby Mission were vehemently opposed to the foundation of the Villa and offered little assistance to the new settlers. The Villa was located on the river terrace across the San Lorenzo River from the Mission. The Villa's main thoroughfare, Branciforte Avenue, which was also used as a horserace track, was lined with crude huts, then adobe houses, some of which lasted until the middle of the 20th century (Reader 1997).

The community grew slowly due to the lack of support by the Spanish government and competition with the nearby Mission for cattle grazing lands. Gradually more immigrants arrived during the Mexican period (1823–1846) and the Villa grew from a population of 17 in 1807 to 194 in 1845 (Reader 1997). The Branciforte area was annexed into the City of Santa Cruz in 1905.

Americans began to settle in Santa Cruz in the 1840s, introducing more industrial and commercial enterprise to the area. The lumber trade became an important business, necessitating the construction of a wharf. The business district soon grew up around the wharf, and Front Street became the principal business area. In 1860, the town of Santa Cruz was the county seat with a population of 800 persons. Its shipping facilities were excellent; the wharf continued to encourage commercial growth and soon several sawmills and tanneries were operating at the edges of the town. The town of Santa Cruz was incorporated in 1866; the City was incorporated ten years later. Land use patterns of the Spanish and Mexican periods left a strong imprint on the development of the City. Parts of the former mission lands became ranchos and farms that were later subdivided into lots and ultimately into housing tracts. The primary residential area in the City of Santa Cruz was between Mission Hill and the wharf area, although homes were being built along the Coast Road (Mission Street) and around Mission Hill in the mid nineteenth century. In the 1870s, small farms and ranches were also built up along Mission Street beyond Bay Street.

In 1876, the narrow-gauge Santa Cruz Railroad line was completed from Santa Cruz to Watsonville, where it connected with the Southern Pacific line to San Francisco. Prior to that time, the primary mode of transportation for goods and passengers to Santa Cruz was by ocean steamer, although there was a toll road between Los Gatos and Santa Cruz. The completion of the Santa Cruz Railroad line was particularly important to the City, already well known for its exceptionally fine beaches, scenery, and weather, as it further opened the area to large numbers of tourists. Southern Pacific purchased the Santa Cruz Railroad line in 1881 for the



express purpose of expanding its tourist business; by 1887 it ran two round trips per day between San Francisco and Santa Cruz. 1906–07, the narrow gauge track was switched to standard gauge, giving railroad shipping a larger role in the development of the City.

By the mid-1870s, Santa Cruz was a popular resort city. Tourism was accelerated by the promotional activities of Fred Swanton, who owned and developed the boardwalk area. He also owned the Santa Cruz — Capitola Railroad Company, which contracted to build an electric railroad line from Santa Cruz to the beach in preparation for President Roosevelt’s visit in May of 1903. In that year, he purchased the existing Neptune’s Bath beachfront property and constructed several hundred resort cottages, as well as the huge casino and natatorium complex on the beach. By 1907, he had replaced the original casino and natatorium, which had been destroyed by fire, with the existing Mission Revival-style complex.

In the late 1800s the study area occupied a growing residential region between Santa Cruz proper and what was then known as Seabright, a resort community established by Mr. F.N. Mott (Koch 1999:149). Upon acquiring tracts of land between the San Lorenzo River and Arana Gulch, Mr. Mott laid out streets and building lots, establishing a somewhat self-supporting community served by its own post office, water supply, and railroad station. Seabright was officially annexed to the City of Santa Cruz in 1905. The area contained a number of low buildings and small residential cottages; however, larger, more elaborate homes were also built during this time, no doubt in response to tremendous economic growth experienced throughout the County. Many of these once-grand homes can be seen along streets of Santa Cruz’s east side including Ocean View Avenue. Remnant historic structures, walls, privy pits and trash dumps are found throughout this part of the City, and contribute to the historically sensitive nature of the area.

The opening of the highway from Los Gatos in 1915 caused a change in the nature of tourism in Santa Cruz. Families no longer stayed for weeks at a time in resorts and tent cities. With the advent of the automobile and the availability of good roads, tourists came for only a day or a weekend. While the growth of automobile-based tourist enterprises was eventually stimulated, the rail-based tourist businesses suffered. The net result was a temporary decline in the prosperity of Santa Cruz as it adjusted to the culture of the automobile. The Great Depression had less impact on Santa Cruz than it did elsewhere, largely because the primary base economy of the city had shifted from manufacturing to agriculture. The onset of World War II, however, brought a drastic decline to the tourism industry due to wartime travel restrictions and gasoline rationing. By this time, most of the current project alignment was well developed, primarily with residential tracts and small farm properties.

b. Existing Conditions.

Archaeological Resources. Albion Environmental, Inc. (Albion Environmental, 2017) conducted a records search and pedestrian survey of the approximately 2.6 acre property proposed for redevelopment (Appendix I). Visual inspection and shovel testing revealed no evidence of intact prehistoric or historic-era archaeological deposits. The entire project area



has been disturbed by construction of residential and commercial structures including driveways, asphalt pavements, and landscaping. Soils are clay loam to sandy clay with no evidence of culturally-produced stratigraphy. Cultural materials were not noted during a surface investigation of the project area. One shovel test rove excavated to expose subsurface deposits produced modern trash including 37 pieces of metal, 60 fragments of glass, five pieces of plastic, and one fragment of large mammal bone.

A search of records at the Northwest Information Center (NWIC) indicated that two cultural resources within a 1/4-mile radius of the project area. One resources is a mixed pre-colonial and historic site, while the other is a historic highway. P-44-000170 is a multicomponent site located approximately 1,020 feet (312m) southeast of the project area. The pre-colonial component of the site has been recorded on several occasions as a midden consisting of midden, chert and obsidian flaked stone, ground stone, and shell fragments. The historic component includes the foundation of a structure (King 2004). Resource P-44-000406 is Highway 1 located 1, 130 feet south of the project area. The resource includes historic sections of the old alignment and associated features (Leach-Palm et al. 1999). However, due to the presence of asphalt over much of the project area, further testing is recommended in the project area prior to construction once the asphalt is removed.

Historic Properties. The following five properties proposed for demolition under the project have been evaluated under Section 16.42 of the County of Santa Cruz Code, according to Section 21084.1 of the Public Resources Code, Section 15064.5(a) and (b) of the CEQA Guidelines, and Section 4852 of the California Code of Regulations to determine their eligibility for listing (Appendix J).

3906 Soquel Drive (APN 030-121-08) Circa 1915 and later. The house, which appears to be an assemblage of two separate buildings, is presently used for residential purposes and is land-locked with access via an easement from Soquel Drive. The west portion of the building appears to have been built in the mid-1920s, and the easterly portion is likely of earlier vintage. The actual sequence of assemblage is unknown. The house retains little integrity to its original design and character per the National Register's seven aspects of historical integrity. Because the house is not a distinctive example of its style and type, is not associated with important personages in a primary way, nor is the site of important events or representative of patterns important to the history of the County of Santa Cruz, the property does not appear eligible for the National Register of Historic Places under any of the applicable criteria. In addition, in considering and evaluating 3906 Soquel Drive under the Santa Cruz County Code, the property does not appear to qualify for listing on the Inventory of Historic Resources under the applicable criteria as required under Section 16.42.080(c).

2755 41st Avenue (APN 030-121-53) Circa 1932. Located just north of the exit from the Cruz Car Wash, this one story Minimal Traditional house was built in the early 1930s as a larger 4.5-acre parcel was being subdivided. The house has a moderately steep pitched roof with stepped cross gables and a front protruding wing topped by a front facing gable. To the right



of the front wing is a driveway that leads to an attached garage that has been converted to living use. The house retains substantial integrity to its original design and character per the National Register's seven aspects of historical integrity. However, because the house is not a distinctive example of its style and type, is not associated with important personages in a primary way, nor is the site of important events or representative of patterns important to the history of the County of Santa Cruz, the property does not appear eligible for the National Register of Historic Places under any of the applicable criteria. In addition, in considering and evaluating 3906 Soquel Drive under the Santa Cruz County Code, the property does not appear to qualify for listing on the Inventory of Historic Resources under the applicable criteria as required under Section 16.42.080(c).

2815 41st Avenue (APN 030-121-13) Circa 1948. This single-family house is situated within a grouping of four remaining houses along this thoroughfare, and is the most recently built around 1948. The building form is a simple rectangle with a related detached garage. The house itself is a vernacular building. The house has a low-slope built-up roof with a single ridge running front to back. The eaves are moderate, and edged with flat-board rakes at the front and rear gables, and ogee metal gutters along the sides. The single character-defining feature of the building is a front wall extension at the southeast corner of the building. It is not architecturally distinctive within the larger context of vernacular buildings of the period. The house retains substantial integrity to its original design and character per the National Register's seven aspects of historical integrity; however, it does not significantly represent any style or method of construction of interest. Because the house is not a distinctive example of its style and type, is not associated with important personages in a primary way, nor is the site of important events or representative of patterns important to the history of the County of Santa Cruz, the property does not appear eligible for the National Register of Historic Places under any of the applicable criteria. In addition, in considering and evaluating 2815 41st Avenue under the Santa Cruz County Code, the property does not appear to qualify for listing on the Inventory of Historic Resources under the applicable criteria as required under Section 16.42.080(c).

2821 41st Avenue (APN 030-121-12) Circa 1926. This small house and small detached garage on 41st Avenue was likely built around 1926 when it was the only residential building on a large 4.5-acre parcel at the intersection of 41st Avenue and the then Santa Cruz and Watsonville Road. The house is a simple rectangular structure with a roof ridge running front to rear, which is vernacular in design and modest in detail. The rear of the building has an attached open porch, roughly built with wood timbers. The house retains substantial integrity to its original design and character per the National Register's seven aspects of historical integrity. The construction of the structure is vernacular for the 1920s period, and the workmanship is unremarkable, but the original design has not been compromised. The building represents its original form, and its scale and feeling. Because the house is not a distinctive example of its style and type, is not associated with important personages in a primary way, nor is the site of important events or representative of patterns important to the



history of the County of Santa Cruz, the property does not appear eligible for the National Register of Historic Places under any of the applicable criteria. In addition, in considering and evaluating 2821 41st Avenue under the Santa Cruz County Code, the property does not appear to qualify for listing on the Inventory of Historic Resources under the applicable criteria as required under Section 16.42.080(c).

2851 41st Avenue (APN 030-121-57) Circa 1946. This one-story vernacular Modern-styled stand-alone commercial building located at the southwest corner of Soquel Drive and 41st Avenue was expanded over time. The building has a flat to low-slope built-up roof in three or more sections associated with the original building and two major additions. The building does not appear to be in good condition, with the additions appearing to have been constructed haphazardly and without thought to the original design. The first identified tenant from local R.H. Polk directories was Johnny's Freeway market in 1963. Early directories do not provide information as to the use of the property. It was during the early 1960s that Highway 1 was upgraded to a freeway south of Santa Cruz, and the market likely was renamed in concert with the introduction of the freeway onramps at the new highway onramps. Johnny's was a grocery market owned by John and Jennie Smoljan. They operated the store until 1967. By 1971 the store name had changed to Country Boy Market. In 1973 the name was changed again to Grower's Market. The use of the building as a grocery store ended in the mid-1970s when Coast Lighting and Hardware moved into the building. Coast was a general building and supply company, a use that remained until around 2010. During the 35 years that the site contained the hardware store, additions expanded the footprint to the rear.

The Building itself is a vernacular Modern design and lacks any identifiable characteristics of mid-century buildings that reflective a sensitive response to changing design techniques of the era. It is not architecturally distinctive within the larger context of Modern buildings of the post-war period. The building has a reduced level of integrity to its original design. Because the house is not a distinctive example of its style and type, is not associated with important personages in a primary way, nor is the site of important events or representative of patterns important to the history of the County of Santa Cruz, the property does not appear eligible for the National Register of Historic Places under any of the applicable criteria. In addition, in considering and evaluating 2851 41st Avenue under the Santa Cruz County Code, the property does not appear to qualify for listing on the Inventory of Historic Resources under the applicable criteria as required under Section 16.42.080(c).

Paleontological Resources. Based on geological mapping by Brabb, et al., (1997), the following surficial geologic rock units were mapped within one mile of the proposed project construction activities:

- Qal - Alluvial deposits, undifferentiated (Holocene)
- Qof - Older flood-plain deposits (Holocene)
- Qtl - Colluvium (Holocene)
- Qcl - Lowest emergent coastal terrace deposits (Pleistocene)



Qcu - Coastal terrace deposits, undifferentiated (Pleistocene)

Tp - Purisima Formation (Pliocene and upper Miocene)

The surface geology of the entire project area is mapped as Pleistocene coastal terrace deposits (Qcl). Based on geological mapping by Brabb, et al., (1997), Qcl is semi-consolidated, generally well-sorted sand with a few thin, relatively continuous layers of gravel. Qcl was deposited in nearshore high-energy marine environment and grades upward into eolian deposits of Manresa Beach in southern part of county. The thickness is variable with a maximum of approximately 40 feet. The unit thins to the north where it ranges from 5 to 20 feet thick. Weathered zone ranges from 5 to 20 feet thick. As mapped, locally includes many small areas of fluvial and colluvial silt, sand, and gravel, especially at or near old wave-cut cliffs.

c. Regulatory Setting

State.

California Register of Historical Resources. The California Register of Historical Resources (California Register) is a guide to cultural resources that must be considered when a government agency undertakes a discretionary action subject to CEQA. The California Register helps government agencies identify, evaluate, and protect California's historical resources, and indicates which properties are to be protected from substantial adverse change (Pub. Resources Code, Section 5024.1(a)). The California Register is administered through the State Historic Preservation Office (SHPO) and is part of the California State Parks system.

A cultural resource is evaluated under four California Register criteria to determine its historical significance. A resource must be significant at the local, state, or national level in accordance with one or more of the following criteria set forth in the State CEQA Guidelines at Section 15064.5(a)(3):

1. *It is associated with events that have made a significant contribution to the broad pattern of California's history and cultural heritage;*
2. *It is associated with the lives of persons important in our past;*
3. *It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or,*
4. *It has yielded, or may be likely to yield, information important in prehistory or history.*

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time must have passed to allow a "scholarly perspective on the events or individuals associated with the resource." Fifty years is used as a general estimate of the time needed to understand the historical importance of a resource according to SHPO publications. The California Register also requires a resource to possess integrity, which is defined as "the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Integrity is evaluated



with regard to the retention of location, design, setting, materials, workmanship, feeling, and association.” Archaeological resources can qualify as “historical resources” [State CEQA Guidelines, Section 15064.5(c)(1)].

Two other programs are administered by the state: California Historical Landmarks and California “Points of Historical Interest.” California Historical Landmarks are buildings, sites, features, or events that are of statewide significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other historical value. California Points of Historical Interest are buildings, sites, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other historical value.

Senate Bill 18. Enacted on March 1, 2005, Senate Bill 18 (SB18) (California Government Code Section 65352.3 and 65352.4) requires cities and counties to notify and consult with California Native American tribal groups and individuals that are on the contact list maintained by the Native American Heritage Commission (NAHC) prior to the adoption or amendment of a General Plan. The purpose is to preserve or mitigate impacts to places, features, and objects described in Public Resources Code Sections 5097.9 and 5097.993 (Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine located on public property) that are located within a city or county’s jurisdiction.

The proposed project requires a General Plan Amendment and is thus subject to SB 18. The County of Santa Cruz requested and received a list of contacts from the NAHC for SB 18 consultation. The County sent letters via email to the following contacts provided by the NAHC on June 12, 2017: Amah Mutsun Tribal Band, Irene Zwierlein, Chairperson; Indian Canyon Mutsun Band of Costanoan, Ann Marie Sayers, Chairperson; Amah Mutsun Tribal Band, Valentin Lopez, Chairperson; Muwekma Ohlone Indian Tribe of the SF Bay Area, Rosemary Cambra, Chairperson; and Coastanoan Ohlone Rumsen-Mutsen Tribe, Patrick Orozco. None of the Native American individuals or tribal organizations responded to the County’s letters with a request for consultation.

Human Remains. Section 7050.5 of the California Health and Safety Code states that in the event of the discovery or recognition of any human remains in any location other than a dedicated cemetery, no further excavation or disturbance should occur of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner’s authority. If the human remains are of Native American origin, the coroner must notify the NAHC within 24 hours of this identification. The NAHC will identify a Native American Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. CEQA Guidelines Section 15064.5 directs the lead agency (or applicant), under certain circumstances, to develop an agreement with Native Americans for the treatment and disposition of the remains.



California Environmental Quality Act (CEQA). The State CEQA Guidelines Section 15064.5 definition of a “historical resource” is presented in Section 4.4.2(a) (Methodology and Significance Thresholds) below. CEQA requires that historical resources and unique archaeological resources be taken into consideration during the CEQA review process (Public Resources Code, Section 21083.2). If feasible, adverse effects to the significance of historical resources must be avoided, or significant effects mitigated [CEQA Guidelines Section 15064.5(b)(4)].

15064.5(c)(1) requires that the lead agency first determine if the resource is a historical resource as defined in Section 15064.5(a). If the resource qualifies as a historical resource, potential adverse impacts must be considered in the same manner as a historical resource (California Office of Historic Preservation 2001a:5). If the archaeological resource does not qualify as a historical resource but does qualify as a “unique archaeological resource,” then the archaeological resource is treated in accordance with Public Resources Code Section 21083.2 [see also CEQA Guidelines Section 15069.5(c)(3)]. “Unique archaeological resource” means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or,
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Treatment options under Public Resources Code Section 21083.2 include activities that preserve such resources in place in an undisturbed state. Other acceptable methods of mitigation include excavation and curation or study in place without excavation and curation (if the study finds that the artifacts would not meet one or more of the criteria for defining a “unique archaeological resource”).

Assembly Bill 52. California Assembly Bill 52 of 2014 (AB 52) applies to all projects for which the Notice of Preparation is filed after July 1, 2015. AB 52 expands CEQA by defining a new resource category, “tribal cultural resources.” AB 52 establishes that “A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment” (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and meets either of the following criteria:



1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
2. 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 these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.” Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency. No California Native American tribes have requested consultation with the County of Santa Cruz as of this writing and thus no AB 52 consultation has been initiated for this project.

Local.

County of Santa Cruz General Plan. The Conservation and Open Space Element of the County of Santa Cruz General Plan (1994) includes goals, objectives, and policies to protect archaeological, historical, and paleontological resources. The goals and policies applicable to this project (archaeological and historical) are discussed below. In addition, as noted in the General Plan, language identified with the initials “(LCP)” is not restricted to the Coastal Zone. Therefore, language which includes “LCP” is both part of the Local Coastal Program and the General Plan, and applies countywide unless specifically stated that it is limited to the coastal zone.

Goal: Natural and Cultural Resources Protection

To protect and restore unique, rare, threatened, endangered and other natural and cultural resources that warrant preservation because of their biological value, scarcity, scientific value, aesthetic quality or cultural significance.

Objective 5.19: Archaeological Resources

To protect and preserve archaeological resources for their scientific, educational and cultural values, and for their value as local heritage.

Policy 5.19.1: Evaluation of Native American Cultural Sites

Protect all archaeological resources until they can be evaluated. Prohibit any disturbance of Native American Cultural Sites without an appropriate permit. Maintain the Native American Cultural Sites ordinance.



Policy 5.19.2: Site Surveys

Require an archaeological site survey (surface reconnaissance) as part of the environmental review process for all projects with very high site potential as determined by the inventory of archaeological sites, within the Archaeological Sensitive Areas, as designated on General Plan and LCP Resources and Constraint Maps files in the Planning Department.

Policy 5.19.3: Development Around Archaeological Resources

Protect archaeological resources from development by restricting improvements and grading activities to portions of the property not containing these resources, where feasible, or by preservation of the site through project design and/or use restrictions, such as covering the site with earthfill to a depth that ensures the site will not be disturbed by development, as determined by a professional archaeologist.

Policy 5.19.4: Archaeological Evaluations

Require the applicant for development proposals on any archaeological site to provide an evaluation, by a certified archaeologist, of the significance of the resource and what protective measures are necessary to achieve General Plan and LCP Land Use Plan objectives and policies.

Policy 5.19.5: Native American Cultural Sites

Prohibit any disturbance of Native American Cultural Sites without an archaeological permit which requires, but is not limited to, the following:

- (a) A statement of the goals, methods, and techniques to be employed in the excavation and analysis of the data, and the reasons why the excavation will be of value;
- (b) A plan to ensure that artifacts and records will be properly preserved for scholarly research and public education;
- (c) A plan for disposing of human remains in a manner satisfactory to local Native America Indian groups.

County of Santa Cruz Code. The County's Native American Cultural Sites ordinance is located in Title 16, Chapter 16.40 and states the following:

The Board of Supervisors of the County of Santa Cruz hereby finds and declares that there exist in the County of Santa Cruz areas of great importance for the study and preservation of the past of the Native Americans of California. These Native American cultural sites contain unique, irreplaceable resources significant to the history of the County and for the cultural heritage of our and of all humankind. Such sites have a deep, spiritual significance to all Native Americans, especially the native peoples of the State of California, and constitute a precious archaeological and historical heritage which is fast disappearing as a result of public and private land development. It is the policy of Santa Cruz County to preserve and protect these sites and resources for their



historic, cultural, educational, and scientific values. This chapter establishes regulations for the protection, enhancement, and perpetuation of Native American cultural sites in order to promote the public welfare, and to implement the stated policies of the County's General Plan and the Land Use Plan of the Local Coastal Program. [Ord. 3444 § 1, 1983; Ord. 3334 § 1, 1982; Ord. 2385, 1977].

The County's Historic Preservation ordinance is located in Title 16, Chapter 16.42 and states the following:

The Board of Supervisors hereby finds that the protection, enhancement, perpetuation and use of structures, districts, lands, and neighborhoods of historic, architectural, and engineering significance, located within the County of Santa Cruz, are of cultural and aesthetic benefit to the community. It is further found that respecting the heritage of the County will enhance the economic, cultural, and aesthetic standing of the County. The purpose of this chapter is, therefore, to:

- (A) Implement the General Plan historic resources policies to designate, preserve, protect, enhance, and perpetuate those historic structures, districts and sites which contribute to the cultural benefit of Santa Cruz County, and to provide for this and future generations, examples of the physical surroundings of past generations;
- (B) Foster civic awareness and pride in the rich diversity of the County's heritage;
- (C) Protect and enhance the County's historic structures, objects, sites and districts as a physical record of its heritage;
- (D) Enhance the stability of the neighborhoods and areas in the County;
- (E) Enhance the County's attraction to visitors through protection of the historic resources that constitute much of the County's unique character; and
- (F) Encourage preservation and maintenance of the cultural and historical heritage of the County for purposes of education and the fostering of the knowledge of the past. [Ord. 4922 § 1, 2008].

3.3.2 Impact Analysis

a. Methodology and Significance Thresholds

The County of Santa Cruz Code recognizes that Native American cultural sites of great importance exist in the County and provides measures to preserve and protect these sites and resources. No known Native American sites are present in the project area. County Code Title 16, Chapter 16.40.040 includes the regulations that must be followed if human remains or Native American cultural sites more than 100 years old are identified during excavation or project development, in order to protect important Native American cultural sites.

According to Appendix G of the *State CEQA Guidelines*, impacts related to cultural resources from the proposed project would be significant if the project would:



- 1) *Cause a substantial adverse change in the significance of an historical resource as defined in Section 15064.5;*
- 2) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5;*
- 3) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature of paleontological or cultural value; and/or,*
- 4) *Disturb any human remains, including those interred outside of formal cemeteries*

The significance of a cultural resource deposit and subsequently the significance of any impact are determined by whether or not that deposit can increase our knowledge of the past. The determining factors are site content and degree of preservation. A finding of archaeological significance follows the criteria established in the *State CEQA Guidelines*.

CEQA Guidelines Section 15064.5 (Determining the Significance of Impacts to Archaeological Resources) states:

- (3) *[...] Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code, § 5024.1, Title 14 CCR, Section 4852) including the following:*
 - (A) *Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;*
 - (B) *Is associated with the lives of persons important in our past;*
 - (C) *Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or*
 - (D) *Has yielded, or may be likely to yield, information important in prehistory or history.*
- (4) *The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1. (b) A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.*

Historical resources are "significantly" affected if there is demolition, destruction, relocation, or alteration of the resource or its surroundings. Generally, impacts to historical resources can



be mitigated to below a level of significance by following the Secretary of the Interior's *Guidelines for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* or the Secretary of the Interior's *Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* [13 PRC 15064.6 (b)]. In some circumstances, documentation of an historical resource by way of historic narrative photographs or architectural drawings will not mitigate the impact of demolition below the level of significance [13 PRC 15126.4 (b)(3)]. Preservation in place is the preferred form of mitigation for a "historical resource of an archaeological nature" as it retains the relationship between artifact and context, and may avoid conflicts with groups associated with the site [PRC 15126.4 (b)(3)(A)]. Historic resources of an archaeological nature and "unique archaeological resources" can be mitigated to below a level of significance by:

- *Relocating construction areas such that the site is avoided;*
- *Incorporation of sites within parks, greenspace, or other open space;*
- *"Capping" or covering the site with a layer of chemically stable soil before building; or,*
- *Deeding the site into a permanent conservation easement. [PRC 15126.4 (b)(3)(B)]*

If an archaeological resource does not meet either the historic resource or the more specific "unique archaeological resource" definition, impacts do not need to be mitigated [13 PRC 15064.5 (e)]. Where the significance of a site is unknown, it is presumed to be significant for the purpose of the EIR investigation.

There are no existing structures or other potentially historical resources on the project site. Therefore, no impact to the significance of a historical resource is anticipated from project implementation.

According to Appendix G of the State CEQA Guidelines, an impact to tribal cultural resources from the proposed project would be significant if the project would:

- 1) *Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*
 - a) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or*
 - b) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*



No California Native American tribes traditionally and culturally affiliated with the Santa Cruz County region have formally requested consultation with the County of Santa Cruz (as Lead Agency under CEQA) regarding tribal cultural resources. 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.

b. Project Impacts and Mitigation Measures

Threshold 2: *Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5*

Impact CUL-1 Construction associated with the proposed project would involve surface excavation, which has the potential to unearth and adversely impact previously unidentified archaeological resources. Impacts would be Class II, *less than significant with mitigation incorporated.*

The project area is primarily developed with a mix of residential and commercial uses. A search of records at the Northwest Information Center (NWIC) reported that there are no recorded sites within the proposed project area. According to NWIC records, there are two cultural resources within a 1/4 –mile radius of the project (Appendix I). One resource is a mixed pre-colonial and historic site, while the other is a historic highway. No significant cultural resources, prehistoric or historic, were noted during the surface reconnaissance of the project area. Visual inspection and shovel testing revealed no evidence of intact prehistoric or historic-era archaeological deposits. One shovel test probe excavated to expose subsurface deposits produced modern trash including 37 pieces of metal, 60 fragments of glass, five pieces of plastic, and one fragment of large mammal bone. Due to the extent of asphalt across the project site, Phase I testing was limited. Potential impacts to cultural resource could occur during site grading of areas currently covered in asphalt. Therefore, Extended Phase I testing is needed during site disturbance following removal of asphalt from the property. The following mitigation measures would reduce potentially significant impacts to below a level of significance.

Mitigation Measures. CEQA requires that all feasible mitigation for cultural resources be undertaken even if it does not mitigate below a level of significance. Based on current known resources and past investigations of similar sites, it is anticipated that the following mitigation measures would be sufficient to reduce impacts related to previously unidentified cultural resources to a less than significant level.

CUL-1 **Extended Phase I Testing in Areas Covered in Asphalt.** For Extended Phase I surveys, all portions of a survey area shall be examined by systematic shovel testing whenever possible, in combination with systematic pedestrian survey, and/or additional techniques such as augering, coring, soil probes, or mechanically excavated trenching, depending upon the surface conditions and potential for deeply buried archaeological sites. If extended testing reveals



potential for archaeological resources to occur on site, Mitigation Measures CUL-2(a) and CUL-2(b) shall be implemented.

CUL-2(a) Archaeological Resource Construction Monitoring. At the commencement of construction within the project area, an orientation meeting shall be conducted by an archaeologist for construction workers associated with earth disturbing procedures. The orientation meeting shall describe the possibility of exposing unexpected archaeological resources and directions as to what steps are to be taken if such a find is encountered.

A qualified archaeologist and Ohlone/Costanoan representative shall monitor all earth moving activities conducted within native soil. In the event that archaeological and historic artifacts are encountered during project construction, all work in the vicinity of the find shall be halted until such time as the find is evaluated by a qualified archaeologist and appropriate mitigation (e.g., curation, preservation in place, etc.), if necessary, is implemented.

CUL-(b) Unanticipated Discovery of Cultural Resources. Pursuant to during site preparation, excavation, or other ground disturbance associated with the project, human remains are discovered, the responsible person shall immediately cease and desist from all further site excavation and notify the sheriff-coroner and Planning Director. If the coroner determines that the remains are not of recent origin, the applicant shall implement a Phase 2 subsurface testing program to determine the resource boundaries, assess the integrity of the resource, and evaluate the site's significance through a study of its features and artifacts. The results and recommendations of the Phase 2 study shall determine the need for additional construction monitoring. If the site is determined insignificant, no further archaeological investigation or mitigation would be required.

If the discovered cultural resources are deemed significant, the County will work with the applicant to determine the appropriate extent of further mitigation. Examples of mitigation include, but are not limited to, capping of the resource with culturally sterile and chemically neutral fill material or Phase 3 data recovery.

Significance after Mitigation. Through Extended Phase I testing and the potential monitoring of ground disturbance and evaluation of any unidentified cultural resources, implementation of Mitigation Measures CUL-1, and potentially CUL-2(a) and CUL-2(b) are anticipated to reduce impacts to previously unidentified archaeological resources to a less than significant level based on current known resources at the site and in the general vicinity. However, the actual significance of buried resources is unknown until such time that they are discovered and properly evaluated. Although not anticipated, it is possible that construction activities may unearth resources of particular significance that would require more extensive investigation.



Threshold 3: *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (State CEQA Guidelines Section 15064.5 and Appendix G, Section V, Part C)*

Impact CUL-2 Construction associated with the proposed project would involve surface excavation in a geologic formation with low potential to unearth previously unidentified paleontological resources or impact a unique geologic feature. Impacts would be Class III, *less than significant*.

The entire project site is mapped on the USGS Geologic Map of Santa Cruz County as being underlain by the lowest emergent coastal terrace deposit (Qcl) of Pleistocene age. Much of the coastal terrace encompassing Live Oak and parts of Soquel are underlain by Qcl. Currently there are no published references to fossils in the Pleistocene terrace or other Pleistocene deposits in the vicinity of the project area. Therefore, impacts to unidentified paleontological resources and unique geologic features would be less than significant.

Mitigation Measures. No mitigation measures are required.

Significance after Mitigation. Impacts would be less than significant without mitigation.

Threshold 4: *Disturb any human remains, including those interred outside of formal cemeteries*

Impact CUL-3 Construction associated with the proposed project would involve surface excavation, which has the potential to unearth and adversely impact previously unidentified human remains. Impacts would be Class III, *less than significant*.

If human remains are discovered during project construction, State Health and Safety Code section 7050.5 requires that no further disturbance shall occur until the County has made the necessary findings as to origin and disposition pursuant to Public Resources Code section 5097.98. If the remains are determined to be of Native American descent, the coroner would notify the NAHC. The NAHC would determine and notify a most likely descendant. The most likely descendant would complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Compliance with these existing regulations would ensure that impacts related to previously unidentified human remains are less than significant.

Mitigation Measures. Because of existing regulations, no mitigation is required.

Significance after Mitigation. Impacts would be less than significant without mitigation.

c. Cumulative Impacts

The cumulative context for cultural resources analysis considers a broad regional system of which the resources are a part. The cumulative context for archaeological resources and human



remains is the former territory of the Ohlone (or Costanoan) people. Ohlone territory extends from the point where the San Joaquin and Sacramento rivers issue into the San Francisco Bay southward to Point Sur, with the inland boundary most likely constituted by the interior Coast Ranges (Kroeber 1925:462). The cumulative context for paleontological resources is the area of the Santa Cruz Mountains southwest of the San Andreas Fault.

The project in combination with other development in the region, could cause a substantial adverse change in the significance of a unique archaeological or paleontological resource. However, no known archaeological or paleontological resources are located within the boundaries of the project site.

Future forecasted project development based on the 2014 AMBAG Regional Growth Forecast for Santa Cruz County is anticipated to continue earth disturbing activities with the potential to impact archaeological and paleontological resources. With the proposed mitigation measures identified herein, cumulative impacts to cultural resources are anticipated to be less than significant.

It is speculative to assume that cumulative development outside of the project area would or would not necessarily be able to avoid cultural resources. Each individual development proposal is reviewed by a jurisdiction and undergoes environmental review when it is determined that potential for significant impacts exist. In the event that future cumulative development would result in impacts to known or unknown cultural and paleontological resources, impacts to such resources would be addressed on a case-by-case basis in accordance with the requirements of the County's General Plan and CEQA. Therefore, impacts related to the incremental loss of cultural resources would not be cumulatively considerable.



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3.4 Greenhouse Gas Emissions

3.4.1 Environmental Setting

a. Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate - such as wind patterns, precipitation, and storms - over an extended period of time. The term "climate change" is often used interchangeably with the term "global warming," but "climate change" is preferred to "global warming" because it helps convey that there are other changes in addition to rising temperatures. The baseline against which these changes are measured originates in historical records identifying temperature changes that have occurred in the past, such as during previous ice ages. The global climate is continuously changing, as evidenced by repeated episodes of substantial warming and cooling documented in the geologic record. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. However, scientists have observed acceleration in the rate of warming during the past 150 years. Per the United Nations Intergovernmental Panel on Climate Change (IPCC, 2013), the understanding of anthropogenic warming and cooling influences on climate has led to a high confidence (95% or greater chance) that the global average net effect of human activities has been the dominant cause of warming since the mid-20th century (IPCC, 2013).

Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases (GHGs). GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO₂), methane (CH₄), nitrous oxides (N₂O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

GHGs are emitted by both natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Emissions of CO₂ are largely byproducts of fossil fuel combustion, whereas CH₄ results from off-gassing associated with agricultural practices and landfills. Observations of CO₂ concentrations, globally-averaged temperature, and sea level rise are generally well within the range of the extent of the earlier IPCC projections. The recently observed increases in CH₄ and N₂O concentrations are smaller than those assumed in the scenarios in the previous assessments. Each IPCC assessment has used new projections of future climate change that have become more detailed as the models have become more advanced.



Manmade GHGs, many of which have greater heat-absorption potential than CO₂, include fluorinated gases and sulfur hexafluoride (SF₆) (California Environmental Protection Agency [CalEPA], 2006). Different types of GHGs have varying global warming potentials (GWPs). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO₂) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as “carbon dioxide equivalent” (CO₂e), and is the amount of a GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane CH₄ has a GWP of 25, meaning its global warming effect is 25 times greater than carbon dioxide on a molecule per molecule basis (IPCC, 2007).

The accumulation of GHGs in the atmosphere regulates the earth’s temperature. Without the natural heat trapping effect of GHGs, the surface of the earth would be about 34°C cooler (CalEPA, 2006). However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations. The following discusses the primary GHGs of concern.

Carbon Dioxide. The global carbon cycle is made up of large carbon flows and reservoirs. Billions of tons of carbon in the form of CO₂ are absorbed by oceans and living biomass (i.e., sinks) and are emitted to the atmosphere annually through natural processes (i.e., sources). When in equilibrium, carbon fluxes among these various reservoirs are roughly balanced (United States Environmental Protection Agency [U.S. EPA], 2014). CO₂ was the first GHG demonstrated to be increasing in atmospheric concentration, with the first conclusive measurements being made in the second half of the 20th century. Concentrations of CO₂ in the atmosphere have risen approximately 40% since the industrial revolution. The global atmospheric concentration of CO₂ has increased from a pre-industrial value of about 280 parts per million (ppm) to 391 ppm in 2011 (IPCC, 2007; Oceanic and Atmospheric Administration [NOAA], 2010). The average annual CO₂ concentration growth rate was larger between 1995 and 2005 (average: 1.9 ppm per year) than it has been since the beginning of continuous direct atmospheric measurements (1960–2005 average: 1.4 ppm per year), although there is year-to-year variability in growth rates (NOAA, 2010). Currently, CO₂ represents an estimated 74% of total GHG emissions (IPCC, 2007). The largest source of CO₂ emissions, and of overall GHG emissions, is fossil fuel combustion.

Methane. Methane (CH₄) is an effective absorber of radiation, though its atmospheric concentration is less than that of CO₂ and its lifetime in the atmosphere is limited to 10 to 12 years. It has a global warming potential (GWP) approximately 21 times that of CO₂. Over the last 250 years, the concentration of CH₄ in the atmosphere has increased by 148% (IPCC, 2007), although emissions have declined from 1990 levels. Anthropogenic sources of CH₄ include enteric fermentation associated with domestic livestock, landfills, natural gas and petroleum systems, agricultural activities, coal mining, wastewater treatment, stationary and mobile combustion, and certain industrial processes (USEPA, 2015).



Nitrous Oxide. Concentrations of nitrous oxide (N₂O) began to rise at the beginning of the industrial revolution and continue to increase at a relatively uniform growth rate (NOAA, 2010). N₂O is produced by microbial processes in soil and water, including those reactions that occur in fertilizers that contain nitrogen, fossil fuel combustion, and other chemical processes. Use of these fertilizers has increased over the last century. Agricultural soil management and mobile source fossil fuel combustion are the major sources of N₂O emissions. The GWP of nitrous oxide is approximately 298 times that of CO₂ (IPCC, 2007).

Fluorinated Gases (HFCs, PFCs, and SF₆). Fluorinated gases, such as HFCs, PFCs, and SF₆, are powerful GHGs that are emitted from a variety of industrial processes. Fluorinated gases are used as substitutes for ozone depleting substances, such as chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs), and halons, which have been regulated since the mid-1980s because of their ozone-destroying potential and are phased out under the Montreal Protocol (1987) and Clean Air Act Amendments of 1990. Electrical transmission and distribution systems account for most SF₆ emissions, while PFC emissions result from semiconductor manufacturing and as a by-product of primary aluminum production. Fluorinated gases are typically emitted in smaller quantities than CO₂, CH₄, and N₂O, but these compounds have much higher GWPs. SF₆ is the most potent GHG the IPCC has evaluated.

b. Statewide Greenhouse Gas Emissions Inventory.

Worldwide anthropogenic emissions of GHGs were approximately 40,000 million metric tons (MMT) CO₂e in 2004, including ongoing emissions from industrial and agricultural sources, but excluding emissions from land use changes (i.e. deforestation, biomass decay) (IPCC, 2007). CO₂ emissions from fossil fuel use accounts for 56.6% of the total emissions of 49,000 MMT CO₂e (includes land use changes) and CO₂ emissions from all sources account for 76.7% of the total. Methane emissions account for 14.3% of GHGs and N₂O emissions account for 7.9% (IPCC, 2007).

Total U.S. GHG emissions were 6,821.8 MMT CO₂e in 2009 (USEPA, 2015). Total U.S. emissions have increased by 10.5% since 1990; emissions rose 3.2% from 2009 to 2010 (USEPA, 2015). This increase was primarily due to (1) an increase in economic output resulting in an increase in energy consumption across all sectors; and (2) much warmer summer conditions resulting in an increase in electricity demand for air conditioning. Since 1990, U.S. emissions have increased at an average annual rate of 0.5%. In 2010, the transportation and industrial end-use sectors accounted for 32% and 26% of CO₂ emissions from fossil fuel combustion, respectively. Meanwhile, the residential and commercial end-use sectors accounted for 22% and 19% of CO₂ emissions from fossil fuel combustion, respectively (USEPA, 2015).

Based upon the California Air Resources Board (CARB) California Greenhouse Gas Inventory for 2000-2012 (ARB, 2014(a)), California produced 459 MMT CO₂e in 2012. This is a 1.7% increase in total GHG emissions from 2011, the first emissions increase since 2007. This increase was largely driven by an increased reliance on natural gas-generation sources of in-state electricity, due to the closure of the San Onofre Nuclear Generating Station (SONGS) as



well as drought conditions causing a drop in the in-state hydropower generation (ARB, 2014(a)). Since 2000, GHG emissions have decreased by a total of 1.6% (from 466 to 459 MMT CO₂e), after reaching a peak of 493 MMT CO₂e in 2004 (ARB, 2014(a)). The major source of GHG in California is transportation, contributing 37% of the state's total GHG emissions. The industrial sector accounts for approximately 22% of emissions and electricity generation contributes 21% of the state's GHG emissions (ARB, 2014(a)). California emissions are due in part to its large size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions, as compared to other states, is its relatively mild climate. The CARB has projected statewide unregulated GHG emissions for the year 2020 will be 509 MMT CO₂e (ARB, 2014(b)). These projections represent the emissions that would be expected to occur in the absence of any GHG reduction actions.

c. Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources through potential impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. Scientists have projected that the average global surface temperature could rise by 1.0-4.5°F (0.6-2.5°C) in the next 50 years, and the increase may be as high as 2.2-10°F (1.4-5.8°C) in the next century. In addition to these projections, there are identifiable signs that global warming is currently taking place, including substantial ice loss in the Arctic (IPCC, 2007).

According to the CalEPA's 2010 Climate Action Team Biennial Report, potential impacts of climate change in California may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CalEPA, 2010). Below is a summary of some of the potential effects that could be experienced in California as a result of climate change.

Air Quality. Higher temperatures, which are conducive to air pollution formation, could worsen air quality in California. Climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects are uncertain. If higher temperatures are accompanied by drier conditions, the potential for large wildfires could increase, which, in turn, would further worsen air quality. However, if higher temperatures are accompanied by wetter, rather than drier conditions, the rains would tend to temporarily clear the air of particulate pollution and reduce the incidence of large wildfires, thereby ameliorating the pollution associated with wildfires. Additionally, severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state (CEC, 2009).

Water Supply. Analysis of paleoclimatic data (such as tree-ring reconstructions of stream flow and precipitation) indicates a history of naturally and widely varying hydrologic conditions in California and the west, including a pattern of recurring and extended droughts. Uncertainty



remains with respect to the overall impact of climate change on future water supplies in California. However, the average early spring snowpack in the Sierra Nevada decreased by about 10% in the last century, a loss of 1.5 million acre feet of snowpack storage. During the same period, sea level rose seven inches along California's coast. California's temperature has risen 1°F, mostly at night and during the winter, with higher elevations experiencing the highest increase. Many Southern Californian cities have experienced their lowest recorded annual precipitation twice within the past decade. In a span of only two years, Los Angeles experienced both its driest and wettest years on record (California Department of Water Resources, 2008; CCCC, 2009).

This uncertainty complicates the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood. The Sierra snowpack provides the majority of California's water supply by accumulating snow during our wet winters and releasing it slowly when we need it during our dry springs and summers. Based upon historical data and modeling DWR projects that the Sierra snowpack will experience a 25-40% reduction from its historic average by 2050. Climate change is also anticipated to bring warmer storms that result in less snowfall at lower elevations, reducing the total snowpack (DWR, 2008).

Hydrology and Sea Level Rise. As discussed above, climate change could potentially affect: the amount of snowfall, rainfall, and snow pack; the intensity and frequency of storms; flood hydrographs (flash floods, rain or snow events, coincidental high tide and high runoff events); sea level rise and coastal flooding; coastal erosion; and the potential for salt water intrusion.

According to *The Impacts of Sea-Level Rise on the California Coast*, prepared by the California Climate Change Center (CCCC) (CCCC, 2009), climate change has the potential to induce substantial sea level rise in the coming century. The rising sea level increases the likelihood and risk of flooding. The rate of increase of global mean sea levels over the 2001-2010 decade, as observed by satellites, ocean buoys and land gauges, was approximately 3.2 mm per year, which is double the observed 20th century trend of 1.6 mm per year (World Meteorological Organization [WMO], 2013). As a result, global sea levels averaged over the last decade were about 8 inches higher than those of 1880 (WMO, 2013). Sea levels are rising faster now than in the previous two millennia, and the rise is expected to accelerate, even with robust GHG emission control measures. The most recent IPCC report (2013) predicts a mean sea-level rise of 11-38 inches by 2100. This prediction is more than 50% higher than earlier projections of 7-23 inches, when comparing the same emissions scenarios and time periods. A rise in sea levels could result in coastal flooding and erosion and could jeopardize California's water supply due to salt water intrusion. In addition, increased CO₂ emissions can cause oceans to acidify due to the carbonic acid it forms. Increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

Agriculture. California hosts a \$30 billion agriculture industry that produces half of the country's fruits and vegetables. Higher CO₂ levels can stimulate plant production and increase plant



water-use efficiency. However, if temperatures rise and drier conditions prevail, water demand could increase; crop-yield could be threatened by a less reliable water supply; and greater air pollution could render plants more susceptible to pest and disease outbreaks. In addition, temperature increases could change the time of year certain crops, such as wine grapes, bloom or ripen, and thereby affect their quality (CCCC, 2006).

Ecosystems and Wildlife. Climate change and the potential resulting changes in weather patterns could have ecological effects on a global and local scale. Increasing concentrations of GHGs are likely to accelerate the rate of climate change. Scientists project that the average global surface temperature could rise by 1.0-4.5°F (0.6-2.5°C) in the next 50 years, and 2.2-10°F (1.4-5.8°C) in the next century, with substantial regional variation. Soil moisture is likely to decline in many regions, and intense rainstorms are likely to become more frequent. Rising temperatures could have four major impacts on plants and animals: (1) timing of ecological events; (2) geographic range; (3) species' composition within communities; and (4) ecosystem processes, such as carbon cycling and storage (Parmesan, 2006; Parmesan, C and H. Galbraith, 2004).

d. Local Effects of Climate Change

While the above discussion identifies the possible effects of climate change at a global and potentially statewide level, current scientific modeling tools are unable to predict what local impacts may occur with a similar degree of accuracy. In general, regional and local predictions are made based on downscaling statewide models (CalEPA, 2010).

According to the Santa Cruz County Climate Action Strategy, a wide range of ecological effects may result locally. These include:

- Changes in quantity and quality of water resources;
- Plant and animal changes in natural ecosystems;
- Changes in agricultural crop productivity and ranching;
- More frequent and severe weather events;
- Sea-level rise effects on coastal resources;
- Changes in tourism and recreation;
- Increased potential for wildfire; and
- Increased incidents of emerging diseases and heat related illness

According to the Center for Ocean Solutions, potential impacts from sea level rise on coastal communities, such as those in Santa Cruz County, include: coastal erosion, coastal inundation, the intrusion of salt water into fresh water, and increased frequency and intensity of storms and waves. Unlike flooding events that can be short lived, erosion can cause greater and potentially permanent damage. Coastal erosion will increase as global sea levels continue to rise. Higher sea levels will allow waves and tides to travel farther inland, exposing beaches, cliffs and coastal dunes to more persistent erosion forces. Erosion is not a new issue in



California but rising sea levels threaten to increase the severity and frequency of erosion damage to coastal infrastructure and property.

e. Regulatory Setting

The following regulations address both climate change and GHG emissions.

International Regulations. The United States is, and has been, a participant in the United Nations Framework Convention on Climate Change (UNFCCC) since it was produced by the United Nations in 1992. The UNFCCC is an international environmental treaty with the objective of, “stabilization of GHG concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system.” This is generally understood to be achieved by stabilizing global GHG concentrations between 350 and 400 ppm, in order to limit the global average temperature increases between 2 and 2.4°C above preindustrial levels (IPCC, 2007). The UNFCCC itself does not set limits on GHG emissions for individual countries or enforcement mechanisms. Instead, the treaty provides for updates called “protocols,” that would identify mandatory emissions limits.

Five years later, the UNFCCC brought nations together again to draft the Kyoto Protocol (1997). The Kyoto Protocol established commitments for industrialized nations to reduce their collective emissions of six GHGs (CO₂, CH₄, N₂O, SF₆, HFCs, and PFCs) to 5.2% below 1990 levels by 2012. The United States is a signatory of the Kyoto Protocol, but Congress has not ratified it and the United States has not bound itself to the Protocol’s commitments (UNFCCC, 2007). The first commitment period of the Kyoto Protocol ended in 2012. Governments, including 38 industrialized countries, agreed to a second commitment period of the Kyoto Protocol beginning January 1, 2013 and ending either December 31, 2017 or December 31, 2020, to be decided by the Ad Hoc Working Group on Further Commitments for Annex I Parties under the Kyoto Protocol at its seventeenth session (UNFCCC, 2011).

In Durban (17th session of the Conference of the Parties in Durban, South Africa, 2011), governments decided to adopt a universal legal agreement on climate change. Work began on that task immediately under a new group called the Ad Hoc Working Group on the Durban Platform for Enhanced Action. Progress was also made regarding the creation of a Green Climate Fund (GCF) for which a management framework was adopted (UNFCCC, 2011; United Nations, 2011).

In December 2015, the 21st session of the Conference of the Parties (COP21) adopted the Paris Agreement. The deal requires all countries that ratify it to commit to cutting greenhouse gas emissions, with the goal of peaking greenhouse gas emissions “as soon as possible” (Worland, 2015). The agreement includes commitments to (1) achieve a balance between sources and sinks of greenhouse gases in the second half of this century; (2) to keep global temperature increase “well below” 2 degrees Celsius (C) or 3.6 degrees Fahrenheit (F) and to pursue efforts to limit it to 1.5 C; (3) to review progress every five years; and (4) to spend \$100 billion a year in climate finance for developing countries by 2020 (UNFCCC, 2015). The agreement includes



both legally binding measures, like reporting requirements, as well as voluntary or non-binding measures while, such as the setting of emissions targets for any individual country (Worland, 2015). In June 2017, U.S. President Donald Trump announced his intention to withdraw the United States from the agreement, causing widespread condemnation both internationally and domestically. Under the agreement, the earliest effective date of withdrawal for the U.S. is November 2020.

Federal Regulations. The United States Supreme Court in *Massachusetts et al. v. Environmental Protection Agency et. al.* ([2007] 549 U.S. 05-1120) held that the USEPA has the authority to regulate motor vehicle GHG emissions under the federal Clean Air Act.

The USEPA issued a Final Rule for mandatory reporting of GHG emissions facilities that emit more than 25,000 metric tons (MT) CO_{2e} per year in October 2009. This Final Rule applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters, and manufacturers of heavy-duty and off-road vehicles and vehicle engines, and requires annual reporting of emissions. The first annual reports for these sources were due in March 2011. Additionally, the reporting of emissions is required for owners of SF₆ and PFC insulated equipment when the total nameplate capacity of these insulating gases is above 17,280 pounds.

On May 13, 2010, the USEPA issued a Final Rule that took effect on January 2, 2011, setting a threshold of 75,000 MT CO_{2e} per year for GHG emissions. New and existing industrial facilities that meet or exceed that threshold will require a permit after that date. On November 10, 2010, the USEPA published the “PSD and Title V Permitting Guidance for Greenhouse Gases.” The USEPA’s guidance document is directed at state agencies responsible for air pollution permits under the Federal Clean Air Act to help them understand how to implement GHG reduction requirements while mitigating costs for industry.

On January 2, 2011, the USEPA implemented the first phase of the Tailoring Rule for GHG emissions Title V Permitting. Under the first phase of the Tailoring Rule, all new sources of emissions are subject to GHG Title V permitting if they are otherwise subject to Title V for another pollutant and they emit at least 75,000 MT of CO_{2e} per year. Under Phase 1, no sources were required to obtain a Title V permit solely due to GHG emissions. Phase 2 of the Tailoring Rule went into effect July 1, 2011. At that time new sources were subject to GHG Title V permitting if the source emits 100,000 MT CO_{2e} per year, or they are otherwise subject to Title V permitting for another pollutant and emit at least 75,000 MT CO_{2e} per year.

On July 3, 2012 the U.S. EPA issued the final rule that retains the GHG permitting thresholds that were established in Phases 1 and 2 of the GHG Tailoring Rule. These emission thresholds determine when Clean Air Act permits under the New Source Review Prevention of Significant Deterioration (PSD) and Title V Operating Permit programs are required for new and existing industrial facilities.

California Regulations. California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California.



California has a numerous regulations aimed at reducing the state's GHG emissions. These initiatives are summarized below.

Assembly Bill (AB) 1493 (2002), California's Advanced Clean Cars program (referred to as "Pavley"), requires CARB to develop and adopt regulations to achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles." On June 30, 2009, U.S. EPA granted the waiver of Clean Air Act preemption to California for its greenhouse gas emission standards for motor vehicles beginning with the 2009 model year. Pavley I took effect for model years starting in 2009 to 2016 and Pavley II, which is now referred to as "LEV (Low Emission Vehicle) III GHG" will cover 2017 to 2025. Fleet average emission standards would reach 22% reduction from 2009 levels by 2012 and 30% by 2016. The Advanced Clean Cars program coordinates the goals of the Low Emissions Vehicles (LEV), Zero Emissions Vehicles (ZEV), and Clean Fuels Outlet programs and would provide major reductions in GHG emissions. By 2025, when the rules will be fully implemented, new automobiles will emit 34% fewer GHGs and 75% fewer smog-forming emissions from their model year 2016 levels (ARB, 2011).

In 2005, former Governor Schwarzenegger issued Executive Order (EO) S-3-05, establishing statewide GHG emissions reduction targets. EO S-3-05 provides that by 2010, emissions shall be reduced to 2000 levels; by 2020, emissions shall be reduced to 1990 levels; and by 2050, emissions shall be reduced to 80% below 1990 levels (CalEPA, 2006). In response to EO S-3-05, CalEPA created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the "2006 CAT Report") (CalEPA, 2006). The 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce GHG emissions. These are strategies that could be implemented by various state agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the state agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture, etc. In April 2015 Governor Brown issued EO B-30-15, calling for a new target of 40% below 1990 levels by 2030.

California's major initiative for reducing GHG emissions is outlined in Assembly Bill 32 (AB 32), the "California Global Warming Solutions Act of 2006," signed into law in 2006. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15% reduction below 2005 emission levels; the same requirement as under S-3-05), and requires CARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions.

After completing a comprehensive review and update process, CARB approved a 1990 statewide GHG level and 2020 limit of 427 MMT CO₂e. The Scoping Plan was approved by CARB on December 11, 2008, and included measures to address GHG emission reduction



strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted over the last five years. Implementation activities are ongoing and ARB is currently the process of updating the Scoping Plan.

In May 2014, CARB approved the first update to the AB 32 Scoping Plan. The 2013 Scoping Plan update defines CARB's climate change priorities for the next five years and sets the groundwork to reach post-2020 goals set forth in EO S-3-05. The update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluates how to align the State's longer-term GHG reduction strategies with other State policy priorities, such as for water, waste, natural resources, clean energy and transportation, and land use (ARB, 2014).

Senate Bill (SB) 97, signed in August 2007, acknowledges that climate change is an environmental issue that requires analysis in California Environmental Quality Act (CEQA) documents. In March 2010, the California Resources Agency (Resources Agency) adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

CARB Resolution 07-54 establishes 25,000 MT of GHG emissions as the threshold for identifying the largest stationary emission sources in California for purposes of requiring the annual reporting of emissions. This threshold is just over 0.005% of California's total inventory of GHG emissions for 2004.

Senate Bill (SB) 375, signed in August 2008, enhances the state's ability to reach AB 32 goals by directing CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles for 2020 and 2035. In addition, SB 375 directs each of the state's 18 major Metropolitan Planning Organizations (MPO) to prepare a "sustainable communities strategy" (SCS) that contains a growth strategy to meet these emission targets for inclusion in the Regional Transportation Plan (RTP). On September 23, 2010, CARB adopted final regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035.

The Monterey Bay Air Resources District (MBARD) was assigned targets of a 0% reduction in GHGs from transportation sources from 2005 levels by 2020 and a 5% reduction in GHGs from transportation sources from 2005 levels by 2035.

In April 2011, Governor Brown signed SB 2X requiring California to generate 33% of its electricity from renewable energy by 2020.

On April 29, 2015, Governor Brown issued an executive order to establish a statewide mid-term GHG reduction target of 40% below 1990 levels by 2030. According to CARB, reducing GHG emissions by 40% below 1990 levels in 2030 ensures that California will continue its



efforts to reduce carbon pollution and help to achieve federal health-based air quality standards. Setting clear targets beyond 2020 also provides market certainty to foster investment and growth in a wide array of industries throughout the State, including clean technology and clean energy. CARB is currently working to update the Scoping Plan to provide a framework for achieving the 2030 target. The updated Scoping Plan is expected to be completed and adopted by CARB in 2016 (CARB 2015).

For more information on the Senate and Assembly bills, Executive Orders, and reports discussed above, and to view reports and research referenced above, please refer to the following websites: www.climatechange.ca.gov and www.arb.ca.gov/cc/cc.htm.

California Environmental Quality Act. Pursuant to the requirements of SB 97, the Resources Agency has adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. As noted previously, the adopted State CEQA Guidelines provide general regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. To date, the San Luis Obispo Air Pollution Control District (SLOAPCD) and the San Joaquin Valley Air Pollution Control District (SJVAPCD) have adopted quantitative significance thresholds for GHGs. MBARD has not adopted any recommended quantitative thresholds of significance for GHG emissions.

Local. Santa Cruz County currently has two plans prepared with the objective of reducing the emissions of GHGs; the County of Santa Cruz Climate Action Strategy and the Sustainable Santa Cruz County Plan.

County of Santa Cruz Climate Action Strategy. On February 26, 2013 the Board of Supervisors approved a Climate Action Strategy for the County of Santa Cruz (Santa Cruz County, 2013). The first portion of this Climate Action Strategy (CAS) reports the results of the GHG emissions inventory for Santa Cruz County, proposes targets for GHG reduction, and outlines strategies and implementing actions to achieve the targets. GHG reduction strategies are proposed for the three sectors with the highest emissions: transportation, energy, and solid waste. A plan for monitoring the implementation of emissions reduction is introduced, which includes identifying the group with responsibility for implementation, periodic reporting, and a recommendation for updating the GHG emissions inventories every five years.

The second portion focuses on a vulnerability assessment and strategies for adapting to the types of impacts that are likely to occur in Santa Cruz County. The vulnerability assessment was prepared to identify the conditions that may occur in Santa Cruz County as a result of the various components of climate change (increasing temperature, rising sea level, and shifts in the precipitation regime) and the locations, infrastructure and economic sectors that are particularly vulnerable to negative impacts. The assessment identifies the coastal areas that are most susceptible to increased flooding, storm surge, beach and coastal bluff erosion from



winter storms. Refer to Section 4.6.1(d) for more details regarding local impacts from climate change.

Eight climate adaptation goals were articulated as a guide for the development of more specific adaptation strategies that would further reduce vulnerability to climate change:

- *Protect the unique character, scenic beauty and culture in the natural and built environment from being compromised by climate change impacts.*
- *Support initiatives, legislation, and actions to respond to climate change.*
- *Encourage and support actions that reduce risks and vulnerabilities now, while recognizing the importance of identifying, making decisions about, and preparing for impacts and risks that may develop in the future.*
- *Support the reduction of risks from other environmental hazards, noting the strong interrelationships and benefits between reducing risk from climate change, non-climate change related disasters, and most other environmental hazards.*
- *Build resilience into all programs, policies and infrastructure.*
- *Encourage climate change resilience planning and actions in private companies, institutions, and systems essential to a functioning County of Santa Cruz.*
- *Encourage community involvement and public-private partnerships to respond to potential climate impacts, particularly for those most vulnerable.*
- *Ensure that the County of Santa Cruz remains a safe, healthy and attractive place with a high quality of life for its residents, businesses and visitors.*

The success of this Climate Adaptation Strategy will be measured by the degree to which the goals are accomplished that yield actual risk reduction.

Sustainable Santa Cruz County Plan. The Sustainable Santa Cruz County Plan was approved as a planning and feasibility study in January 2015 by the Board of Supervisors with the primary goal of reducing GHG emissions while simultaneously improving other aspects of community life including increasing walkability in the area, limiting urban sprawl, supporting alternative modes of transportations, and strengthening local economies (Santa Cruz County, 2015). The planning study describes a vision, guiding principles, and strategies that can lead to a more sustainable development pattern in Santa Cruz County. The Plan is intended to be consistent with the County's Climate Action Strategy.

3.4.2 Impact Analysis

a. Methodology and Significance Thresholds

Pursuant to the requirements of SB 97, the Resources Agency adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions in March 2010. Section 15064.4, subdivision (b), and Appendix G of the State CEQA Guidelines provide guidance regarding the criteria that may be used to assess whether a project's impacts on climate change are significant. These guidelines are used in evaluating the cumulative significance of GHG emissions from the proposed project.



According to the adopted State CEQA Guidelines, impacts related to GHG emissions from the proposed project would be significant if the project would:

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

The vast majority of individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence to climate change; therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15355).

Neither the State, the MBARD, nor Santa Cruz County has adopted GHG emissions thresholds. Nor has a GHG emissions reduction plan with established GHG emissions reduction strategies been adopted. MBARD is currently evaluating a percentage-based threshold option and total CO_{2e} emission threshold option (MBARD, 2014); however, MBARD does not have a formal policy recommending specific thresholds, and neither of these thresholds is in effect at this time.

Since MBARD has no adopted thresholds at this time, MBARD encourages lead agencies to consider a variety of metrics for evaluating GHG emissions and related mitigation measures as they best apply to the specific project (MBARD, 2014). MBARD has recommended using the adopted SLOAPCD quantitative emissions thresholds for land use projects. As mentioned previously, SLOAPCD, the air district immediately south and adjacent to MBARD, has adopted quantitative GHG significance thresholds (SLOAPCD CEQA Handbook, Section 3.5.1, *Significance Thresholds for Project-Level Operational Emissions*, April 2012). The SLOAPCD CEQA Air Quality Handbook (April 2012) includes a bright-line threshold of 1,150 MT CO_{2e}, as well as an efficiency threshold of 4.9 MT CO_{2e} per service population per year (service population is the total residents and employees accommodated by the proposed project). Because the proposed project would not result in an increase in residents and employees, the analysis herein uses the bright-line annual threshold of 1,150 MT CO_{2e}.

As identified in §15064.7(c) of the CEQA Guidelines, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence. The SLOAPCD thresholds were designed to ensure that new development would be in compliance with the State's emissions reduction goals, as embodied in AB 32's goal of reducing GHG emissions to 1990 levels by 2020 and the Scoping Plan's strategies for achieving this reduction. Therefore, for the purposes of this analysis, the project's



contribution to cumulative impacts related to GHG emissions and climate change would be cumulatively considerable if the project would produce more than 1,150 MT CO₂e per year.

Methodology. Calculations of CO₂, CH₄, and N₂O emissions are provided to identify the magnitude of potential project effects. The analysis focuses on CO₂, CH₄, and N₂O, since these comprise 98.9% of all GHG emissions by volume (IPCC, 2007) and are the GHG emissions that the project would emit in the greatest quantities. Fluorinated gases, such as HFCs, PFCs, and SF₆ were not used in the analysis, as they are primarily associated with industrial processes and the proposed project is for recreational development and does not include an industrial component. Emissions of all GHGs are converted into their equivalent weight in CO₂ (CO₂e). While minimal amounts of other main GHGs (such as chlorofluorocarbons [CFCs]) would be emitted, they would not substantially add to the calculated CO₂e amounts. Calculations are based on the California Air Pollution Control Officers Association (CAPCOA) *CEQA & Climate Change* white paper (January 2008) and included in the use of the California Climate Action Registry (CCAR) General Reporting Protocol (January 2009).

GHG emissions associated with the proposed project were calculated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2 (see Appendix H for calculations).

Construction Emissions. Construction of the proposed project would generate temporary GHG emissions primarily due to the operation of the construction equipment and truck trips. CalEEMod estimates construction emissions based on parameters such as the duration of construction activity, area of disturbance, and anticipated equipment used during construction.

To estimate the annual emissions that would result from construction activity associated with the project, GHGs are quantified in CalEEMod and are amortized over the expected life of the project. The amortized emissions are added to the annual average operational emissions and then compared to the applicable operational threshold. MBARD has not yet adopted guidelines for analyzing GHG emissions, however SLOAPCD recommends using a life span of 50 years for residential projects and 25 years for industrial and commercial projects. A 25-year lifespan was used for this analysis since the proposed project is a non-residential project. Since the amortization time for an industrial and commercial project is less than residential projects, this results in a higher annualized estimate, resulting in a more conservative analysis.

Operational Emissions. CalEEMod estimates operational emissions of CO₂, N₂O, and CH₄. Emissions from energy use include emission from electricity and natural gas use. The emissions factors for natural gas combustion are based on EPA's AP-42 (Compilation of Air Pollutant Emissions Factors) and CCAR. Electricity Emissions are calculated by multiplying the energy use times the carbon intensity of the utility district per kilowatt hour (CalEEMod User Guide, 2013). The default electricity consumption values in CalEEMod include the California Energy Commission (CEC) sponsored California Commercial End Use Survey (CEUS) and Residential Appliance Saturation Survey (RASS) studies.



Operational emissions, calculated in CalEEMod, are related to area sources, waste generation, water usage, and mobile sources. Emissions associated with area sources, including consumer products, landscape maintenance, and architectural coatings utilize standard emission rates from CARB, USEPA, and district supplied emission factor values (CalEEMod User Guide, 2013). Waste generation emissions are based on the IPCC's methods for quantifying GHG emissions from solid waste using the degradable organic content of waste (CalEEMod User Guide, 2013). Waste disposal rates by land use and overall composition of municipal solid waste in California was primarily based on data provided by the California Department of Resources Recycling and Recovery (CalRecycle). Water and wastewater usage are based on the default electricity intensity from the CEC's 2006 Refining Estimates of Water-Related Energy Use in California, using the average values for Northern and Southern California. Mobile emissions come from vehicle trips to and from the project site which were estimated in a Transportation Impact Analysis prepared by Kimley Horn (See Appendix G).

A limitation of the quantitative analysis of emissions from mobile combustion is that emission models, such as CalEEMod, evaluate aggregate emissions, meaning that all vehicle trips and related emissions assigned to a project are assumed to be new trips and emissions generated by the project itself. Such models do not demonstrate, with respect to a regional air quality impact, what proportion of these emissions are actually "new" emissions, specifically attributable to the proposed project. For most projects, the main contributor to regional air quality emissions is from motor vehicles; however, the quantity of vehicle trips appropriately characterized as "new" is usually uncertain as traffic associated with a project may be relocated trips from other locales. Therefore, because the proportion of "new" versus relocated trips is unknown, the VMT estimate generated by CalEEMod is used as a conservative, "worst-case" estimate.

b. Project Impacts and Mitigation Measures

Threshold 1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

Impact GHG-1 The proposed project would generate GHG emissions during construction and operation. GHG emissions from the project would not exceed accepted thresholds. Impacts would be Class III, *less than significant*.

Construction Emissions. For the purpose of this analysis, construction activity is assumed to occur over a period of approximately 12 months, starting in Spring 2018 and ending in Spring 2019 (a shorter time period is possible, but to be conservative a 12-month period is assumed). As shown in Table 3.4-1, construction of the project would result in emissions totaling 289.23 MT CO_{2e}. CO_{2e} is a standard metric that includes CO₂, CH₄, and N₂O emissions; the conversion allows for the summation of all GHG emissions. After amortization, over a lifespan of 25 years, construction emissions from the project would total approximately 11.6 MT CO_{2e} per year.



Table 3.4-1 Estimated Annual Construction Emissions	
Source	Annual Emissions (CO₂e)
2018 Construction	171.88
2019 Construction	117.35
Total Construction	289.23
<i>Amortized Over 25-Years</i>	<i>11.57</i>
See CalEEMod Calculations, Appendix H	

Operational Emissions. Operational GHG emissions were calculated for area source emissions, energy emissions, mobile source emissions, waste, and water. Each of these sources is discussed below.

Area Source Emissions. CalEEMod was used to calculate direct sources of air emissions located at the project site. These include repainting (assumed once every ten years), consumer product use, and landscape maintenance equipment. Area emissions are estimated to be less than 5.9 - 004 MT CO₂e per year.

Energy Use. Operation of the 12,551 square foot dealership and a 9,996 square foot service center were included in the CalEEMod GHG estimation as these components of the project would consume almost all of the electricity and natural gas on site.

The generation of electricity through combustion of fossil fuels typically yields CO₂, and to a smaller extent, N₂O and CH₄. As discussed above, annual electricity and natural gas emissions can be calculated using default values from the CEC sponsored CEUS and RASS studies which are built into CalEEMod and then applied to the square footage of each building. Electricity consumption associated with the project would generate approximately 54 MT CO₂e per year. Natural gas use would generate approximately 31 MT CO₂e per year. Thus, overall energy use at the project site would generate an estimated 85 MT CO₂e per year.

Solid Waste Emissions. As required by AB 939, development of the proposed project would be expected to divert a minimum of 50 percent of its waste from landfills, reducing the GHG emissions associated with solid waste. The following solid waste emissions estimate assumes that recycling and composting services were included in the emissions estimate. Based on this estimate, solid waste associated with the project would generate approximately 5.0 MT CO₂e per year.

Water Use Emissions. Based on the amount of electricity generated in order to supply and convey water to the proposed project, the project would generate an estimated 6.5 MT CO₂e per year.

Mobile Emissions. Mobile source GHG emissions were estimated in average daily trips (ADT) based on the total vehicle miles traveled (VMT) quantified in the Traffic Impact Analysis by Kimley Horn (See Appendix G). The project would generate an estimated 52 MT CO₂e per year from mobile emissions.



Combined Construction and Operational Emissions. Table 3.4-2 combines the construction, operational, and mobile GHG emissions associated with onsite development for the proposed project.

Table 3.4-2 Combined Annual Emissions of Greenhouse Gases	
Emissions Source	Annual Emissions (CO ₂ e)
Construction	11.6
Operation	
Area	5.9000-e004
Energy	85.0
Solid Waste	5.0
Water	6.5
Mobile	52.0
Total	160.1
Threshold	1,150
Threshold Exceeded?	No

Sources: See CalEEMod Calculations, Appendix H

The combined annual emissions associated with the proposed project would total an estimated 160.1 MT CO₂e per year. There is no adopted GHG significance threshold that would apply to the proposed project. As discussed above, the most appropriate GHG emissions threshold for the proposed project is SLOAPCD’s adopted bright-line threshold of 1,150 MT CO₂e. As shown in Table 4.6-2, the project would result in annual emissions that would not exceed this threshold, which has been applied for the purpose of this analysis. Therefore, impacts would be less than significant.

Mitigation Measures. No mitigation would be required.

Significance After Mitigation. Impacts would be less than significant.

Threshold 2: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Impact GHG-2 The proposed project would not conflict with state GHG reduction goals, or any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Impacts would be Class III, *less than significant*.

The plans, policies, and regulations that were adopted to reduce GHG emissions and apply to the project are as follows:

The County of Santa Cruz Climate Action Strategy (CAS) reports the GHG emissions inventory for Santa Cruz County, proposes targets for GHG reduction, and outlines strategies and implementing actions to achieve the targets (Santa Cruz County, 2013). GHG reduction strategies are proposed for the three sectors with the highest emissions: transportation, energy,



and solid waste. Because this project is not within one of these sectors, the reduction strategies are not applicable to the proposed project. It should be noted however, that automobile sales may be considered indirectly related to transportation. The Proposed Project would assist in the local availability of cleaner operating vehicles (e.g., gasoline, hybrid, and electric) that would contribute to the modernization of the countywide automobile fleet, thereby reducing greenhouse gas emissions. The project would be consistent with CAS Policies T-1.10 and T-3.1, which ensure that development projects contain measures that enhance multi-modal transportation options; and which considers requirements to install EV charging stations in parking lots for new development, respectively.

CalEPA's Climate Action Team (CAT) published the 2006 CAT Report which includes GHG emissions reduction strategies intended for projects emitting less than 10,000 tons CO_{2e}/year. In addition, the California Attorney General's Office has developed Global Warming Measures (2008) and OPR's CEQA and Climate Change (CAPCOA, 2008) document includes GHG reduction measures intended to reduce GHG emissions in order to achieve statewide emissions reduction goals. All of these measures aim to curb the GHG emissions through suggestions pertaining to land use, transportation, renewable energy, and energy efficiency. Several of these actions are already required by California regulations, such as:

- AB 1493 (Pavley) requires the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks.
- In 2004, CARB adopted a measure to limit diesel-fueled commercial motor vehicle idling.
- The Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989) established a 50% waste diversion mandate for California.
- Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings).
- California's Renewable Portfolio Standard (RPS), established in 2002, requires that all load serving entities achieve a goal of 33% of retail electricity sales from renewable energy sources by 2020, within certain cost constraints.
- Green Building Executive Order, S-20-04 (CA 2004), sets a goal of reducing energy use in public and private buildings by 20% by the year 2015, as compared with 2003 levels.

The proposed project would be required to comply with applicable state and local regulations and MBARD AQMP policies which would further reduce project-generated GHG emissions. Refer to Section 3.4.1(d) for local regulation and policy discussion.

In addition, the Santa Cruz County General Plan includes several goals and policies that encourage energy and water conservation techniques, as well as energy efficiency considerations in all new building design, orientation, and construction methods. Consistent with the General Plan Goals and Policies, the project would include energy and water-efficient



measures such as biofiltration swales and catch basins throughout the project, electric vehicle charging station, and high efficiency lighting. See Section 2.0, Project Description, for more details.

As described in Section 3.4.1(e), MBARD has not established significance thresholds for GHG emissions, nor has MBARD adopted specific goals or policies designed to reduce GHG emissions. However, development on the project site would be required to comply with applicable state regulations and MBARD AQMP plans and policies intended to reduce criteria pollutant emissions (refer to Section 3.2, Air Quality, for additional detail regarding adopted MBARD plans) which would also reduce GHG emissions from development on the project site. The project would be required to comply with state regulations adopted to achieve the overall GHG emissions reduction goals identified in AB 32, as well as applicable state regulations and MBARD AQMP plans and policies to reduce criteria pollutant emissions. The project would also implement adopted County goals and policies that encourage energy and water conservation techniques and energy efficiency in all new building design, orientation and construction, and establish development and construction standards which encourage energy conservation. Therefore, the project would not conflict with any applicable plan, policy or regulation intended to reduce GHG emissions and this impact would be less than significant.

Mitigation Measures. No mitigation would be required.

Significance After Mitigation. Impacts would be less than significant without mitigation.

c. Cumulative Impacts.

GHG emissions and climate change are, by definition, cumulative impacts. The baseline against which to compare potential impacts of the proposed project includes the natural and anthropogenic drivers of climate change, including global GHG emissions from human activities that have grown more than 70 percent between 1970 and 2004 (IPCC, 2007). As such, the geographic extent of the climate change and GHG cumulative impact discussion is global.

Impacts associated with GHG emissions are cumulative in nature, as the accumulation of GHGs in the atmosphere contributes to global climate change. As mentioned above, the vast majority of individual projects do not generate sufficient GHG emissions to create an individual project specific impact through a direct influence to climate change. However, the proposed project in conjunction with other cumulative development would increase the accumulation of GHGs in the atmosphere. Therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (State CEQA Guidelines, Section 15355).

Neither the state, MBARD, nor Santa Cruz County has adopted GHG emissions thresholds to determine if individual projects are cumulatively considerable. Therefore, for the purposes of this analysis, a project which falls below the impact thresholds discussed above is considered



to have a less than significant impact, both individually and cumulatively. As indicated above in Impact GHG-1, GHG emissions associated with the proposed project would not exceed SLOAPCD thresholds applied for the purpose of this analysis. The project is not growth-inducing, and is located within an already-urbanized area. Therefore, the proposed project's GHG impacts are not cumulatively considerable.



3.5 Hazards and Hazardous Materials

3.5.1 Environmental Setting

The subject property includes eight developed parcels totaling approximately 2.6 acres that are located in the unincorporated Community of Soquel in Santa Cruz County. The site is comprised of eight adjacent parcels (APN 030-121-06, 07, 08, 12, 13, 27, 53, and 57). A ninth parcel (030-121-34) is enveloped by these parcels, but is not part of the proposed project. Due to its location, the Alternatives section of this EIR evaluates the reasonable possibility that the County of Santa Cruz could decide that this parcel should have consistent General Plan and zoning land use designations as are ultimately decided for the proposed project, and so one of the alternatives evaluated is a larger project site comprised of all nine parcels. The project parcels are situated to the south of Soquel Drive and west of 41st Avenue at their intersection. Existing vehicular access to the site would be available from both east and westbound Soquel Drive and from southbound 41st Avenue.

a. Hazardous Materials.

The federal government defines a hazardous material as a substance that is toxic, flammable/ignitable, reactive, or corrosive. Extremely hazardous materials are substances that show high or chronic toxicity, carcinogenic, bioaccumulative properties, persistence in the environment, or that are water reactive. Improper use, storage, transport, and disposal of hazardous materials and waste may result in harm to humans, surface and groundwater degradation, air pollution, fire, and explosion. The risk of hazardous material exposure can come from a range of sources; these may include household uses, agricultural/commercial/industrial uses, transportation of hazardous materials, and abandoned industrial sites known as brownfields.

Use, Storage, and Handling of Hazardous Materials. Numerous federal, state, and local regulations regarding use, storage, transportation, handling, processing, and disposal of hazardous materials and waste have been adopted since the passage of the federal Resource Conservation and Recovery Act (RCRA) of 1976. The goal of RCRA is to assure adequate tracking of hazardous materials from generation to proper disposal. California Fire Codes (CFC) Articles 79, 80 et. al., which augment RCRA, are the primary regulatory guidelines used to govern the storage and use of hazardous materials. The CFC also serves as the principal enforcement document from which corresponding violations are written.

Hazardous substances include both hazardous waste and hazardous materials. In general, a material or waste is classified as hazardous if it is one of more than 700 chemicals, specifically listed in the California Code of Regulations; if it contains one of these chemicals; or if it is reactive, ignitable, corrosive, or toxic. Because of their potential threat to public health and



the environment, hazardous substances are closely regulated by federal, state, and local laws that focus on controlling their production, handling, storage, transportation, and disposal.

Federal and state environmental laws provide that all property owners be required to pay for cleanup, when necessary, of contamination by hazardous materials on or originating from their land. Because of the potential liability, purchasers or developers of commercial, industrial, or agricultural property should perform environmental assessments before development or purchase. In addition to being liable for cleanup, the owner can be responsible for toxic effects on human health, and measures should be taken to avoid exposing people to hazardous materials.

Pursuant to SB 1082 (1993), the State of California adopted regulations to consolidate six hazardous materials management programs under a single, local agency, known as the Certified Unified Program Agency (CUPA). In addition to conducting annual facility inspections, the Hazardous Materials Program is involved with hazardous materials emergency response, investigation of the illegal disposal of hazardous waste, public complaints, and storm water illicit discharge inspections. In 1996, the Santa Cruz County Environmental Health Services (EHS) was designated as the CUPA by the Secretary of the California Environmental Protection Agency (CalEPA) for Santa Cruz County and the four incorporated cities. Accordingly, it is the responsibility of EHS to prevent public health hazards in the community and to ensure the safety of water and food. The EHS coordinates activities with federal, state, and regional agencies when planning programs that deal with the control of toxic materials, housing conditions, nuisance complaints, protection of food and water supply, public bathing areas, and sewage and solid waste.

Household Products. By far the most common hazardous materials are those found or used in the home. Waste oil is a common hazardous material that is often improperly disposed of and can contaminate surface water through runoff. Other household hazardous wastes (used paint, pesticides, cleaning products and other chemicals) are common and often improperly stored in garages and homes throughout the community. The nearest residences to the project site are located onsite. These residences are likely to contain these chemicals and hazardous materials.

Santa Cruz County Household Hazardous Waste Program provides a proper way to dispose of hazardous products when they are no longer wanted (City of Santa Cruz Department of Public Works, 2017). The Program operates three Household Hazardous Waste (HHW) Facilities:

- HHW Facility at Buena Vista Landfill, 1231 Buena Vista Drive, Watsonville; open every Wednesday, Friday, and Saturday, 7:30 am to 3:30 pm
- HHW Facility at Ben Lomond Transfer Station, 9835 Newell Creek Road, Ben Lomond; open every Thursday, 7:30 am to 3:30 pm
- HHW Facility at City of Santa Cruz Resource Recovery Facility, 605 Dimeo Lane, Santa Cruz; open every Saturday 7:30 am to 3:30 pm



The HHW team will pick up hazardous waste for residents who are physically unable to bring their waste to a collection facility. The HHW Facilities accept a range of hazardous wastes, including but not limited to: fluorescent tubes and bulbs, paint and stains, solvents and cleaners, flammable liquids, pesticides and herbicides, aerosols, photographic chemicals, pool and hot tub chemicals, and mercury containing devices. The HHW Facilities do not accept containers over five gallons, compressed gas cylinders over one pound, explosives or ammunition, infectious wastes, radioactive materials, or reactive wastes. Waste oil, oil filters, batteries, and antifreeze are not accepted at the HHW Facilities, however can be taken to the disposal site recycling center.

Commercial and Industrial Uses. Users of hazardous materials include commercial manufacturing, petroleum exploration, industrial fabrication, biotechnology, and agribusinesses. Potentially hazardous materials used by businesses may include petroleum based fuels, chlorinated fertilizers, pesticides and herbicides. The majority of current users of hazardous materials include gas stations and other automotive service-related business, utilities, agribusinesses, and other commercial and industrial uses.

Businesses in Santa Cruz County are either Small Quantity Generators or large generators. A business qualifies as a Small Quantity Generator if the business generates less than 100 kilograms (kg; about 27 gallons or 220 pounds [lbs]) of hazardous waste per month and less than 1 kg of extremely hazardous waste per month (40 CFR 261.5 & CA Health and Safety Code 25218-25218.12). Small Quantity Generators may use the HHW Facility at Buena Vista Landfill and the HHW Facility at the Ben Lomond Transfer Station for a small fee. Businesses handling more than the specified reportable quantities of any hazardous material are required to provide EHS with a Hazardous Materials Management Plan (HMMP), or business plan, which details the location and quantities of their hazardous wastes (Santa Cruz County Environmental Health, 2015). Risk Management Plans (RMPs) are required to be developed by certain businesses that handle more than a threshold quantity of certain regulated “acutely hazardous” substances (primarily toxic gasses and pesticides) under the California Accidental Release Prevention (Cal ARP) program. The purpose of the Cal ARP program is to prevent the accidental releases of regulated substances.

Gas stations and industrial activities located next to roadways in the vicinity of the project site may have released hazardous materials to the environment in the past. No Leaking Underground Storage Tanks (LUSTs) have been identified on the project site (Appendix K). In addition, no open LUSTs have been identified within 0.5 mile of the project site.

Hazardous Materials Transportation. Regional access to the project site is provided by Highway 1 and Soquel Drive. Local access to the site is provided from 41st Avenue and Soquel Drive. Both the U.S. Environmental Protection Agency (USEPA) and the United States Department of Transportation (DOT) regulate the overall transportation of hazardous waste and material, including transport via highway. The USEPA administers permitting, tracking, reporting, and operations requirement established by the RCRA. DOT regulates the transportation of



hazardous materials through implementation of the Hazardous Materials Transportation Act. This Act administers container design, and labeling and driver training requirements. These established regulations are intended to track and manage the safe interstate transportation of hazardous materials and waste.

Transportation of hazardous materials on highways falls under federal legislations; however, authority is delegated to various state and local agencies that are focused on specific aspects of hazardous materials and transportation. The Hazardous Waste Control Act establishes the California Department of Health Services (DHS) as the lead agency in charge of the implementation of the RCRA program. State and local agencies such as the California Highway Patrol (CHP), State of California Department of Transportation (Caltrans), and the City and County Fire Departments are responsible for the enforcement of state and federal regulations and responding to hazardous materials transporting emergencies. CHP establishes state and federal hazardous material truck routes and has lead responsibility over hazardous material spills on State highways.

Soil Contamination. Regulatory agencies such as the, the Department of Toxic Substance Control (DTSC), and the Department of Environmental Health Hazard Assessment set forth guidelines that list at what point concentrations of certain contaminants pose a risk to human health. USEPA combines current toxicity values of contaminants with exposure factors to estimate the maximum concentration of a contaminant that can be in environmental media before it is a risk to human health. The concentrations set forth by USEPA are termed Preliminary Remediation Goals (PRGs) for various pollutants in soil, air, and tap water. PRG concentrations can be used to screen pollutants in environmental media, trigger further investigation, and provide an initial cleanup goal. PRGs for soil contamination have been developed for industrial sites and residential sites. Residential PRGs are more conservative and take into account the possibility of the contaminated environmental media coming into contact with sensitive receptor sites such as nurseries and schools. PRGs consider exposure to pollutants by means of ingestion, dermal contact, and inhalation, but do not consider impacts to groundwater.

Groundwater Contamination. Both USEPA and the California DHS regulate the concentration of various chemicals in drinking water. The California DHS thresholds are generally stricter than USEPA thresholds. Primary maximum contaminant levels (MCLs) are established for a number of chemicals and radioactive contaminants (Title 22, Division 4, Chapter 15 California Code of Regulations). MCLs are often used by regulatory agencies to determine cleanup standards when groundwater is affected with contaminants.

Brownfield Sites. Brownfield sites are areas with actual or perceived contamination and that may have potential for redevelopment or reuse. Brownfields are often former industrial facilities that were once the source of jobs and economic benefits to the community, but lie abandoned due to fears about contamination and potential liability. The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as



Superfund, was enacted by Congress on December 11, 1980. This law created a tax on the chemical and petroleum industries and provided broad Federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. Over five years, 1.6 billion dollars were collected and the tax went into a fund for cleaning up abandoned or uncontrolled hazardous waste sites. CERCLA was amended in January 2002 with passage of the Small Business Liability Relief and Brownfields Revitalization Act. This Act provides some relief for small businesses from liability under CERCLA. It authorizes 200 million dollars per fiscal year through 2006 to provide financial assistance for brownfield revitalization. CERCLA also facilitated a revision of the National Contingency Plan (NCP), which provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants throughout the United States. According to the NPL database, there is no Superfund site within the project site. The nearest Superfund site to the project site is the four acre Watkins-Johnson Co. plating and electronics research, development, and manufacturing plant, located approximately two miles west of the project site (USEPA, 2015).

The State Water Resources Control Board (SWRCB) regulates spills, leaks, investigations, and cleanup sites and maintains an online database, GeoTracker, to provide access to environmental data. The GeoTracker database tracks regulatory data about leaking underground storage tank (LUST) sites, fuel pipelines, and public drinking water supplies and presents it in a geographic information system format. GeoTracker contains no records for the project site; however, there is record of sixteen sites within a one-half mile radius of the project site. All sixteen of the identified sites are closed.

DTSC also maintains a list of cleanup sites and hazardous waste permitted facilities on their EnviroStor database. The EnviroStor database does not identify any cleanup sites within a 0.5 mile radius of the project site. The closest cleanup site identified by Envirostor is Silvercrest Apartments, a voluntary cleanup site located 0.8 mile southeast of the project site. Prior to the 1970s, the Site was cultivated for agricultural use. During the 1970s, the Site was developed for high-density residential dwellings, which included the construction of five multi-story buildings, carports and paved parking areas, which are currently operated by the Salvation Army as the Silvercrest Apartments. Between the 1940s and 2007, historical activities conducted on the neighboring properties have included: former gasoline service stations (600, 809, 819 and 836 Bay Avenue); residential dwellings; and commercial retail buildings. In 2007, a Phase I Environmental Site Assessment (Phase I ESA) was performed, which identified environmental conditions associated with historical pesticide application and potential impacts to soil gas from releases to groundwater at a neighboring gasoline service station located at 600 Bay Avenue (WEST, 2008). The soil and soil gas sample data identified the presence of pesticides and metals in soil and volatile organic compounds (VOCs) in soil gas. The November 2007 sampling results showed that some sample locations contained the pesticide dieldrin above residential California Human Health Screening Levels (CHHSLs). In May 2008, soils containing elevated levels of pesticides were excavated, and subsequent



sampling showed levels of dieldrin in the remaining soil were below residential CHHSLs. In addition, analyses indicated that the range of arsenic concentrations at the site represents background. Based on the reported information, DTSC concluded that existing site conditions did not pose a threat to human health or the environment under a residential land use scenario, and not further action by DTSC was necessary. However, a soil management plan has since been prepared and implemented to include a plan for long-term operation and maintenance of the site for the protection of public health or safety or the environment during development activities (DTSC, 2008).

Landfills. Landfills are classified by their permitted contents. Class I landfills are permitted to accept toxic or hazardous substances. Class II landfills are permitted to accept chemically or biologically decomposable substances. Class III landfills are permitted to accept non-water soluble, non-decomposable inert solids. As part of this analysis, a review of CalRecycle's searchable Solid Waste Information System (SWIS) database was completed for the County. The SWIS database tracks regulatory information on solid waste facilities, operations, and disposal sites throughout the state of California. The database includes information on landfills, transfer stations, material recovery facilities, composting sites, transformation facilities, waste tire sites, and closed disposal sites. The database tracks regulatory information regarding the site location, owner, operator, the facility type, operational status, regulatory enforcement records, and inspections. The SWIS database contains 19 records for Santa Cruz County, seven of which are closed. The remaining 9 are described in Table 3.5-1 below.

Asbestos. Asbestos is a highly crumbly material often found in older buildings (typically pre-1979), typically used as insulation in walls or ceilings. It was formerly popular as an insulating material; however, it can pose a health risk when very small particles become airborne. In conformance with the Clean Air Act, USEPA established the National Emissions Standards for Hazardous Air Pollutants (NESHAP) to protect the public. Under NESHAP, the Toxic Substances Control Act banned most spray-applied surfacing materials that contain asbestos beginning in 1973 as well as fireproofing or insulation for decorative purposes since 1978. The asbestos regulations under NESHAP control work practices during the demolition and renovation of institutional, commercial, or industrial structures. Following identification of friable asbestos, the Federal Occupational Safety and Health Administration (OSHA) requires that asbestos trained and certified abatement personnel perform asbestos abatement and all asbestos containing material (ACM) removed from on-site structures shall be hauled to a licensed receiving facility and disposed of under proper manifest by a transportation company certified to handle asbestos.

Lead-Based Paint. Prior to the enactment of federal regulations limiting their use in the late 1970s, lead-based paint (LBP) was often used in residential construction. Lead is a highly toxic metal that was used for many years in products found in and around homes. Lead may cause a range of health effects, from behavioral problems and learning disabilities, to seizures and death. The primary source of lead exposure in residences is deteriorating LBP. Lead dust can form when LBP is dry scraped, dry sanded, or heated. Dust also forms when painted surfaces



bump or rub together. LBP that is in good condition is usually not a hazard. Regulations for LBP are contained in the Lead-Based Paint Elimination Final Rule 24 CFR 33, governed by the U.S. Department of Housing and Urban Development (HUD), requires sellers and lessors to disclose known LBP and LBP hazards to perspective purchasers and lessees. Additionally, all LBP abatement activities must be in compliance with California and Federal OSHA, and with the State of California DHS requirements. Only LBP trained and certified abatement personnel are allowed to perform abatement activities. All LBP removed from structures must be hauled and disposed of by a transportation company licensed to transport this type of material. In addition, the lead contaminated material must be taken to a landfill or receiving facility licensed to accept the waste.

Table 3.5-1 Santa Cruz County Landfills					
Facility Name	SWIS No.	Location	Status	Classification	Activity
City of Santa Cruz Resource Recovery Facility	44-AA-0001	605 Dimeo Lane, Santa Cruz, CA	Active	Solid Waste Landfill	Unit 1- Solid Waste Landfill Unit 3- Composting Operation (green waste)
City of Watsonville Landfill	44-AA-0002	730 San Andreas Road, Watsonville, CA	Active	Solid Waste Operation	Unit 1- Solid Waste Landfill Unit 4- Composting Operation (green waste)
Buena Vista Drive Sanitary Landfill	44-AA-0004	150 Roundtree Lane, Watsonville, CA	Active	Solid Waste Facility	Unit 1- Solid Waste Landfill Unit 6- Composting Operation (green waste)
Ben Lomond Transfer Station	44-AA-0005	9835 Newell Creek Road, Ben Lomond, CA	Active	Solid Waste Facility	Large Volume Transfer/Processing Facility
Ben Lomond LF Wood Waste Chipping Op.	44-AA-0009	9835 Newell Creek Road, Ben Lomond, CA	Active	Solid Waste Operation	Composting Operation (green waste)
City of Watsonville Waste Recycling Dropoff	44-AA-0010	320 Harvest Drive, Watsonville, CA	Active	Solid Waste Facility	Medium Volume Transfer/Processing Facility
Glaum Egg Ranch	44-AA-0011	3100 Valencia Road	Active	Solid Waste Operation	Composting Operations (ag)
Rodoni Farms Agricultural Composting Op.	44-AA-0013	395 Dimeo Lane, Santa Cruz, CA	Active	Solid Waste Operation	Composting Operation (ag)
Fitz Fresh Mushroom Farm Compost Op.	44-AA-0014	211 Lee Road, Watsonville, CA	Active	Solid Waste Operation	Composting Operation (ag)
<i>CalRecycle SWIS Database</i>					



b. Wildfire Hazards.

The California Department of Forestry and Fire Protection (CAL FIRE) is responsible for identifying the governmental agencies responsible for preventing and suppressing fires in all areas of the state. The entirety of Santa Cruz County is either state or local responsibility area (CAL FIRE, 2007). The community of Soquel, and the project site, is within the Local Responsibility Area. The Central Fire Protection District serves the community of Soquel as a Special District of the State of California. The nearest fire station to the project site is located approximately 0.47 mile east of the site, at 4747 Soquel Drive. Impacts related to the provision of fire protection services are addressed in Section 1.4.8, Public Services and Utilities.

The majority of Santa Cruz County is located within moderate or high Fire Hazard Severity Zone, with limited amounts of very high Fire Hazard Severity Zone areas (CAL FIRE, 2007). As shown in Figure 3.5-1, the project site is not located in a Local Responsibility Area, which is outside of designated Fire Hazard Severity Zones. However, much of the community of Soquel is located within a moderate and high Fire Hazard Severity Zones (CAL FIRE, 2007).

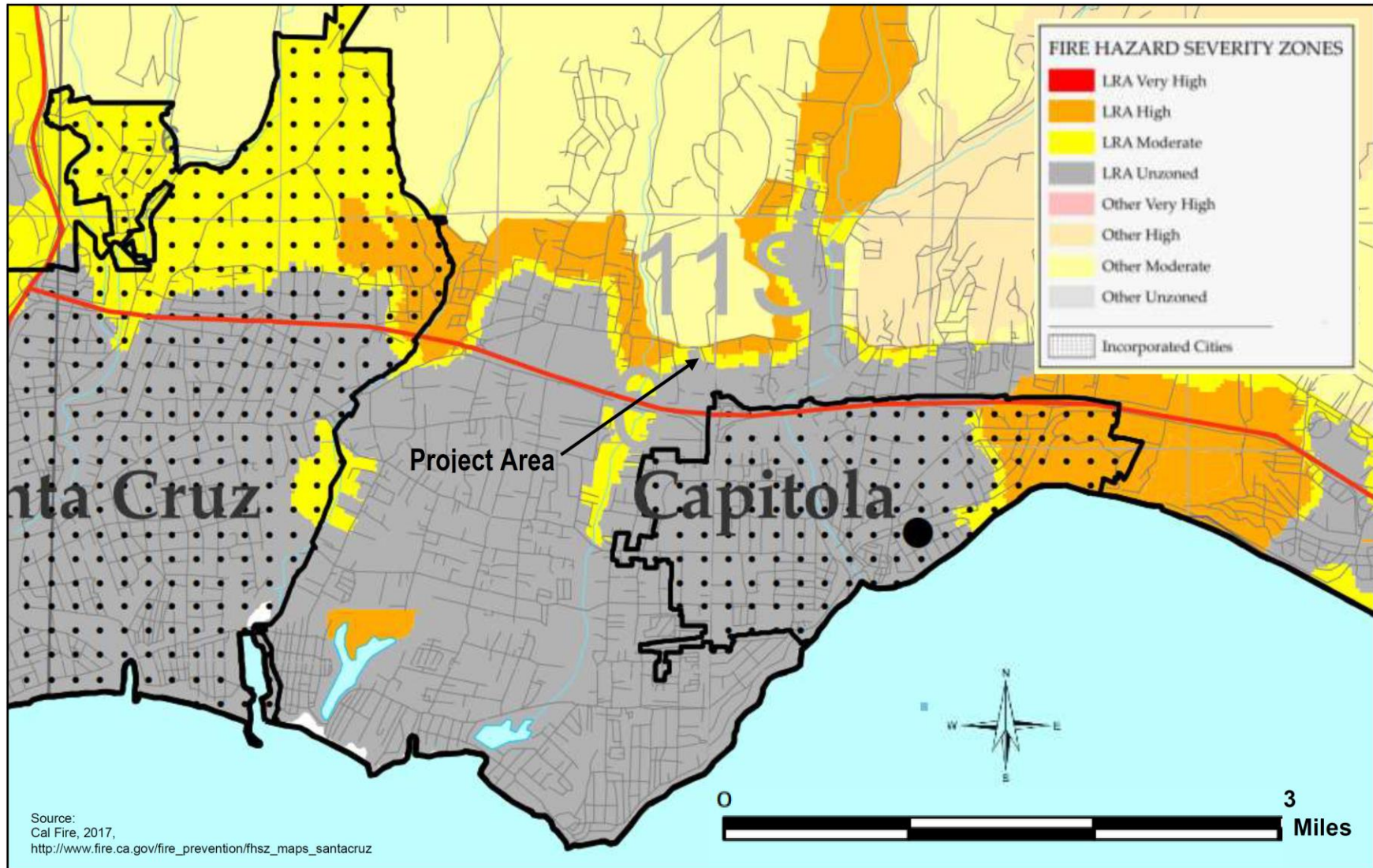
c. Airport Safety Hazards

Two airports are located within Santa Cruz County, Bonny Doon Village Airport and Watsonville Municipal Airport. The project site is located approximately 10.5 miles southeast from Bonny Doon Village Airport and approximately 10.0 miles northwest from Watsonville Municipal Airport. The Federal Aviation Administration (FAA) requires runway protection zones and height limits on structures near airports to reduce risks to the public. The Bonny Doon Village Airport is a private, single runway airport that does not have an Airport Land Use Plan (ALUP). The project site is not within an ALUP zone for Watsonville Municipal Airport (City of Watsonville, 2008).

d. Environmental Site Assessment.

Sierra Delta Consultants LLC, completed two Phase 1 Environmental Site Assessments (ESAs) for the project site in April 2016 and April 2017. The two Phase I ESAs combine to cover the entire project area. The ESAs included site visits and historical records reviews. The site is comprised of 8 adjoining parcels totaling approximately 2.6 acres. Parcel 030-121-27 is utilized as a storage yard. The remaining parcels are developed as a self-serve car wash, commercial building, and single-family dwellings. No areas of hazardous materials storage were observed at the time of the site reconnaissance. A commercial dumpster was observed; however, no hazardous materials were observed in or around the dumpster at the time of the site reconnaissance (Appendix K). In addition, the ESAs did not identify any open LUSTs. The ESAs also concluded that no conditions indicative of releases or threatened releases associated with the project site were identified during the research and development of the ESAs (Appendix K).

e. Regulatory Setting. The management of hazardous materials and hazardous wastes is regulated at federal, state, and local levels, including, among others, through programs



Fire Hazard Severity Zones

Figure 3.5-1



administered by USEPA, DTSC, federal and state occupational and safety agencies, and the Santa Cruz County EHS. Regulations pertaining to flood hazards are further discussed in Section 4.8, Hydrology and Water Quality, and regulations for geologic and soil related hazards are discussed in Section 4.5, Geology and Soils.

Definition of Hazardous Materials. A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency, or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined in Title 22 of the California Code of Regulations as follows:

A substance or combination of substances which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed. (California Code of Regulations, Title 22, Section 662621.10)

Chemical and physical properties cause a substance to be considered hazardous. Such properties include toxicity, ignitibility, corrosivity, and reactivity. California Code of Regulations, Title 22, Sections 66261.20 through 66261.24 define the aforementioned properties. The release of hazardous materials into the environment could potentially contaminate soils, surface water, and groundwater supplies.

Federal. The Federal Toxic Substances Control Act (1976) and RCRA (1976) established a program administered by the EPA for the regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act (HSWA), which affirmed and extended the “cradle to grave” system of regulating hazardous wastes. Among other things, the use of certain techniques for the disposal of some hazardous wastes was specifically prohibited by HSWA.

CERCLA was enacted in 1980 and amended by the Superfund Amendments and Reauthorization Act (SARA) in 1986. This law provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. Among other things, CERCLA established requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA also enabled revision of the National Contingency Plan (NCP), which provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The NCP also established the National Priorities List (NPL).

State. DTSC, a department of CalEPA, is the primary agency in California that regulates hazardous waste, cleans up existing contamination, and looks for ways to reduce the hazardous waste produced in California. DTSC regulates hazardous waste in California primarily under the authority of RCRA and the California Health and Safety Code.



DTSC also administers the California Hazardous Waste Control Law (HWCL) to regulate hazardous wastes. While the HWCL is generally more stringent than RCRA, until USEPA approves the California program, both state and federal laws apply in California. HWCL lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; proscribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills.

Government Code Section 65962.5 requires DTSC, the State Department of Health Services, SWRCB, and CalRecycle to compile and annually update lists of hazardous waste sites and land designated as hazardous waste sites throughout the state. The Secretary for Environmental Protection consolidates the information submitted by these agencies and distributes it to each city and county where sites on the lists are located. Before the lead agency accepts an application for any development project as complete, the applicant must consult these lists to determine if the site at issue is included.

If any soil is excavated from a site containing hazardous materials, it would be considered a hazardous waste if it exceeded specific criteria in Title 22 of the California Code of Regulations. Remediation of hazardous wastes found at a site may be required if excavation of these materials is performed; it may also be required if certain other activities are proposed. Even if soil or groundwater at a contaminated site does not have the characteristics required to be defined as hazardous waste, remediation of the site may be required by regulatory agencies subject to jurisdictional authority. Cleanup requirements are determined on a case-by-case basis by the agency taking lead jurisdiction.

California Public Resources Code Section 4291 requires that owners of property located within the responsibility area of CAL FIRE create defensible spaces around structures where firefighters can provide protections during a wildfire. CAL FIRE guidelines for compliance with Section 4291 have been incorporated into the San Mateo County Santa Cruz County Community Wildfire Protection Plan (CWPP), which the County Board of Supervisors adopted in 2010 (CALFIRE, 2010). According to these guidelines, a firebreak should be maintained by removing and clearing away all flammable vegetation and other combustible growth within 30 feet of each building or structure. Single specimens of trees or other vegetation may be retained if they are well-spaced, well-pruned, and not conducive to the spread of fire. At a distance of 30 to 100 feet from a structure, Section 4291 requires maintenance of a Reduced Fuel Zone with clearing treatments.

The State of California Food and Agricultural Code regulates the use of pesticides. Section 12972 requires that the use of pesticides not result in substantial drift to non-target areas. Section 12977 empowers the Agricultural Commissioner to enforce this provision. In addition, Section 12982 states that the local health officer shall investigate any health hazard from pesticide use and take necessary action, in cooperation with the Agricultural Commissioner, to abate the hazard. California Code of Regulations, Title 3, Section 6614 restricts pesticide



application when there is a reasonable possibility of: substantial drift to non-target areas; contamination of the bodies or clothing of persons not involved in the application process; damage to non-target crops, animals or other public or private property; or contamination of public or private property, including the creation of a health hazard that prevents normal usage of that property.

In conformance with the Clean Air Act, USEPA established NESHAP to protect the public. The asbestos regulations under NESHAP control work practices during the demolition and renovation of institutional, commercial or industrial structures. Following identification of friable asbestos the Federal Occupational Safety and Health Administration and Monterey Bay Unified Air Pollution Control District require that asbestos trained and certified abatement personnel perform asbestos abatement and all ACM removed from on-site structures shall be hauled to a licensed receiving facility and disposed of under proper manifest by a transportation company certified to handle asbestos.

Regulations for LBP are contained in the Lead-Based Paint Elimination Final Rule 24 CFR 33, governed by HUD, which requires sellers and lessors to disclose known lead-based paint and lead-based paint hazards to prospective purchasers and lessees. Additionally, all lead-based paint abatement activities must be in compliance with California and Federal OSHA and with the State of California Department of Health Services requirements. Only lead-based paint trained and certified abatement personnel are allowed to perform abatement activities. All LBP removed from structures must be hauled and disposed of by a transportation company licensed to transport this type of material at a landfill or receiving facility licensed to accept the waste.

Local. 1994 General Plan/ Local Coastal Program. The County of Santa Cruz adopted the General Plan/Local Coastal Program in 1994. The 1994 General Plan / Local Coastal Program includes the Chapter 6, Public Safety and Noise, which provides the following objectives and policies pertaining to hazards and hazardous materials applicable to this project:

Objective 6.5 Fire Hazards. To protect the public from the hazards of fire through citizen awareness, mitigating the risks of fire, responsible fire protection planning and built-in systems for fire detection and suppression.

Policy 6.5.1 Access Standards. Require all new structures, including additions of more than 500 square feet to a single-family dwellings on existing parcels of record, to provide an adequate road for fire protection in conformance with the following standards:

(a) Access roads shall be a minimum of 18 feet wide for all access roads or driveways serving more than two habitable structures, and 12 feet for an access road or driveway serving two or fewer habitable structures. Where is environmentally inadvisable to meet these criteria (due to excessive grading, tree removal or other environmental impacts), a 12-foot wide all-weather surface access



road with 12-foot wide by 35-foot long turnouts located approximately every 500 feet may be provided with the approval of the Fire Chief. Exceptions: Title 19 of the California Administrative Code, requires that access roads from every state governed building to a public street shall be all-weather hard-surface (suitable for use by fire apparatus) roadway not less than 20 feet in width. Such roadway shall be unobstructed and maintained only ass access to the public street.

- (b) Obstruction of the road width, as required above, including the parking of vehicles, shall be prohibited, as required in the Uniform Fire Code.*
- (c) The access road surface shall be “all weather,” which means a minimum of six inches of compacted aggregate base rock, Class 2 or equivalent, certified by a licensed engineer to 95 percent compaction and shall be maintained. Where the grade of the access road exceeds 15 percent, the base rock shall be overlain by 2 inches of asphaltic concrete, Type B or equivalent, and shall be maintained.*
- (d) The maximum grade of the access road shall not exceed 20 percent, with grades greater than 15 percent not permitted for distances of more than 200 feet at a time.*
- (e) The access road shall have a vertical clearance of 14 feet for its entire width and length, including turnouts.*
- (f) Gates shall be a minimum of 2 feet wider than the access road/driveway they serve. Overhead gate structures shall have a minimum of 15 feet vertical clearance.*
- (g) An access road or driveway shall not end farther than 150 feet from any portion of a structure.*
- (h) A turn-around area which meets the requirements of the fire department shall be provided for access roads and driveways in excess of 150 feet in length.*
- (i) No roadway shall have an inside turning radius of less than 50 feet. Roadways with a radius curvature of 50 to 100 feet shall require an additional 4 feet of road width. Roadways with radius curvatures of 100 to 200 feet shall require an additional 2 feet of road width.*



- (j) Drainage details for the road or driveway shall conform to current engineering practices, including erosion control measures.*
- (k) Bridges shall be as wide as the road being serviced, meet a minimum load bearing capacity of 25 tons, and have guard rails. Guard rails shall not reduce the required minimum road width. Width requirements may be modified only with written approval from the Fire Chief. Bridge capacity shall be posted and shall be certified every five years by a licensed engineer. For bridges served by 12 foot access roads, approved turnouts shall be provided at each bridge approach.*
- (l) All private access roads, driveways, turn arounds, and bridges are the responsibility of the owner(s) of record and shall be maintained to ensure the fire department safe and expedient passage at all times.*
- (m) To ensure maintenance of private access roads, driveways, turnarounds and bridges, the owner(s) of parcels where new development is proposed shall participate in an existing road maintenance group. For those without existing maintenance agreements, the formation of such an agreement shall be required.*
- (n) All access road and bridge improvements required under this section shall be made prior to permit approval, or as a condition of permit approval.*
- (o) Access for any new dwelling unit or other structure used for human occupancy, including a single-family dwelling on an existing parcel of record, shall be in the duly recorded form of a deeded access or an access recognized by court order.*

Diagrammatic representations of access standards are available at the Santa Cruz County Planning Department and local fire agencies.

Policy 6.5.3 Conditions for Project Approval. Condition approval of all new structures and additions larger than 500 square feet, and to single family dwellings on existing parcels of record to meet the following fire protection standards:

- (a) Address numbers shall be posted on the property so as to be clearly visible from the access road. Where visibility cannot be provided, a post or sign bearing the numbers shall be set adjacent to the driveway or access road to the property and shall have a contrasting background. Numbers shall be posted when construction begins.*



- (b) Provide adequate water availability. This may be provided from an approved water system within 500 feet of a structure, or by an individual water storage facility (water tank, swimming pool, etc.) on the property itself. The fire department shall determine the adequacy and location of individual water storage to be provided. Built-in fire protection features (i.e., sprinkler systems) may allow for some exemptions of other fire protection standards when incorporated into the project.*
- (c) Maintain around all structures a clearance of not less than 30 feet or to the property line (whichever is a shorter distance) of all flammable vegetation or other combustible materials; or for a greater distance as may be prescribed by the fire department.*
- (d) Provide and maintain one-half inch wire mesh screens on all chimneys.*
- (e) Automatic smoke detection devices shall be installed and maintained in accordance with the California Building Code and local Fire Department regulations. Sprinkler and fire alarm systems, when installed, shall meet the requirements of the local Fire Department.*
- (f) Provide adequate disposal of refuse. All development outside refuse collection boundaries shall be required to include a suitable plan for the disposal of flammable refuse. Refuse disposal shall be in accordance with state, County or local plans or ordinances. Where practical, refuse disposal should be by methods other than open burning.*
- (g) Require fire retardant roofs on all projects, as specified in the County Fire Code and the Uniform Fire Code. Exterior walls constructed of fire resistant materials are recommended, but are not necessarily required.*

Policy 6.5.7 Certification of Adequate Fire Protection Prior to Permit Approval. Require all land use divisions, multi-unit residential complexes, commercial and industrial complexes, public facilities and critical utilities to obtain certification from the appropriate fire protection agency that adequate fire protection is available, prior to permit approval.

Policy 6.5.9 Consistency With Adopted Codes Required for New Development. Require all new development to be consistent with the Uniform Fire



Code, California Building Code, and other adopted County and local fire agency ordinance.

Policy 6.6.1 Hazardous Materials Ordinance. Maintain the County's Hazardous Materials ordinance, placing on users of hazardous and toxic materials the obligation to eliminate or minimize the use of such materials wherever possible, and in all cases to minimize the release, emission, or discharge of hazardous materials to the environment, and properly to handle all hazardous materials and to disclose their whereabouts. Further, maintain the County's ordinance relating to ozone-depleting compounds. Ensure that any amendment of existing ordinance provisions is based on a finding that the amendments will provide protection to the environment and the community against toxic hazards that is equal to or stronger than the existing provisions.

Policy 6.6.3 Maintenance of Standards for Use and Control. Ensure that Santa Cruz County maintains standards for the use and control of hazardous materials which are at least equal in their protection for the environment and the community to measures imposed by other local governments within Santa Cruz County, and in adjoining counties.

Santa Cruz County Code. The Santa Cruz County Code of Ordinances contains several chapters that address hazards and hazardous materials, including Chapter 7.100, *Hazardous Materials-Hazardous Waste-Underground Storage Tanks*. This Chapter addresses general provisions, permits, hazardous materials management plans, use, handling and storage responsibilities, unauthorized releases, and administration and enforcement.

3.5.2 Impact Analysis

a. Methodology and Significance Thresholds

Assessment of impacts is based on the Phase 1 ESAs performed by Sierra Delta Consultants LLC (2016 and 2017) and review of records contained in the SWRCB GeoTracker and DTSC EnviroStor database.

For the purpose of this analysis, a significant impact would occur if physical changes that could be facilitated by buildout of the proposed project would result in the following conditions, listed in Appendix G of the State CEQA Guidelines:

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



3. *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school;*
4. *Be located on a site included on a list of hazardous material sites compiled pursuant to State Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment;*
5. *Result in a safety hazard for people residing or working in the project area, if the project is located within an airport land use plan or in the vicinity of a private airstrip;*
6. *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or*
7. *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.*

The proposed project is not located within an airport land use plan, or within the vicinity of a private airstrip. Therefore, criteria relevant to airports (Threshold 5) are not further analyzed in this section.

b. Project Impacts and Mitigation Measures

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

Impact HAZ-1 Construction and operation of the proposed project could include the use, storage, or transport of hazardous materials that could potentially create a safety hazard to the public or the environment. Pursuant to compliance with applicable state and federal laws pertaining to hazardous materials, impacts would be Class II, *less than significant with mitigation incorporated*.

Hazardous or flammable materials used during construction would consist primarily of petroleum hydrocarbons and their derivatives (e.g., gasoline, diesel fuels, oils, lubricants, and hydraulic fluids) required for the operation of construction equipment. These materials would be routinely associated with the operation and maintenance of heavy construction equipment or other support vehicles. In addition, it is anticipated that small quantities of additional common hazardous materials would be used and produced on-site during construction, including antifreeze and used coolant, latex and oil-based paint, paint thinners and other solvents, cleaning products, and herbicides.

Construction of the proposed project may involve use and storage of some materials that are considered hazardous. These materials would be limited to typical solvents, paints, chemicals used for cleaning and building maintenance, and landscaping supplies. These materials would not be substantially different from household chemicals and solvents already in general and wide use throughout the County and in the vicinity of the project site.



The 9,996 square foot service facility would provide auto maintenance repair and an oil changing facility. As a result, various types of hazardous waste would be generated to include used oil and filters, brake friction material, brake fluid, antifreeze, lead acid and lithium ion batteries, gasoline, to name a few. The automotive dealership would be operated and maintained to be consistent with CCR title 22, Division 4.5. This code addresses environmental health standards for the management of hazardous waste.

California Health and Safety Code, Section 25500, et seq. and the related regulations in 19 CCR 2620, et seq., address the storage of hazardous materials in excess of certain quantities. The law also requires that entities storing hazardous materials are required to submit a Hazardous Materials Business Plan to their local CUPA and report releases to the CUPA or lead agency. The threshold quantities for hazardous materials are 55 gallons for liquids, 500 pounds for solids, and 200 cubic feet for compressed gases measured at standard temperature and pressure. The CUPA for Santa Cruz County is the Santa Cruz County Environmental Health Services (EHS) division of the County Health Services Agency. If the project were to store any hazardous material in excess of these threshold quantities, an HMMP would be prepared for EHS, detailing the location and quantities of hazardous materials and waste.

In addition, the transport, use, and storage of hazardous materials during construction and operation would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Materials Management Act, and the California Code of Regulations, Title 22. Therefore, the transport, use, or disposal of hazardous substances during construction and operation would not create a significant risk to the public or environment. Impacts would be less than significant.

The proposed project would result in the demolition of four residential homes and associated structures at the project site, which may contain asbestos and/or lead. Property records obtained from the County of Santa Cruz Assessors Office stated that structures within the planning area were constructed between 1915 and 1948. The Phase I Environmental Site Assessment prepared by Sierra Delta Consultants LLC on April 21, 2016 (Attachment J) excluded ACMs (asbestos-contained materials) and LBPs (lead based paints) from the evaluation. Therefore it is assumed that ACMs and LBPs are associated with these structures. Potential release of ACMs and LBPs during demolition activities is considered a potentially significant impact. Implementation of the following mitigation measures ensures that this impact is reduced to a less than significant impact.

Mitigation Measures. Implementation of the mitigation measures HAZ-1 and HAZ-2 would ensure that each residential home and associated structures are inspected by a qualified environmental specialist to determine the presence of ACMs and LBPs and hazardous materials prior to demolition. Should any hazardous materials be encountered with any on-site structures, the materials shall be tested and properly disposed of in accordance with state, and federal regulatory requirements.



HAZ-1: Pursuant to Cal OSHA regulations, project applicants shall have each structure within the planning area within Assessor Parcel numbers 030-121-08, 030-121-12, and 030-121-13 inspected by a qualified environmental specialist for the presence of ACMs and LBPs prior to obtaining a demolition permit from the County of Santa Cruz Planning Department. If ACMs and LBPs are found during the investigations, project applicants with the planning area shall develop a remediation program to ensure that these materials are removed and disposed of by a licensed contractor in accordance with all federal, state and local laws and regulation, subject to approval by the MBARD, and the Santa Cruz County Environmental Health Department, as applicable. Any hazardous materials that are removed from the structures shall be disposed of at an approved landfill facility in accordance with federal, state and local laws and regulations.

HAZ-2: Project applicants within the planning area shall have the interior of all on-site structures within Assessor Parcel Numbers: 030-121-08, 030-121-12, and 030-121-13 visually inspected by a qualified environmental specialist to determine the presence of hazardous materials prior to obtaining a demolition permit from the County of Santa Cruz Planning Department. Should any hazardous materials be encountered with any of the structures, the materials shall be tested and properly disposed of in accordance with federal, state and local regulatory requirements. Any stained soils or surfaces underneath the removed materials shall be sampled. Subsequent testing shall indicate the appropriate level of remediation necessary and a work plan shall be prepared in order to remediate the soil in accordance with all applicable federal, state and local regulations prior to issuance of a grading permit.

Significance after Mitigation. Implementation of these mitigation measures would reduce this impact to less than significant by ensuring that residential homes and associated structures are inspected by a qualified environmental specialist.

Threshold 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.

Impact HAZ-2 Development on the project site would occur near roadways on which accidents that involve hazardous materials could occur. Such accident could potentially create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. However, required adherence to existing laws and regulations would reduce impacts to Class III, *less than significant*.

The project site is bounded on the north by Soquel Drive and on the east by 41st Avenue. Additionally, Highway 1 is located approximately 1,000 feet south of the project site. Soquel



Drive and 41st Avenue are both designated as arterial roadways by the Santa Cruz County General Plan (1994).

In the unlikely event of an accident involving the transport of hazardous wastes and materials on roadways abutting the site, the health of construction workers or visitors to the proposed recreation and education facility could be adversely affected. The Santa Cruz County Hazardous Materials Area Plan (2014) summarizes how the County will deal with hazardous materials spills or releases. The Plan includes how local agencies have planned, prepared, and will respond to such an event in Santa Cruz County. The Santa Cruz Hazardous Materials Interagency Team (SCHMIT) is comprised of approximately 30 members from various fire departments throughout Santa Cruz County who are part of a trained team of specialized professionals. The hazardous technicians and specialists rotate shift coverage 24 hours per day, 365 days per year. Additionally, EHS has five hazardous materials specialists, with one on-call at all times (Santa Cruz County, 2014).

As discussed under Impact HAZ-1, the transport of hazardous materials during construction and operation of the project would be conducted in accordance with all applicable state and federal laws.

USEPA and DOT laws and regulations have been promulgated to track and manage the safe interstate transportation of hazardous materials and waste. USEPA administers permitting, tracking, reporting, and operations requirements established by RCRA. DOT regulates the transportation of hazardous materials through implementation of the Hazardous Materials Transportation Act. This act administers container design and labeling and driver training requirements. State and local agencies enforce the application of these acts and provide coordination of safety and mitigation responses in case of an accident involving hazardous materials. Enforcement of these acts and rapid response by local agencies would ensure that hazards to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment are less than significant.

Mitigation Measures. No mitigation is required.

Significance after Mitigation. Impacts would be less than significant without mitigation.

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

Impact HAZ-3 Although the project site is located approximately one-quarter mile of an existing school, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Impacts would be Class III, *less than significant*.



The proposed project is located approximately 1,700 feet from Soquel High School. Operation of the proposed project would not emit hazardous emissions. As discussed under Impact HAZ-1, operation of the automotive dealership and service facility could involve the use of hazardous materials; however, these materials would not be substantially different from common household materials and their use would require an HMMP. Therefore, operation of the proposed project would not impact the school. Construction of the proposed project is assumed to occur over approximately 6 months, with a total of 2.6 acres being affected by site preparation and construction activity and 2,485 cubic yards of cut and 1,625 cubic yards of fill. During construction, minor amounts of potentially hazardous materials such as fuels, lubricants, and solvents could be used. However, the transport, use, and storage of hazardous materials during construction would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Materials Management Act, and the California Code of Regulations, Title 22. Therefore, construction activity would not generate hazardous emissions and adherence to these requirements would reduce impacts to a less than significant level.

Mitigation Measures. No mitigation is required.

Significance after Mitigation. Impacts would be less than significant without mitigation.

Threshold 4: Be located on a site included on a list of hazardous material sites compiled pursuant to State Government Code Section of 65962.5 and, as a result, would create a significant hazard to the public or the environment.

Impact HAZ-4 No active listed hazardous materials sites, as listed pursuant to Government Code Section 65962.5, are located on the project site or within one-half mile of the site. Impacts would be Class III, less than significant.

The following hazardous materials databases were searched in July 2017; SWRCB Geotracker, DTSC Envirostor, and County of Santa Cruz Department of Health Services Santa Cruz County Site Mitigation List. Based on this search, no hazardous cleanup sites are located within 0.5 mile of the site. As discussed in Section 3.5.1(a), (Hazardous Materials), one cleanup site identified by Envirostor is Silvercrest Apartments, a voluntary cleanup site located 0.8 mile southeast of the project site. A Phase I Environmental Site Assessment (Phase I ESA) was performed, which identified environmental conditions associated with historical pesticide application and potential impacts to soil gas from releases to groundwater at a neighboring gasoline service station located at 600 Bay Avenue (WEST, 2008). The soil and soil gas sample data identified the presence of pesticides and metals in soil and volatile organic compounds (VOCs) in soil gas. The November 2007 sampling results showed that some sample locations contained the pesticide dieldrin above residential California Human Health Screening Levels (CHHSLs). In May 2008, soils containing elevated levels of pesticides were excavated, and subsequent sampling showed levels of dieldrin in the remaining soil were below residential



CHHSLs. In addition, analyses indicated that the range of arsenic concentrations at the site represents background. Based on the reported information, DTSC concluded that existing site conditions did not pose a threat to human health or the environment under a residential land use scenario, and not further action by DTSC was necessary. However, a soil management plan has since been prepared and implemented to include a plan for long-term operation and maintenance of the site for the protection of public health or safety or the environment during development activities (DTSC, 2008). Due to the distance, contamination that is below residential CHHSLs, and the implementation of a soil management plan, the site has not created a contamination that would impact the proposed project.

Mitigation Measures. No mitigation is required.

Significance after Mitigation. Impacts would be less than significant without mitigation.

Threshold 6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Impact HAZ-5 The proposed project would not interfere with any adopted emergency response plan or emergency evacuation plan. Impacts would be Class III, *less than significant*.

The project site would be access via one driveway off of Soquel Drive and a second driveway off of 41st Avenue. The two driveways would allow for internal circulation through the site due to its corner location. The drive would have a minimum width of 28 feet and be designated as a fire lane. No turn around would be necessary as the site has an entrance and exit off of both Soquel Drive and 41st Avenue. From either driveway, vehicles would be able to access the entire property and exit onto either Soquel Drive or 41st Avenue.

With dual access, and a minimum drive width of 25 feet, the project site would provide adequate circulation to allow for emergency evacuation. While the County of Santa Cruz does not have a specified evacuation route, the project is in the vicinity of Highway 1 and Soquel Drive, which provide regional access to the area and would allow for evacuation from the area.

The County of Santa Cruz Operational Area Emergency Management Plan (EMP) addresses the planned response to large scale emergency incidents in Santa Cruz County. The plan provides guidance to area agencies involved in protecting public health and safety, and preparing for and responding to all-hazards. The EMP provides guidance and describes roles and responsibilities. The project would not impede the implementation of the plan.

Due to the project site access, on-site circulation, and accessibility to regional roads for evacuation, the project would not impede emergency response or evacuation. The project would not impede the implementation of any emergency access plan or response plan.

Mitigation Measures. No mitigation is required.

Significance after Mitigation. Impacts would be less than significant without mitigation.



Threshold 7: *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.*

Impact HAZ-6 The project site is not located in a high fire hazard severity zone and the project would be required to comply with existing regulations to reduce fire risk. As such, impacts related to exposing people or structures to a significant risk of loss, injury, or death involving wildland fires would be Class III, *less than significant*.

As shown on Figure 3.5-1, the project site is not located in a fire hazard severity zone. Additionally, the proposed project would be required to be designed to protect structures from wildfires to the extent feasible, including implementing all applicable requirements set forth by the Fire Code of Santa Cruz County and the Central Fire Protection District. The County of Santa Cruz has adopted the International Fire Code as the Fire Code of Santa Cruz County. The Fire Code includes standards that would limit fire hazards. These requirements include, but are not limited to:

- Removal of vegetation that is capable of being ignited and endangering the property;
- Provision of fire access roads with a minimum width of 20 feet and vertical clearance of 13 feet, 6 inches;
- Placement of any gates at least 30 feet from the adjacent roadway;
- Provision of a key box or other acceptable means for immediate access.

As discussed in Impact HAZ-5, the project meets requirements for emergency access. As discussed in Section 1.4.8, Public Services and Utilities, implementation of the proposed project would not significantly reduce emergency response times to the site.

Implementation of standard fire prevention measures and proper site design, as described above, as well as compliance with existing codes and ordinances, would ensure that impacts resulting from fire hazards would be less than significant.

Mitigation Measures. No mitigation would be required.

Significance after Mitigation. Impacts would be less than significant without mitigation.

c. Cumulative Impacts.

Although some hazardous materials cover a large area and interact with other releases (e.g., atmospheric contamination, contamination of groundwater aquifers), incidents of hazardous materials contamination are more typically isolated to a small area, such as leaking underground storage tank sites or release at individual businesses. These relatively isolated areas of contamination typically do not interact in a cumulative manner with other sites of hazardous materials contamination. However, if the project would create a new site of



contamination, or contribute substantially to a hazardous condition in the general project area, it could be considered to contribute to a cumulative impact.

The County of Santa Cruz Environmental Health Services, which is the local certified unified program agency (CUPA) for both unincorporated Santa Cruz County and the cities of Santa Cruz, Scotts Valley, Capitola, and Watsonville, implements local, state, and federal laws and regulations regarding the storage, use, transport, and disposal of hazardous materials through routine site inspections.

Future projects would add further businesses and land uses that may use, store, and generate hazardous materials (see Appendix F, cumulative projects list); however, these entities would be subject to the same hazardous materials regulation. Further, these projects would be required to implement project-specific mitigation, consistent with applicable laws and regulations related to the transport, use, and disposal of hazardous materials, to reduce any significant hazardous materials impacts. Therefore, assuming compliance with applicable laws and regulations for nearby projects, cumulative impacts from hazardous materials during project construction and operation are considered less than significant.



3.6 Land Use and Planning

3.6.1 Environmental Setting

a. Regional Land Use

The project site is located in Santa Cruz County, which occupies approximately 445 square miles of both urban and rural land uses (US Census Bureau, 2010). The physical environment of Santa Cruz County is diverse, containing the forested Santa Cruz Mountains in the north and northeast, the mid-County coastal terraces where a large portion of the County's population is located, and the alluvial south County which is predominantly in agricultural use (County of Santa Cruz, 1994). Within Santa Cruz County, agriculture represents approximately 14 percent of the total land area (40,000 acres). Residential land is approximately 4 percent (11,428 acres) of the land area; developed non-residential uses comprise approximately 1.5% (4,285 acres). Parks, recreation and open space comprise 1.4% (4,000 acres); miscellaneous uses comprise 3.6 percent (10,286 acres) of the land area. The remaining land acreage is undeveloped (AMBAG, 2014). Figure 4.9-1 illustrates planning areas within the regional vicinity of the proposed project.

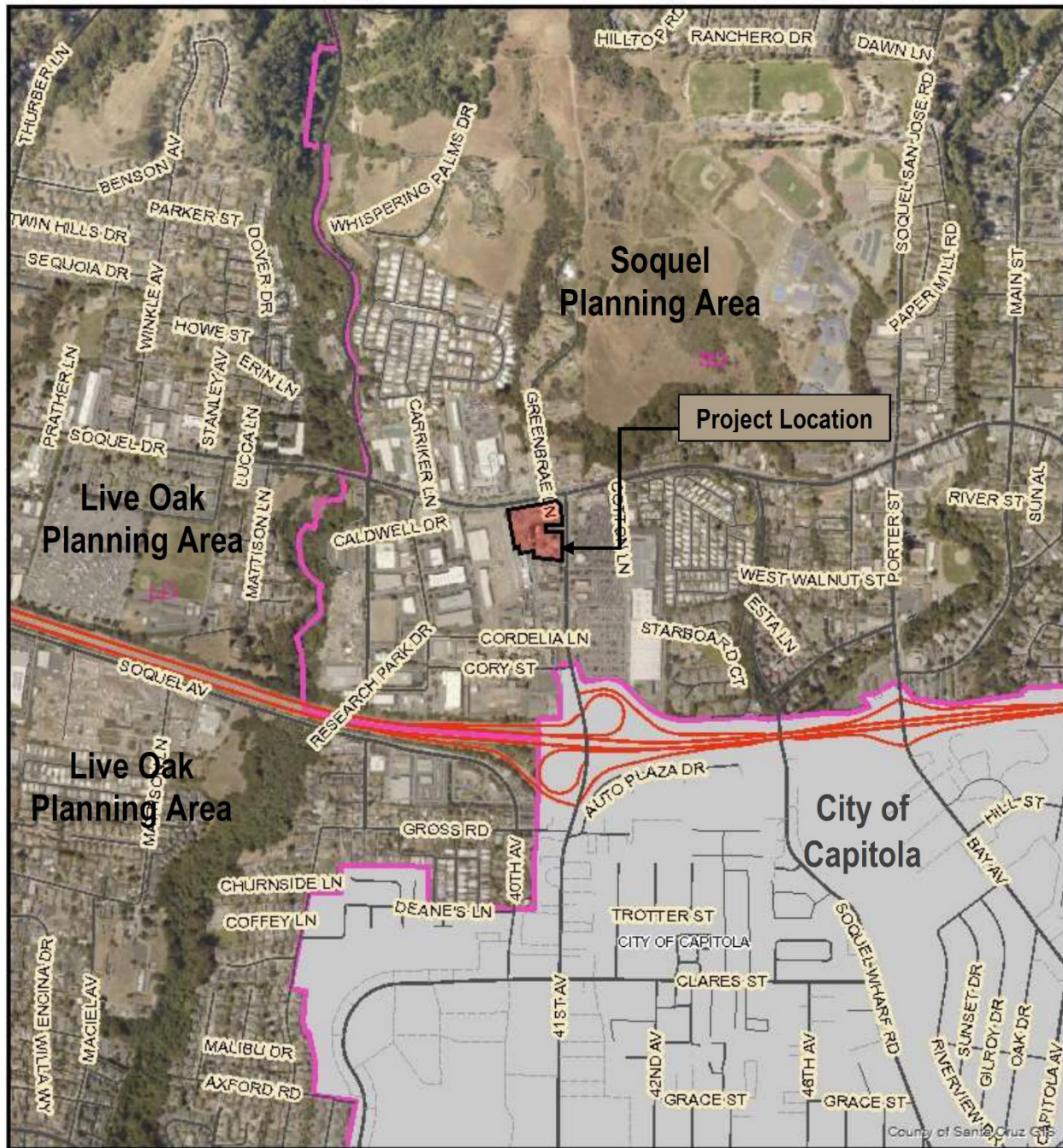
The project site is located in the southwest portion of the Soquel Planning Area within the unincorporated community of Soquel (County of Santa Cruz, 1994). The project site is located west of the Soquel Village Town Plan area (1990) and north of the City of Capitola. The project site, owned by Groppetti Automotive, would amend the existing General Plan land use designation and zoning map. Figure 3.6-2 shows the General Plan Land Use Designations within the local context, and Figure 3.6-3 shows the zoning designation within the local context.

b. Project Site Setting

The proposed automotive dealership project is located on a 2.6 acre site, south of Soquel Drive and west of 41st Avenue, consisting of seven developed parcels containing a mix of residential and commercial uses (King's Paint and Paper and You Do It Car Wash), and one undeveloped parcel. The surrounding area is developed with regional- and community-serving commercial development including, Home Depot, Best Buy, Safeway supermarket and gas station along with a variety of retail and commercial services. The project site is bordered by Soquel Drive/commercial uses and 41st Avenue/commercial uses, on the north and east respectively, a microbrewery and full service carwash to the south, and by a lumberyard to the west. Ocean Honda, a Service Commercial zone, is located across Soquel Drive to the northwest across from the existing lumberyard.



Planning Areas within the Project Vicinity



LEGEND

- Planning Area Boundaries
- City Limits

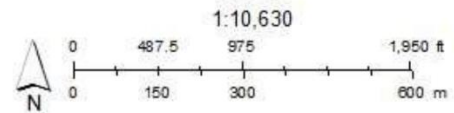
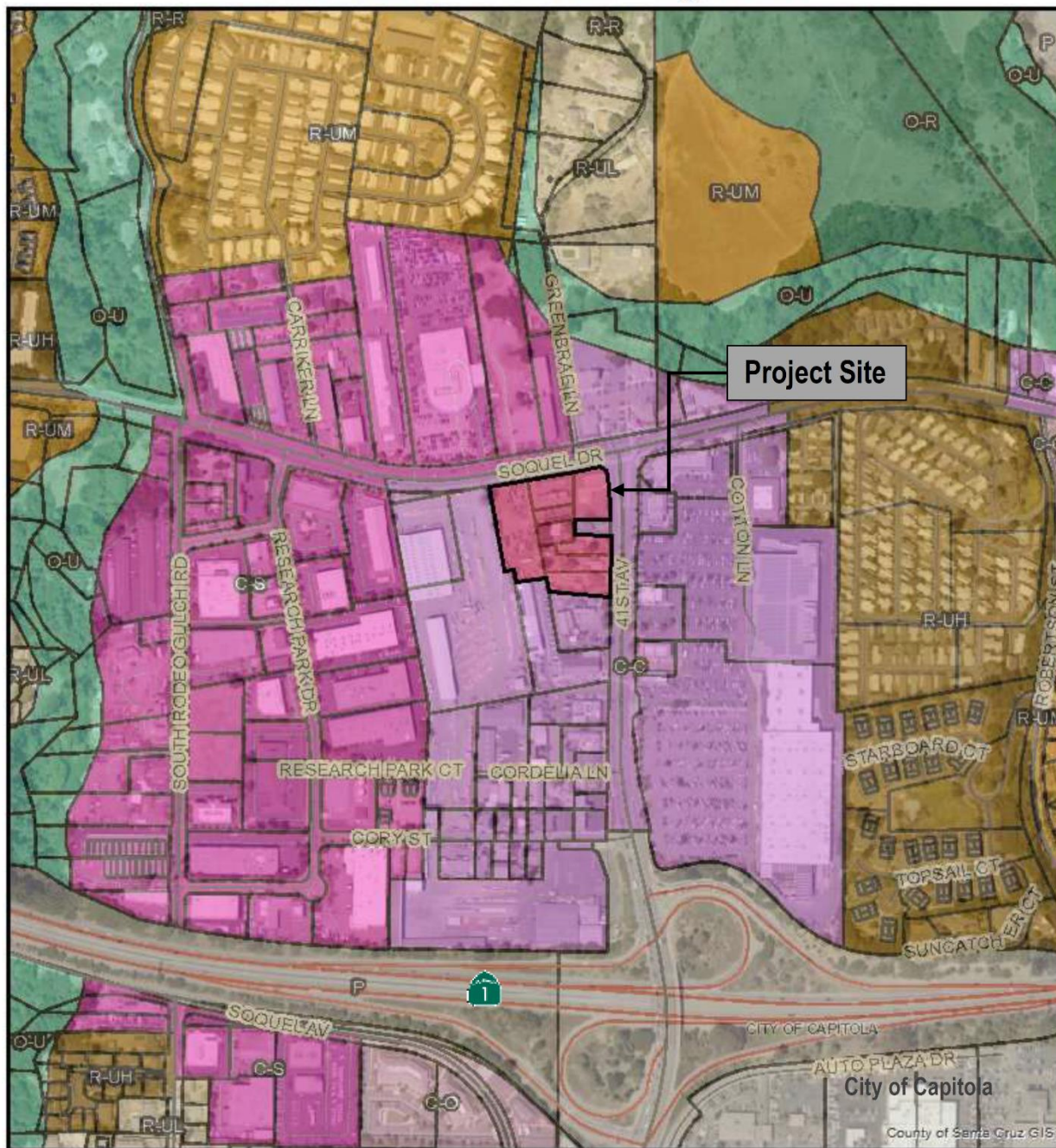


Figure 3.6-1

Source: County of Santa Cruz, 2017.

General Plan Land Use Designations



LEGEND

- C-C: Community Commercial
- C-S: Service Commercial
- CO: Professional and Administrative Office
- R-UH: Urban High Residential
- R-UM: Urban Medium Residential
- R-UL: Urban Low Residential
- R-R: Rural Residential

- O-R: Existing Parks and Recreation
- O-U: Urban Open Space
- P: Public Facility

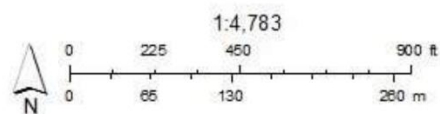
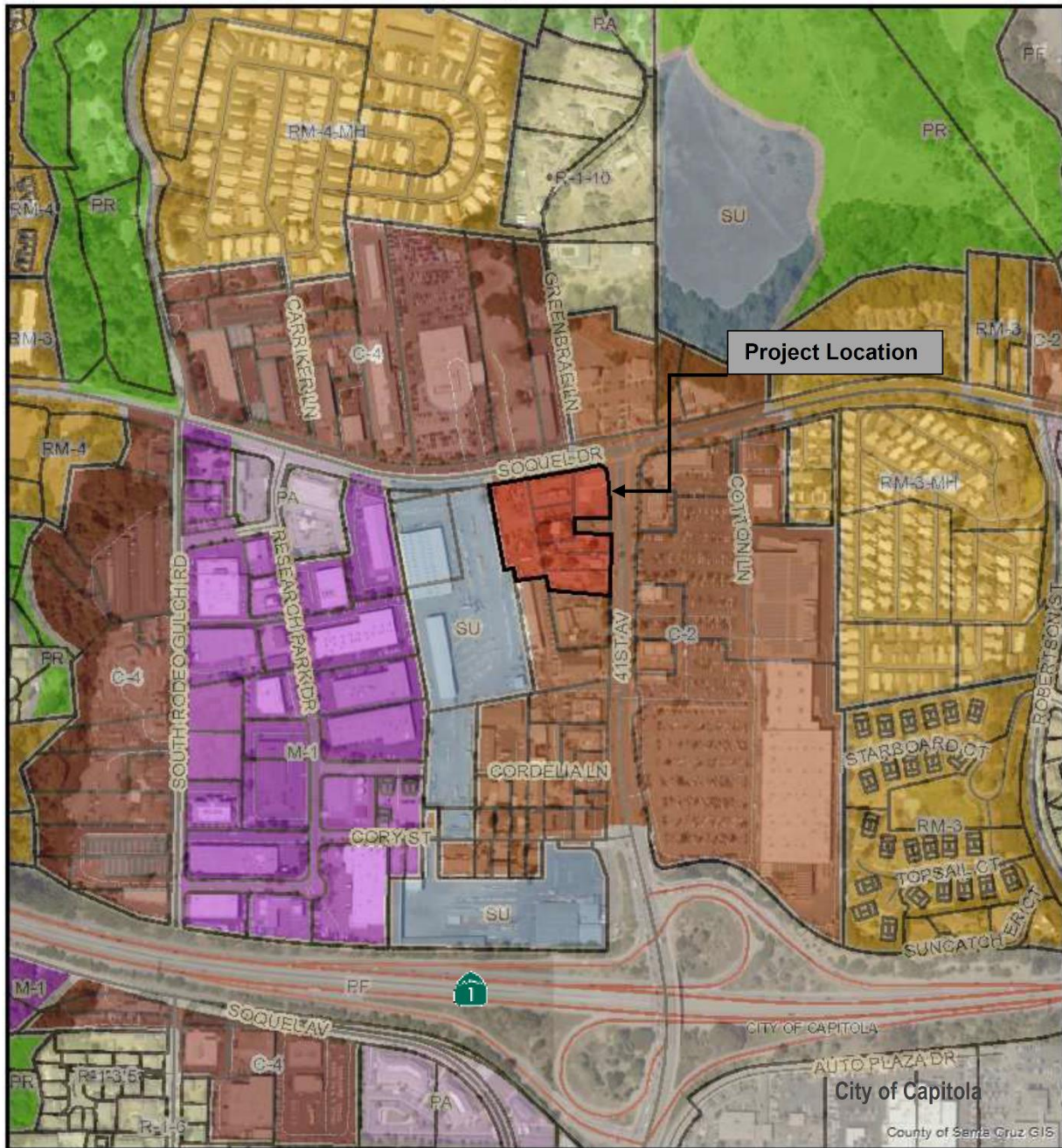


Figure 3.6-2



Zoning Districts



LEGEND

- | | |
|------------------------------------------------------------------|--------------------------------------|
| C-2: Community Commercial | PR: Parks, Recreation and Open Space |
| C-4: Service Commercial | SU: Special Use |
| M-1: Light Industrial | PF: Public Facility |
| R-1-10: Single-Family Residential | PA: Professional-Admin. Office |
| RM-3: Multiple Family Residential (3,000 sq. ft.) | |
| RM-3 MH: Multiple Family Residential Mobile Home (3,000 sq. ft.) | |
| RM-4 MH: Multiple Family Residential Mobile Home (4,000 sq. ft.) | |

Source: County of Santa Cruz, 2017.

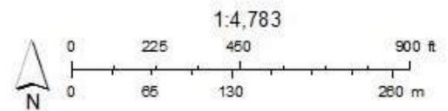


Figure 3.6-3



Existing General Plan Land Use Designation. The project site is located within the Urban Services Line: a boundary defined in the General Plan and Local Coastal Program as encompassing those areas planned to accommodate urban densities of development as based on the pattern of existing urban services and those projected to be established in the planning period. All eight of the parcels that comprise the project site are currently zoned C-2 (Community Commercial) which is consistent with the parcels' existing General Plan designation of C-C (Community Commercial). According to the County of Santa Cruz General Plan, the Community Commercial designation allows for a wide variety of retail and service facilities to include retail sales, personal services, offices, restaurants, community facilities including child care facilities, schools and studios, hotels and recreational rental housing units, rental services, and similar types of retail and service activities. Applicable General Plan polices for the existing project site are provided below.

- Community Commercial Designation (C-C) designated lands provide well-designed centers of concentrated commercial use accommodating a mix of activities serving the general shopping, service and office needs of community-wide market areas.
 - *Policy 2.14.2. Allowed Uses in the Community Commercial Designation.* Allow a wide variety of retail and service facilities, including retail sales, personal services, offices, restaurants, community facilities including child care facilities, schools and studios, hotels and recreational rental housing units, rental services, and similar types of retail and service activities.
 - *Policy 2.14.3. Cottage Industries with On-Site Retail Sales.* Allow cottage industry with on-site retail sales to locate within the Community Commercial Designation.
 - *Policy 2.14.4. Provision of Commercial Development Sites.* Provide suitable sites for commercial development within unincorporated urban areas to provide services for area residents, revenue sources to support local government services, and focal points for community activity areas.
 - *Policy 2.14.5. Vacant Commercial Land.* Promote the availability vacant land designated for commercial uses, consistent with the environmental and economic goals of the County.
 - *Policy 2.14.6. Quality of Commercial Design.* Ensure quality commercial development through Commercial Development Permit procedures to regulate signage, landscaping, buffering, on-site circulation, parking, drainage, site and building design, and traffic patterns and access. Require commercial facilities to be compatible with adjacent land uses and neighborhood character, to utilize and complement the scenic and natural setting of the site and area, and to provide proper management and protection of the environment.



- *Policy 2.14.10. Coordination with City of Capitola.* Ensure the compatibility of the 41st Avenue Regional Center in the City of Capitola with surrounding uses located in the County. Consider traffic patterns, noise, lighting, and the provision of adequate landscaping buffers or land use buffers such as professional offices between the regional shopping area and nearby residential uses.

Existing Zoning. The project site is zoned Community Commercial (C-2), which is a zoning district intended to provide centers of concentrated commercial uses accommodating a broad range and mixture of commercial activities, serving the general shopping and service needs of community-wide service areas, and including visitor accommodations. This district is intended to be applied to areas designated on the General Plan as Community Commercial. The Community Commercial Districts are intended to promote the concentration of community-serving, larger-scale retail uses, and small-scale commercial services.

Sustainable Santa Cruz County Plan. The Sustainable Santa Cruz County Plan (SSCC Plan) is a planning study (accepted by the Board of Supervisors on October 28, 2014) that describes a vision, guiding principles, and strategies that can lead to a more sustainable development pattern in the County unincorporated area (County of Santa Cruz, 2014). Over time, implementation of the concepts and strategies reviewed in the study would lead to reduced greenhouse gas emissions and increased community quality of life through coordinated land use and transportation policies and investments. The Plan presents strategies at the “plan level” (the urbanized area), as well as at the “neighborhood activity center”, “corridor infill” and “village center infill” levels. The goals and strategies are organized around four main goals: vibrant centers, housing choice, livable community design, and increased transportation connections. Focus Areas were selected at the start of the project as vehicles for deeper study and illustration of planning concepts, and the Upper 41st Avenue area was one of those focus areas. While the SCCC Plan is a planning and feasibility study, and not an adopted policy or regulatory document, it is relevant to discuss in this EIR due to the extensive public involvement and interest in that Plan.

In the SCCC Plan, the site of the proposed car dealership is depicted in the West Soquel Drive Community Diagram on page 4-37 as a Commercial area, reflecting its existing designation and zoning. In contrast, adjacent lands to the west of the site were depicted as an Employment area, reflecting an idea that the area including the South Rodeo Gulch and Research Park and large lumberyard properties could become a more job-dense employment area in the future (SCCC page 4-33 also shows how increased transportation connections could be added within this possible future Employment center). Figure 7-9 of the SCCC shows the Upper 41st Avenue Focus Area, with regard to possible future General Plan land use designations that could implement the goals and strategies of the SCCC. Again, the site of the currently proposed car dealership project is shown to retain its existing Community Commercial designation; the areas of possible change include the above-described Employment center being designated with a new “Workplace Flex (C-WF)” designation, and properties along the west side of South



Rodeo Gulch Road being designated “Workplace Flex with a Live/Work Overlay”. Figure 7-10 shows possible future new circulation improvements; none are specifically called out on the site of the proposed car dealership project but new connections are illustrated within areas to the west.

While the project site was not specifically identified for possible future land use and circulation changes by the SCCC, the Guiding Principles for Transportation in SCCC Chapter 5 does reflect general feedback from residents: that it should be easy and safe to walk or bike from one neighborhood or commercial center to another, with new connections supplementing the existing network of sidewalks and bike facilities. For those less able to walk or ride a bike, it is important to improve street connectivity and bus frequencies.

Currently, the project site has no sidewalk along its perimeter. The project proposes the construction of standard ADA six-foot wide separated sidewalks with curb and gutter along the entire project frontage of both Soquel Drive and 41st Avenue. The proposed project would also provide a standard ADA six foot separated sidewalk along Soquel Drive from the project frontage west approximately 300 feet to connect with existing sidewalk per the approved plan line. The proposed project would also provide a standard ADA six foot separated sidewalk (where feasible, or contiguous sidewalk where necessary) along 41st Avenue from the project frontage south approximately 250 feet to connect with existing sidewalk at the traffic signal to Redwood Shopping Center per the approved plan line. The project proposes to incorporate a new exclusive right turn lane on Soquel Drive, to facilitate vehicular turns from Soquel to 41st Avenue southbound, and to allow the existing two lanes of Soquel Drive along the project frontage to better function to accommodate through travel.

Proposed Land Use Designation. As detailed in Section 2.0, *Project Description*, the proposed project consists of a 2.6 acre automobile dealership that includes a 12,551 square foot automobile dealership building and a 9,996 square foot service facility along with 154 parking spaces. The project area is located adjacent to land designated by the General Plan as Community Commercial (C-C) on the east, west and south sides, with both Service Commercial (C-S) and C-C located immediately north of the project site. The project proposes to amend the General Plan from Community Commercial (C-C) to Service Commercial (C-S), as summarized in Table 3.6-1.

Proposed General Plan Land Use Designation:

- Service Commercial (C-S) designated lands provide for the service and employment needs of the community by providing for commercial services and light industrial activities in areas having adequate access and public services and where the impacts of noise, traffic, and other nuisances and hazards associated with such uses will not adversely affect other lands.
 - *Policy 2.17.1. Location of Service Commercial/Light Industrial Uses.* Designate on the General Plan and LCP Land Use Maps areas appropriate for Commercial services or Light Industrial use based on proximity to major streets and rail



transportation, provision of adequate services, and compatibility with adjacent land uses and the environment.

Table 3.6-1: Proposed Land Use and Zoning Changes

Assessor Parcel No.	Acreage	Existing Uses	Existing		Proposed	
			General Plan Land Use	Zoning	General Plan Land Use	Zoning
030-121-06	0.302	Self-serve Car Wash	C-C	C-2	C-S	C-4
030-121-07	0.132	Self-serve Car Wash	C-C	C-2	C-S	C-4
030-121-08	0.162	SFD	C-C	C-2	C-S	C-4
030-121-12	0.202	SFD	C-C	C-2	C-S	C-4
030-121-13	0.280	SFD	C-C	C-2	C-S	C-4
030-121-27	0.819	Undeveloped	C-C	C-2	C-S	C-4
030-121-53	0.301	SFD	C-C	C-2	C-S	C-4
030-121-57	0.370	Retail Paint Store	C-C	C-2	C-S	C-4
Total	2.568					
Notes: C-C – Community Commercial; C-S – Service Commercial; C-2 – Neighborhood Commercial; C-4 – Service Commercial; SFD – Single Family Dwelling Source: County of Santa Cruz, 2017						

- *Policy 2.17.3. Allowed Uses in Service Commercial and Light Industrial Designations.* Allow light industrial facilities such as assembly and manufacturing; commercial services facilities such as auto repair, contractors' yards, and warehousing; and outdoor sales facilities, such as nurseries, lumber yards, and boat and auto sales in the Commercial Services/Light Industry land use designation. Limit the permitted uses in this category to those without major pollution or nuisance factors. Limit general retail uses in this designation to those which require large showrooms or outside sales area, or those which are ancillary to a manufacturing use and market items produced on site. Allow child care facilities intended to serve the employees of the light industrial development. Allow limited office uses and those which are accessory to the approved service commercial or light industrial use.
- *Policy 2.17.4. Design of Service Commercial/Light Industrial Uses.* Ensure compatibility with adjacent uses through the Commercial Development Permit procedures with careful attention to landscaping, signage, access, site and building design, on-site parking and circulation, fencing, and mitigation of nuisance factors.



- *Policy 2.17.5. Service Commercial Uses on Small Parcels.* Encourage assembly of existing small parcels and restrict intensity of use on small parcels to minimize impacts on traffic and adjacent properties.

Proposed Zoning. The project proposes to amend the existing zoning from Community Commercial (C-2) to Service Commercial (C-4), as car sales and service activities are not allowed land uses in the C-2 zoning district and are allowed in the C-4 zoning district.

- Service Commercial District (C-4) zoned lands are intended to meet the commercial services needs of the various communities in the County by allowing a broad range of commercial services uses in areas reserved for and designated as commercial services on the General Plan. Commercial service uses are intended primarily to be non-retail in nature, such as building material suppliers, auto repair, or freight terminals, and to be nonpolluting. These uses usually need large sites, proximity to major streets to handle truck traffic, and in some cases need access to rail transportation. The Commercial Services Districts are intended to be located in areas where the impacts of noise, traffic, and other nuisances and hazards associated with such uses will not adversely affect other land uses.

c. **Regulatory Setting/Plans, Regulations, and Policies**

Applicable plans, regulations and policies relevant to the proposed project are described below.

County of Santa Cruz General Plan. The General Plan and Local Coastal Program (LCP) was adopted by the County Board of Supervisors on May 24, 1994 and certified by the California Coastal Commission on December 15, 1994. Since the project is outside of the local coastal zone, the General Plan/LCP will be referred to from this point forward as the General Plan. State law provides that a General Plan consists of seven mandatory elements. The County has addressed state requirements by adopting a General Plan with the following elements:

- Land Use
- Circulation
- Housing
- Conservation and Open Space
- Public Safety and Noise
- Parks and Recreation
- Public Facilities
- Community Design

Elements included in the General Plan that are applicable to the proposed project are described below.

Land Use Element. The Land Use Element guides the future physical development of the County of Santa Cruz and addresses the historic, current and future distribution, location, density and intensity of all land uses in the unincorporated portion of the County. The Land



Use Element has the broadest scope of all seven General Plan elements required by state law and plays a central role in combining land use issues, constraints, and opportunities. The Land Use Element establishes a pattern of land utilization and sets out standards for both the density of population and the intensity of development for each of the land use classifications. Additionally, the Land Use Element:

- Reflects the opportunities and constraints affecting land uses that have been identified in other elements;
- Fosters policies and programs to reduce loss of life, injuries, damage to property, and economic or social disruption that can result from physical hazards or natural disasters;
- Guides public and private investment; and
- Promotes a balanced and functional mix of land uses consistent with community needs, desires, and values.

Circulation Element. The Circulation Element is intended to be the key policy statement of the County regarding transportation facilities and programs serving the unincorporated areas. It is an integral part of the General Plan that provides a basis for transportation related decisions and complements the other General Plan elements. Specifically, the Circulation Element clarifies transportation issues raised in other General Plan elements and offers guidance towards solutions. The Circulation Element represents a long-range guide for the maintenance and improvement of the circulation system in Santa Cruz County. The emphasis of the Circulation Element is to accommodate the expected increases in travel demand by development of alternative transportation modes that complement automobile travel and wherever possible improve the efficiency of the existing system.

Conservation and Open Space Element. The Conservation and Open Space Element combines two closely-related and state required elements of the General Plan: the Conservation Element and the Open Space Element. The Conservation and Open Space Element establishes policies and programs to address protection of biological diversity and sensitive habitats, water resource protection, lands suitable for open space protection or resource production activities (i.e., timber, minerals, and agricultural lands), protection and enhancement of air quality, conservation of energy, and cultural resources (i.e. archaeological and historic).

Public Safety and Noise Element. The Public Safety and Noise Element combine the state mandated safety and noise elements. The Safety Element establishes policies and programs to protect the community from natural hazards, as well as hazards from the built environment. The Noise Element established policies to protect the public from harmful noise sources.

Parks, Recreation, and Public Facilities. The Parks and Recreation and Public Facilities Element is an optional element under State Planning law which combines numerous topics related to providing adequate community services and infrastructure to support the existing and planned development in the County in a manner that is supportable within the limits of the county's finite natural resources and within the constraints of community-wide goals for



environmental quality; as well as coordinating the intensity, location, and timing of future development in the County.

Community Design. The Community Design element is an optional element under state planning law for the purpose of integrating high quality physical design in the natural setting of the County. The goal of the Element is to preserve and enhance the quality of life in Santa Cruz County through the guidance of development activity to protect open space for its aesthetic, recreational and environmental values, to foster high quality residential areas as pleasant and socially constructive areas in which to live, and to enhance the quality of residential, commercial, and industrial development to achieve an aesthetic and functional community. Many of the “residential” policies in this element supplement the Land Use Element; and therefore are essential to the General Plan.

Soquel Village Plan. The Soquel Village Plan has been prepared to establish design and development guidelines for Soquel Village, and is used to guide and coordinate future public and private improvement in Soquel Village. The Soquel Village Plan was prepared in accordance with the 1980 Santa Cruz County General Plan, which calls for the community centers in the unincorporated portions of Santa Cruz County, and is based upon General Plan Policy 8.4.101 (County of Santa Cruz, 1990). The proposed Santa Cruz Nissan project site is located just outside of the Soquel Village Plan planning area. However, two intersections located within the Soquel Village Plan planning area are addressed by the transportation impact study prepared for the proposed project. These include the intersections of Soquel Drive and Robertson Street (#4), and Soquel Drive and Porter Street (#6). A complete discussion of these intersections is included in Section 3.8 of this EIR.

Zoning Ordinance, Title 13 of the County Code. The purpose of the Zoning Ordinance (Title 13 of the County Code) is to: (a) implement the General Plan and Local Coastal Program Land Use Plan by providing specific regulations as to the allowable uses of land and structures; (b) promote and protect the public health, safety, peace, morals, comfort, convenience, and general welfare; (c) protect the character, stability, and satisfactory interrelationships of residential, commercial, industrial, agricultural, recreational, and open space areas of the County; (d) protect the natural environment in compliance with the California Environmental Quality Act.

The project analyzed by this EIR would include a zoning ordinance map amendment to rezone eight parcels from the existing zone district “C-2” (Community Commercial) to the new zone district “C-4” (Service Commercial). Further, Santa Cruz County Code (SCCC) Section 13.10.333(A) states that the minimum net developable square feet per parcel is 10,000 square feet with a minimum parcel frontage of 60 feet. A maximum height of 3 stories and 35 feet is also specified. Although three of the eight parcels are less than 10,000 square feet in net developable area, all eight parcels would be combined into a single approximately 2.6 acre parcel meeting this zoning requirement.



3.6.2 Impact Analysis

a. Methodology and Significance Thresholds.

In accordance with Appendix G of the State CEQA Guidelines, the proposed project would result in potentially significant land use impacts if it would:

1. *Physically divide an established community;*
2. *Conflict with any applicable land use plan, policy, or regulation of any agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; and/or*
3. *Conflict with any applicable habitat conservation plan or natural community conservation plan.*

The proposed project is not located within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved conservation agreement within the project area (California Department of Fish and Wildlife, 2017). Therefore, these issues are not discussed further in this EIR and the analysis focuses on potential conflicts with applicable land use plans, policies, and regulations that have been adopted to avoid or mitigate environmental effects.

Compatibility between proposed on-site land uses and adjacent land uses during both construction and operations are described in Impacts AQ-2 and AQ-3 in Section 3.2, *Air Quality* and in impacts NOI-1 through NOI-4 in Section 3.7, *Noise*.

b. Project Impacts and Mitigation Measures.

Threshold 1: *Physically divide an established community.*

Impact LU-1 **The project would not physically divide an established community. Impacts would be Class III, *less than significant*.**

The proposed project would not physically divide an established community. The project site is bordered by Soquel Drive to the north, 41st Avenue to the east, a lumberyard to the west, and a full service carwash and commercial uses to the south. The site is located adjacent to the extreme western limit of the Soquel Village Plan area. The project would not physically divide the Community of Soquel. The project proposes to provide frontage improvements that would install sidewalks and a bike lane, resulting in an improvement to multi-modal forms of transportation, helping to connect the area with the communities of Live Oak and Soquel Village, and the City of Capitola.

Furthermore, the proposed project would not create new roadways that would create barriers between neighborhoods. Impacts would be less than significant.

Mitigation Measures. No mitigation is required.



Significance after Mitigation. Impacts would be less than significant without mitigation.

Threshold 2: Conflict with any applicable land use plan, policy, or regulation of any agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

Impact LU-2 Based on the current project, if approved by the County the Proposed Project would be substantially consistent with applicable land use policies of the County of Santa Cruz 1994 General Plan, and would not conflict with land use policies that are in effect to avoid or mitigate environmental effects on environmental and natural resources. Therefore, impacts would be Class III, *less than significant*.

The purpose of this analysis is to determine whether the proposed automotive dealership project, including a General Plan Amendment from *Community Commercial* (C-C) to *Service Commercial* (C-S), and zoning designation change from *Community Commercial* (C-2) to *Service Commercial* (C-4), would be substantially consistent with the County of Santa Cruz 1994 General Plan with respect to land use designations, policies or regulations that have been adopted to avoid or minimize environmental effects. Tables 3.6-2 and 3.6-3 contain a discussion of the proposed project's consistency with applicable policies of the County of Santa Cruz 1994 General Plan and Soquel Village Plan. While not within the boundaries of the Soquel Village Plan, it is relevant to the consistency analysis due to its proximity and relationship to transportation matters. While the SSCC Plan is a planning and feasibility study and not an adopted policy document, Table 3.6-4 generally assesses the relationship of the proposed project to the Guiding Principles articulated in the SSCC Plan, which are broadly intended to support a land use pattern that would lead to reduced generation of greenhouse gases. The following discussion in Table 3.6-2 and Table 3.6-3 focuses on those General Plan and Soquel Village Plan goals and policies that relate to avoiding or mitigating environmental effects, and an assessment of whether any inconsistency creates a significant physical impact on environmental and natural resources. Only policies relevant and applicable to the proposed project are included. Policies that are redundant between elements are not discussed here. In addition, some policies have been truncated where the overall meaning of the policy would not be made unclear.

Policy Consistency. As shown in Tables 3.6-2 and 3.6-3, and as described in a summary under LU-2, the proposed project would be consistent with the relevant policies of the 1994 General Plan and the 1990 Soquel Village Plan with the implementation of required mitigation measures, with the exception of Transportation/Traffic.

The determination of General Plan and Village Plan consistency is within the discretion of the County Board of Supervisors. In making this determination, the applicable law requires the



Table 3.6-2
Policy Consistency: County of Santa Cruz 1994 General Plan

County of Santa Cruz General Plan Policy	Consistency Discussion
Land Use Element	
<p>LU-2.1.4 Siting of New Development Locate new residential, commercial, or industrial development, within, next to, or in close proximity to existing developed areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, or environmental ad natural resources, including coastal resources.</p>	<p>Consistent. The proposed project would redevelop an area composed of eight adjacent parcels containing existing residential (which are considered legal nonconforming uses) and commercial uses. The site is adjacent to both Community Commercial (C-C) and Service Commercial (C-S) areas. Adequate public services are available to serve the proposed project site (see Section 1.4.8, <i>Public Services and Utilities</i>). Therefore, the project would be consistent with this policy.</p>
<p>LU-2.1.6 Public Services Adequacy Consider the adequacy of public service capacity (including without limitation sewer, water, roads), public school capacity, terrain, access, pattern of existing land use in the neighborhood, unique circumstances of public value, location with respect to regional or community shopping and other community facilities; access to transportation facilities including transit, rail, bicycle and pedestrian facilities; and parcel size in the surrounding area in determining the specific density to be permitted for individual projects within each residential density to be permitted for individual projects within each residential density range, as appropriate.</p>	<p>Consistent. The proposed project would redevelop an area composed of eight adjacent parcels containing existing residential and commercial uses that are adjacent to both Community Commercial (C-C) and Service Commercial (C-S) areas. Amending the General Plan and rezoning the site from community commercial to service commercial would not disrupt the pattern of existing land use, in that both community and service commercial uses currently exist adjacent to the site, and an existing automobile dealership is located very nearby on the north side of Soquel Drive. An automobile dealership can be considered a regional commercial use, and there are other regional commercial uses nearby, including a Home Depot on the east side of upper 41st Avenue in the shopping center located to the east of the proposed project site. The project proposes to install sidewalks along the site frontage and beyond, to address the current deficiency / lack of sidewalks. Adequate public services are currently available to serve the proposed project site (see Section 1.4.8, <i>Public Services and Utilities</i>). Therefore, the project would be consistent with this policy.</p>
<p>LU-2.2.1 Public Facility Standards for New Development Maintain minimum standards for public facilities and services availability for development projects. Proposed General Plan and Local Coastal Program amendments shall comply with these standards without exception.</p>	<p>Consistent. The proposed project is located in an existing developed area with adequate public services available to serve the project site (see Section 1.4.8, <i>Public Services and Utilities</i>). In addition, will serve letters have been provided from the Santa Cruz County Sanitation District and the City of Santa Cruz Water Department (see Appendices C and D). Therefore, the project would be consistent with this policy.</p>
<p>LU-2.2.2 Public Infrastructure (Facility and Service) Standards for General Plan and Local Coastal Program Amendments and Re-zonings For all General Plan and LCP amendments and re-zonings that would result in an intensification of residential, commercial, or industrial land use, consider the adequacy of the following services, in addition to those services required by Policy 2.2.1, when making findings for approval. Allow intensification of land use only if those areas where all service levels are adequate, or where adequate services will be provided concurrent with development.</p>	<p>Consistent. See consistency determination for Policy 2.1.6.</p>
<p>LU-2.17.3 Allowed Uses in Service Commercial and Light Industrial Designations Allow light industrial facilities such as assembly and manufacturing; commercial services</p>	<p>Consistent. The proposed automotive dealership would be a consistent use in Service Commercial (C-S) with the requirement for a large showroom and associated automotive repair facility, as well as vehicles for sale located out of doors. The automobile sales use would not be a use that involves major pollution or nuisance</p>



**Table 3.6-2
Policy Consistency: County of Santa Cruz 1994 General Plan**

County of Santa Cruz General Plan Policy	Consistency Discussion
<p>facilities such as auto repair, contractors' yards, and warehousing; and outdoor sales facilities, such as nurseries, lumber yards, and boat and auto sales in the Commercial Services/Light Industry land use designation. Limit the permitted uses in this category to those without major pollution or nuisance factors. Limit general retail uses in this designation to those which require large showrooms or outside sales area, or those which are ancillary to a manufacturing use and market items produced on site. Allow child care facilities intended to serve the employees of the light industrial development. Allow limited office uses and those which are accessory to the approved service commercial or light industrial use.</p>	<p>factors. Therefore, the project would be consistent with this policy.</p>
<p>LU-2.17.4. Design of Service Commercial/Light Industrial Uses. Ensure compatibility with adjacent uses through the Commercial Development Permit procedures with careful attention to landscaping, signage, access, site and building design, on-site parking and circulation, fencing, and mitigation of nuisance factors.</p>	<p>Consistent. The proposed project site is surrounded by Community Commercial (C-C) and Service Commercial (C-S) uses. The required development review process would ensure that consistency with the code is achieved. Therefore, the project would be consistent with this policy.</p>
<p>LU-2.17.5. Service Commercial Uses on Small Parcels. Encourage assembly of existing small parcels and restrict intensity of use on small parcels to minimize impacts on traffic and adjacent properties.</p>	<p>Consistent. The project proposes to combine eight small parcels to achieve an approximately 2.6 acre site for the proposed automobile dealership, which would simplify access to these parcels from the existing condition by consolidating access to one driveway from Soquel Drive and one driveway from 41st Avenue, which would improve public safety over the existing condition. Therefore, the project would be consistent with this policy.</p>
<p>LU-2.24.1 Development Review in Areas with Adopted Village, Town, Community, and Specific Plans Review all new development and require compliance with any adopted village, town, community or specific plan. Encourage all land owners and businesses in these areas to follow the guidelines adopted as suggestions in the plans.</p>	<p>Consistent, Possibly with Adoption of Statement of Overriding Considerations. The Soquel Village Plan recommends signalization of the intersection of Soquel Drive and Robertson Street in Soquel Village, which would improve Level of Service, provide for safer pedestrian crossing and improve vehicle safety for vehicles entering Soquel Drive from Robertson Street. The proposed mitigation outlined in Section 3.8 of this EIR would be consistent with the Soquel Village Plan but has been classified as potentially infeasible due to possible funding constraints. Therefore, the Proposed Project would be consistent with this policy either with adoption of feasible mitigation measure(s) or a statement of overriding considerations.</p>
Circulation Element	
<p>CIR-3.1.1 Land Use Patterns (Jobs/Housing Balance) Encourage concentrated commercial centers, mixed residential and commercial uses, and overall land use patterns which reduce urban sprawl and encourage the reduction of vehicle miles traveled per person.</p>	<p>Consistent. The project is proposed in an area of urban infill, and would replace existing dilapidated single family homes, a self-serve car wash, a paint store and a vacant lot with a viable modern commercial use. The proposed Service Commercial area is located among an area surrounded by Community Commercial (C-C) and Service Commercial (C-S) areas. Therefore, the project would be consistent with this policy.</p>
<p>CIR-3.1.3 Neighborhood Facilities Support the development of neighborhood facilities such as parks, schools, and</p>	<p>Consistent. The site is not designated for neighborhood commercial, or for public or neighborhood facilities such as a park or school. Location of the site at the intersection of two major arterial streets, Soquel Drive and 41st Avenue, position the site for</p>



**Table 3.6-2
Policy Consistency: County of Santa Cruz 1994 General Plan**

County of Santa Cruz General Plan Policy	Consistency Discussion
neighborhood commercial services.	regional, community or service commercial use, not neighborhood commercial or neighborhood facility use.
<p>CIR-3.3.6 Americans with Disabilities Act Require parking facilities to meet the requirements of the Americans with Disabilities Act, and require that pedestrian ways be designed into parking lots of all developments to enable pedestrians to get to their destinations in a safe manner.</p>	<p>Consistent. The proposed project would include three ADA accessible parking spaces, proposed to meet the requirements of the Americans with Disabilities Act. As shown on Figure 2-3, Conceptual Site Plan, accessible pedestrian paths are located immediately in front of the dealership showroom, out the rear of the showroom to the service building, and throughout the relatively level parking lot area. Therefore, the project would be consistent with this policy.</p>
<p>CIR-3.4.1 Transit Facilities and Roadway Design Include transit facilities in the design of road improvements along designated existing and proposed bus routes.</p>	<p>Consistent. As stated in the <i>Transportation Impact Analysis</i>, prepared by Kimley Horn in September 2017, approximately 3 percent of Santa Cruz County residents use transit to travel to work. This typically represents the highest level of transit ridership during the day, with other periods being lower. Therefore, it is conservatively assumed that 3 percent of the employees and patrons of the proposed project would use transit during the peak hours of the day. The use would represent one passenger both in the weekday AM peak period and weekday PM peak period, which has negligible adverse impact on transit mobility, accessibility, or safety at any of the study intersections. Bus stops are located within 500 feet from the proposed project site. Additional transit facilities are not warranted with the proposed project. The project would not represent a significant impact upon the area transit system; and therefore, the proposed project would be consistent with this policy.</p>
<p>CIR-3.4.5 Bus Pullouts Require developers of new large projects located on transit routes to dedicate the right-of-way and construct a bus pullout bay.</p>	<p>Consistent. The nearest existing bus stop with a pullout is located approximately 300 feet east of the project site on Soquel Drive. Additional transit facilities are not warranted with the proposed project and no new bus pullouts would be required. The project would not represent a significant impact upon the area transit system; and therefore, the proposed project would be consistent with this policy.</p>
<p>CIR-3.5.2 Wheelchair Ramps Require new development to include ramps at all intersections in new developments.</p>	<p>Consistent. As shown on Figure 2-3, Conceptual Site Plan, ADA accessible ramps are provided at the corner of 41st Avenue and Soquel Drive, within parking areas, and for access into the onsite dealership and service building. Therefore, this project would be consistent with this policy.</p>
<p>CIR-3.6.1 Transit-Friendly Design Locate and design public facilities and new developments to facilitate transit access, both within the development and outside it.</p>	<p>Consistent. The nearest existing bus stop with a pullout is located approximately 300 feet east of the project site on Soquel Drive. No onsite transit is warranted due to the size of the project site. Therefore, this project would be consistent with this policy.</p>
<p>CIR-3.9.2 Construction Design and construct and mark bicycle routes in conformance with state standards. Limit the number of driveways where feasible in new developments to reduce the potential for automobile-bicycle conflicts.</p>	<p>Consistent. The proposed frontage improvements along both Soquel Drive and 41st Avenue are designed to include a Class II bikeway that would be designed and constructed according to state standards. Therefore, this project would be consistent with this policy.</p>
<p>CIR-3.9.3 Parking Limit on-street parking where the need for a clear bike lane exists. Stripe all arterials for bike lanes and strictly enforce parking limitations.</p>	<p>Consistent. The project does not propose any on-street parking. The proposed frontage improvements on both Soquel Drive and 41st Avenue would provide striped Class II bike lanes. Therefore, this project would be consistent with this policy.</p>



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<p>CIR-3.10.2 Landscape Landscape and buffer pedestrian walkways wherever feasible.</p>	<p>Consistent. The project proposes a four-foot wide landscape strip along the frontages of both Soquel Drive and 41st Avenue. Therefore, this project would be consistent with this policy.</p>
<p>CIR-3.10.3 Lighting Require adequate lighting for pedestrian and transit patrons movement where appropriate.</p>	<p>Consistent. The proposed frontage improvements along both Soquel Drive and 41st Avenue include the installation of streetlights as per the County of Santa Cruz Department of Public Works Design Criteria. Therefore, this project would be consistent with this policy.</p>
<p>CIR-3.10.4 Pedestrian Traffic Require dedication and construction of walkways for through pedestrian traffic and internal pedestrian circulation in new developments where appropriate.</p>	<p>Consistent. The project proposes the construction of standard ADA six-foot wide separated sidewalks with curb and gutter along the entire project frontage of both Soquel Drive and 41st Avenue. The proposed project would provide a standard ADA six foot separated sidewalk along Soquel Drive from the project frontage west approximately 300 feet to connect with existing sidewalk per the approved plan line. The proposed project would also provide a standard ADA six foot separated sidewalk (where feasible, or contiguous sidewalk where necessary) along 41st Avenue from the project frontage south approximately 250 feet to connect with existing sidewalk at the traffic signal to Redwood Shopping Center per the approved plan line. Therefore, this project would be consistent with this policy.</p>
<p>CIR-3.10.7 Parking Lot Design Provide for pedestrian movement in the design of parking areas.</p>	<p>Consistent. The parking lot has been designed to meet the requirements of the Americans with Disabilities Act (ADA). In addition, the proposed parking area has been designed with adequate driveway widths to accommodate both pedestrians and automobiles. Therefore, this project would be consistent with this policy.</p>
<p>CIR 3.10.8 Americans with Disabilities Act (ADA) Requirements Incorporate ADA standards in design of new projects and reconstruction where applicable. Prohibit landscaping and all other obstacles, such as telephone poles and fire hydrants, which would prevent pedestrian movement within this walkway. Require the use of materials which will provide an all-weather surface for walking.</p>	<p>Consistent. The project proposes to construct an unobstructed six-foot wide sidewalk along the frontage of both Soquel Drive and 41st Avenue. A separate 4-foot wide landscape strip would be constructed adjacent to the sidewalk, with the exception of the street corner, that would not obstruct pedestrian movement. All power and light poles, and hydrants would be constructed outside of pedestrian walkways. Therefore, this project would be consistent with this policy.</p>
<p>CIR-3.10.10 Americans with Disabilities Act (ADA) New Development All new development shall incorporate ADA standards into the design, where applicable.</p>	<p>Consistent. The project incorporates ADA accessibility into the design of the project, and would be required to fully comply with ADA standards for new development. Therefore, this project would be consistent with this policy.</p>
<p>CIR-3.12.1 Level of Service (LOS) Policy In reviewing the traffic impacts of proposed development projects or proposed roadway improvements, LOS C should be considered the objective, but LOS D as the minimum acceptable (where costs, right-of-way requirements, or environmental impacts of maintaining LOS under this policy are excessive, capacity enhancement may be considered infeasible). Review development projects or proposed roadway improvements to the Congestion Management Program network</p>	<p>Consistent with Mitigation and with Adoption of a Statement of Overriding Considerations. As summarized in Section 3.8, <i>Transportation/Traffic</i>, under existing plus project conditions, the project would result in significant impacts to the intersections of Soquel Drive and Robertson Street (LOS E-AM and LOS F-PM), and Soquel Drive and Porter Street (LOS E-AM and LOS E-PM). The near term plus project conditions would be the same with the exception of LOS F in the PM peak hour for the intersection of Soquel Drive and Porter Street. Implementation of Mitigation Measures TRA-1 and TRA-2 would improve operations to an acceptable level of service for both the AM and PM peak hours. Therefore, this improvement would reduce the project impact at</p>



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<p>for consistency with Congestion Management Plan goals.</p> <p>Proposed development projects that would cause LOS at an intersection or on an uninterrupted highway segment to fall below D during the weekday peak hour will be required to mitigate their traffic impacts. Proposed development projects that would add traffic at intersections or on highway segments already at LOS E or F shall also be required to mitigate any traffic volumes resulting in an increase in the volume/capacity ratio of the sum of all critical movements. Projects shall be denied until additional capacity is provided or where overriding finding of public necessity and or benefit is provided.</p>	<p>this intersection to a less than significant level. Therefore, the project would be consistent with this policy, with mitigation.</p> <p>Cumulative traffic associated with the project and cumulative development could have potentially significant impacts on intersections within the study area, specifically the intersections of Soquel Drive and Robertson Street, and Soquel Drive and Porter Street, specifically resulting in LOS F in the AM peak hour and LOS F in the PM peak hour at both intersections. With the implementation of Mitigation Measures TRA-1 and TRA-2, impacts of the project would not be cumulatively considerable. In addition, delay for both the AM and PM peak hours would be improved to an acceptable level of service for both intersections. Therefore, this improvement would reduce the project impact at this intersection to a less than significant level. As a result, the project would be consistent with this policy.</p> <p>It should be noted that the complete cost to signalize the intersection of Soquel Drive at Robertson Street is estimated at \$373,612 in the 2017/2018 County of Santa Cruz Capital Improvement Program (CIP). However, updated cost estimates by the County of Santa Cruz Department of Public Works have placed the cost of the signalization closer to \$500,000. Because this signalization project is listed in the 2017/2018 CIP as unprogrammed, no funding for design or construction is currently available. The only available funding would be the project's fair share contribution of \$14,200 or 2.84% of the total unfunded improvement costs. Therefore, it is uncertain as to whether proposed Mitigation Measure TRA-1 could be implemented within the next five years. For this reason, the addition of project generated traffic trips to the intersection at Soquel Drive/Robertson Street (Intersection #4) in the PM peak hour under the Existing Plus Project and Near-term Plus Project conditions would be considered significant and unavoidable. If the County identifies and commits funding, then the mitigation would be feasible and the impact reduced to less than significant.</p> <p>The project would also add trips to Highway 1 (northwest of 41st Avenue and southeast of 41st Avenue), which is already operating at unacceptable levels of service during both the AM and PM peak hour conditions.</p> <p><i>Highway 1 Segment North/West of 41st Avenue.</i> The project would result in a negative five net new trips northbound and four net new trips southbound on Highway 1 in the AM peak hour, and five net new trips northbound and two net new trips southbound on Highway 1 in the PM peak hour.</p> <p><i>Highway 1 Segment South/East of 41st Avenue.</i> The project would add two net new trips northbound and negative four net new trips southbound on Highway 1 in the AM peak hour. Likewise, one net new trip would travel northbound and seven net new trips would travel southbound in the PM peak hour.</p> <p>These segments currently operate at unacceptable LOS F in both the AM and PM peak hours. Although the addition of as many as seven net new trips during the peak hour is minimal and would not reduce the level of service any further, any new trips added to Highway 1 at these segments is considered to be significant requiring mitigation due to the existing unacceptable LOS F.</p> <p>Currently Caltrans has no impact fee program in place to help mitigate traffic impacts on Highway 1 in Santa Cruz County. As a</p>



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	<p>result, these additional trips on Highway 1 are considered significant and unavoidable. As a result, in order for the proposed project to be approved, the Board of Supervisors as the decision-making body will need to adopt a Statement of Overriding Considerations that addresses the significant and unavoidable impact of the proposed project related to cumulative traffic impacts on Highway 1. With adoption of such a Statement, the project would be consistent with this policy.</p> <p>In 2000, at the request of the Santa Cruz County Regional Transportation Commission (SCCRTC), the County of Santa Cruz and other local jurisdictions exercised the option to be exempt from preparation and implementation of a Congestion Management Plan (CMP) per Assembly Bill 2419. As a result, the County of Santa Cruz no longer has a Congestion Management Agency or CMP.</p> <p>Traffic generated by the proposed project would result in less than a 1% increase in traffic at intersections already operating at LOS E or F. However, the 1% increase in the volume/capacity ratio of the sum of all critical movements threshold included in General Plan Policy 3.12.1 is no longer considered an appropriate threshold due to past case law nullifying the ratio theory. As a result, the 1% threshold will not be applied to this project. Therefore, any project trips added to intersections already operating at LOS E or F would require mitigation as feasible to reduce impacts to a less than significant level, and the impact would be significant and unavoidable if no feasible mitigation is identified, meaning that a Statement of Overriding Considerations would need to be adopted in order to approve the project. See complete discussion in Section 3.8 of this EIR.</p>
<p>CIR-3.12.2 Level of Service (LOS) Calculation Methods Utilize the most current Highway Capacity Manual (HCM) Operations Methodology for all existing levels of service analysis.</p>	<p>Consistent. As outlined in the Transportation Impact Analysis prepared by Kimley Horn, Levels of Service for this study were determined using methods defined in the Highway Capacity Manual (HCM) and Synchro 9 traffic analysis software. HCM methodologies include procedures for analyzing side-street stop-controlled (SSSC), all-way stop controlled (AWSC), and signalized intersections. The SSSC procedure defines LOS as a function of average control delay for each minor street approach movement. Conversely, the AWSC and signalized intersection procedures define LOS as a function of average control delay for the overall intersection. Therefore, the project would be consistent with this policy.</p>
<p>CIR-3.12.3 Transportation Impact Fees as Mitigation Measures Payment of an approved Transportation Impact Fee proportional to the forecast trip generation will be required.</p>	<p>Consistent. Traffic impact fees have been adopted and are currently collected for projects in the Soquel planning area. Therefore the project applicant would be required to pay Traffic Impact and Roadside Improvement Fees. Therefore, the project would be consistent with this policy.</p>
<p>CIR-3.21.4 Mitigation Requirements Require new development projects to mitigate their impacts on transportation facilities through system improvements and/or transportation impact fees.</p>	<p>Consistent with Mitigation and Adoption of Statement of Overriding Considerations. As described above, the implementation of Mitigation Measures TRA-1 and TRA-2 would reduce the project impacts at the intersections of Soquel Drive and Robertson Street, and Soquel Drive and Porter Street to a less than significant level. As discussed under CIR-3.12.1 above, it is uncertain as to whether proposed Mitigation Measure TRA-1 could be implemented within the next five years. For this reason, the addition of project generated traffic trips to the intersection at Soquel Drive/Robertson Street (Intersection #4) in the PM peak</p>



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	<p>hour under the Existing Plus Project and Near-term Plus Project conditions would be considered significant and unavoidable. If the County identifies and commits funding, then the mitigation measure would be feasible and the impact would be reduced to a less than significant level. In addition, project and cumulative impacts to Highway 1 cannot be mitigated, and for that condition General Plan CIR-3.12.1 Level of Service (LOS) Policy is the applicable policy, requiring adoption of a Statement of Overriding Considerations in conjunction with approval of the proposed project. Therefore, the project would be consistent with this policy with regard implementation of feasible mitigation measure to address the intersection of Soquel Drive at Porter Street, and payment of impact fees, and with County adoption of a Statement of Overriding Considerations with regard to project and cumulative impacts at the intersection of Soquel Drive at Robertson Street and on Highway 1.</p>
Conservation and Open Space Element	
<p>OS-5.4.14 Water Pollution from Urban Runoff Review proposed development projects for their potential to contribute to water pollution via increased storm water runoff. Utilize erosion control measures, on-site detention and other appropriate storm water best management practices to reduce pollution from urban runoff.</p>	<p>Consistent. According to the Preliminary Stormwater Management Report prepared by Bowman and Williams (2017), the proposed project would reduce the amount of impervious area to the project site from the existing condition. The hydrologic analysis comparing the built condition to the natural condition results in an increased runoff of 1.23 cubic feet per second for a 10 year storm event. To mitigate the increase in runoff, detention within the permeable pavement reservoir is proposed for the developed areas to provide storage and some infiltration back into the native soil. The reservoirs are sized such that the project site will be able to maintain the project predevelopment flow rates for the 10 year-15 minute and 25 year-15 minute storm events. After leaving the control boxes for the permeable pavement reservoir, the runoff would be treated through a bio-filtration basin. Once treated by the bio-filtration basin, the runoff overflows to the drainage system in the drainage easement of the abutting property. In the event of clogging, overflow runs off towards 41st Avenue. As a result of the proposed drainage improvements and bio-filtration of the runoff, no significant impacts would occur to water quality. Therefore, the project would be consistent with this policy.</p> <p>The best management practices specified by Bowman and Williams as well as the conditions of approval of the Development permit would ensure that the proposed project would not contribute to water pollution. Implementation of construction-phase and post-construction BMP's, as required to comply with all applicable laws and regulations, would limit these adverse effects. Therefore, the project would be consistent with this policy.</p>
<p>OS-5.7.1 Impacts from New Development on Water Quality Prohibit new development adjacent to marshes, streams and bodies of water if such development would cause adverse impacts on water quality which cannot be fully mitigated.</p>	<p>Consistent. The project site is located approximately 1,200 feet east of Rodeo Gulch Creek and 2,800 feet west of Soquel Creek. Implementation of construction-phase and post-construction BMP's, as required to comply with all applicable laws and regulations, would limit these adverse effects. Also see response to OS-5.4.14. Therefore, the project would be consistent with this policy.</p>



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<p>OS-5.7.3 Erosion Control for Streams and Lagoon Protection For all new and existing development and land disturbances, require the installation and maintenance of sediment basins, and/or other strict erosion control measures, as needed to prevent siltation of streams and coastal lagoons.</p>	<p>Consistent. See response to OS-5.4.14. Therefore, the project would be consistent with this policy.</p>
<p>OS-5.7.4 Control Surface Runoff New development shall minimize the discharge of pollutants into surface water drainage by providing the following improvements of similar methods which provide equal or greater runoff control:</p> <ul style="list-style-type: none"> (a) Include curbs and gutters on arterials, collectors and locals consistent with adopted urban street designs; (b) Oil, grease, and silt traps for parking lots, land divisions, or commercial and industrial development. 	<p>Consistent. The proposed project would alter existing drainage patterns on the site by clearing the existing residential and commercial uses on the site, grading and constructing an automotive dealership. Proposed site features would detain stormwater on-site to control runoff, promote infiltration, and avoid increased runoff rates. Also see response to OS-5.4.14. Impacts to drainage patterns and stormwater runoff would be less than significant; therefore, the project would be consistent with this policy.</p>
<p>OS-5.10.2 Development within Visual Resource Areas Recognize that visual resources of Santa Cruz County possess diverse characteristics and that the resources worthy of protection may, include but not limited to, ocean views, agricultural fields, wooded forests, open meadows, and mountain hillside views. Require projects to be evaluated against the context of their unique environment and regulate structure height, setbacks and design to protect these resources consistent with the objectives and policies of this section.</p>	<p>Consistent. As described in Section 3.1, <i>Aesthetics and Visual Resources</i>, the project is not located within a visual resource area. The nearest visual resource area is the Highway 1 scenic corridor located along Highway 1, which is approximately 450 from the project site at its nearest point. The proposed project would not be visible from Highway 1 once constructed. Therefore, project would be consistent with this policy.</p>
<p>OS-5.18.1: New Development Ensure new development projects are consistent at a minimum with the Monterey Bay Unified Air Pollution Control District Air Quality Management Plan and review such projects for potential impact on air quality.</p>	<p>Consistent. As described in Section 3.2, <i>Air Quality</i>, the Monterey Bay Air Resources District has reviewed the estimated emissions associated with the project with the ozone precursor emission inventory in the AQMP. The Air District determined that project emissions are accommodated in the inventory; therefore the project is consistent with the AQMP (Monterey Bay Air Resources District, 2017). Therefore, the project is consistent with this policy.</p>
<p>OS-5.19.2 Site Surveys Require an archeological site survey as part of the environmental review process for all projects with very high potential as determined by the inventory of archeological sites, within the Archeological Sensitive Areas, as designated on General Plan and LCP Resources and Constraint Map files in the Planning Department.</p>	<p>Consistent. Although the project site is not mapped within the Archeological Sensitive Area, it is located immediately adjacent to the area. As a result, an archaeological site survey and records search was conducted by Albion Environmental, Inc. (June 2017). Therefore, the project is consistent with this policy.</p>
<p>OS-5.19.3 Development Around Archeological Resources Protect archeological resources from development by restricting improvements and grading activities to portions of the property not</p>	<p>Consistent with Mitigation. The cultural resource assessment did not identify cultural resources, prehistoric or historic resources, during site reconnaissance. However, cultural resource assessment determined that the some potential for buried cultural resources within the study area exists because most of the project</p>



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<p>containing these resources, where feasible, or by preservation of the site through project design and/or use restrictions, such as covering the site with earth fill to a depth that ensures the site will not be disturbed by development, as determined by a professional archeologist.</p>	<p>area is covered in asphalt and was not accessible during the site survey. Mitigation Measure CR-1 Extended Phase I Testing in Areas Covered in Asphalt would require additional testing during asphalt removal prior to construction. In addition, CR-2(a) Archaeological Resource Construction Monitoring would require a qualified archaeologist and an Ohlone/Costanoan representative be present during all ground disturbing activities within native soil; and Mitigation Measure CR-2(b) Unanticipated Discovery of Cultural Resources would require construction or land disturbing activities to stop in the event cultural remains were found. Therefore, the project is consistent with this policy.</p>
<p>OS-5.19.4 Archaeological Evaluations Require the applicant for development proposals on any archaeological site to provide an evaluation, by a certified archaeologist, of the significance of the resource and what protective measures are necessary to achieve General Plan and LCP Land Use Plan objectives and policies.</p>	<p>Consistent. As described in Section 3.3, <i>Cultural Resources</i>, a cultural resource evaluation of the project site was conducted by Albion Environmental, Inc. in 2017. Also see response to OS-5.19.3 above. Therefore, the project is consistent with this policy.</p>
<p>OS-5.19.5 Native American Cultural Sites Prohibit any disturbance of Native American Cultural Sites without an archaeological permit which requires, but is not limited to, the following to (a) a statement of goals, methods, and techniques to be employed in the excavation and analysis of data, and the reasons why the excavation will be of value; (b) a plan to ensure that artifacts and records will be properly preserved for scholarly research and public education; (c) A plan for disposing of human remains in a manner satisfactory to local Native American Indian groups.</p>	<p>Consistent with Mitigation. As described in Section 3.3, <i>Cultural Resources</i>, Mitigation Measure CR-2(a), Archaeological Resource Construction Monitoring, would require a qualified archaeologist and an Ohlone/Costanoan representative be present during all ground disturbing activities within native soil; and Mitigation Measure CR-2(b), Unanticipated Discovery of Cultural Resources, would require construction or land disturbing activities to stop in the event cultural remains were found. Therefore, the project is consistent with this policy.</p>
<p>OS-5.20.3 Development Activities For development activities on property containing historic resources, require protection, enhancement and/or preservation of the historic, cultural, architectural, engineering or aesthetic values of the resource as determined by the Historic Resources Commission. Immediate or substantial hardship to a project applicant shall be considered in establishing project requirements.</p>	<p>Consistent – A historic resource evaluation of the project site was conducted by Archives & Architecture, LLC, 2017. The historic Resources evaluation evaluated four single family residences and one commercial building within the project site. None of the structures were determined to be eligible for the National Register of Historic Places under any of the applicable criteria. In addition, the properties do not appear to qualify for listing on the Inventory of Historic Resources under the applicable criteria as required under Section 16.42.080(c) of the Santa Cruz County Code. Therefore, the project is consistent with this policy.</p>
Public Safety and Noise Element	
<p>PS-6.1.1 Geologic Review for Development in Designated Fault Zones Require a review of geologic hazards for all discretionary development projects, including the creation of new lots, in designated fault zones. Fault zones designated for review include the Butano, Sargent, Zayante, and Corralitos complexes, as well as the State designated Seismic Review Zones. Required</p>	<p>Consistent. As summarized in Section 1.4.3, <i>Geology and Soils</i>, a geotechnical investigation, dated June 2016, has been prepared by Butano Geotechnical Engineering, Inc. Rick Parks, Civil Engineer, reviewed and accepted the geotechnical investigation on behalf of the County's Planning Department, with follow up requirements in the letter dated January 25, 2017. The project site is not located within the Alquist-Priolo Fault Zone or fault zone hazard area identified by the Santa Cruz County General Plan. Section 4.5, <i>Geology</i>, includes a review of geologic hazards, such as liquefaction, landslide potential, soil erosion, and liquefaction,</p>



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<p>geologic reviews shall examine all potential seismic hazards, and may consist of a Geologic Hazards Assessment and a more complete investigation where required. Such assessment shall be prepared by County staff under supervision of the County Geologist, or a certified engineering geologist may conduct this review at the applicant's choice and expense.</p>	<p>and all potential impacts would be less than significant; no mitigation measures would be required. Therefore, the project is consistent with this policy.</p>
<p>PS-6.1.2 Geologic Reports for Development in Alquist-Priolo Zones Require a preliminary geologic report or full engineering geology report for development on parcels within Alquist-Priolo State-designated seismic review zones.</p>	<p>Consistent. As reviewed in Section 1.4.3, <i>Geology and Soils</i>, the project site is not located within an Alquist-Priolo Fault Zone. Therefore, the project is consistent with this policy.</p>
<p>PS-6.1.4 Site Investigation Regarding Liquefaction Hazard Require site-specific investigation by a certified engineering geologist and/or civil engineer of all development proposal and when a significant potential hazard exists a site-specific investigation shall be required.</p>	<p>Consistent. As described in Section 1.4.3, <i>Geology and Soils</i>, the entire project site has been mapped with a low potential for liquefaction. The geotechnical investigation recommends the use of conventional shallow foundations and a concrete slab on grade to manage the above mentioned geotechnical hazards (Butano Geotechnical Engineering, Inc., June 2016). Therefore, the project is consistent with this policy.</p>
<p>PS-6.2.2 Engineering Geology Report Require an engineering geology report by a certified engineering geologist and/or a soils engineering report when the hazards assessment identifies potentially unsafe geologic conditions in an area of proposed development.</p>	<p>Consistent. A geotechnical investigation was prepared by Butano Geotechnical Engineering, Inc. in June 2016. Therefore, this project is consistent with this policy.</p>
<p>PS-6.2.3 Conditions for Development and Grading Permits Condition development and grading permits based on the recommendations of the Hazard assessment and other technical reports.</p>	<p>Consistent. The County of Santa Cruz Planning Department accepted the Geotechnical Report dated June 2016, prepared by Butano Geotechnical Engineering, Inc. The County's acceptance letter, dated January 25, 2017, states that all construction and final plans shall comply with the recommendations of the report. Therefore, the project is consistent with this policy.</p>
<p>PS-6.2.4 Mitigation of Geologic Hazards and Density Considerations Deny the location of a proposed development or permit for a grading project if it is found that geologic hazards cannot be mitigated to within acceptable risk levels; and approve development proposals only if the project's density reflects consideration of the degree of hazard on the site, as determined by technical information.</p>	<p>Consistent. As summarized in Section 1.4.3, <i>Geology and Soils</i>, the impact analysis found that no significant impacts as a result of geologic hazards; no mitigation would be required. Therefore, the project is consistent with this policy.</p>
<p>PS-6.2.6 Location of Structures and Drainage Considerations in Unstable Areas Require location and/or clustering of structures away from potentially unstable slopes wherever a feasible building site exists away from the unstable areas. Require drainage plans that direct runoff and drainage away from unstable slopes.</p>	<p>Consistent. As described in Section 1.4.3, <i>Geology and Soils</i>, the project is not located on a geologic unit or soil that would result in landslides, lateral spreading, subsidence, liquefaction or collapse. Adherence to the recommendations contained in the Geotechnical Investigation (Butano Geotechnical Engineering, Inc., June 2016), would be required. Therefore, the project is consistent with this policy.</p>
<p>PS-6.3.2 Grading Projects to Address</p>	<p>Consistent. The Geotechnical Investigation (Butano Geotechnical Engineering, Inc., June 2016) did not report potential dangers to</p>



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<p>Mitigation Measures Deny any grading project where a potential danger to soil or water resources has been identified and adequate mitigation measures cannot be undertaken.</p>	<p>soil or water resources. Additionally, Section 1.4.3, <i>Geology and Soils</i> and Section 1.4.4, <i>Hydrology and Water Quality</i>, would not result in potentially significant impacts to soil or water resources; no mitigation measures would be required. Therefore, this project is consistent with this policy.</p>
<p>PS-6.3.4 Erosion Control Plan Approval Required for Development Require approval of an erosion control plan for all development, as specified in the Erosion Control ordinance. Vegetation removal shall be minimized and limited to that amount indicated on the approved development plans, but shall be consistent with fire safety requirements.</p>	<p>Consistent. County Code Section 16.22.060 requires the preparation of an erosion control plan. County Code Section 16.22.080 also requires vegetation removal to be limited to the amount necessary for building, access, and construction as shown on the erosion control plan. Therefore, the project is consistent with this policy.</p>
<p>PS-6.3.5 Installation of Erosion Control Measures Require the installation of erosion control measures consistent with the Erosion Control ordinance, by October 15, or the advent of significant rain, or project completion, whichever occurs first. Prior to October 15, require adequate erosion control to be provided to prevent erosion from early storms. For development activities, require protection of exposed soil from erosion between October 15 and April 15 and require vegetation and stabilization of disturbed areas prior to completion of the project.</p>	<p>Consistent. County Code Section 16.22.060 requires erosion control plans to include, as a minimum, the measures required under SCCC 16.22.070, 16.22.080, 16.22.090, and 16.22.100. Additional measures or modification of proposed measures may be required by the Planning Director prior to project approval. Therefore, the project is consistent with this policy.</p>
<p>PS-6.3.8 On-Site Sediment Containment Require containment of all sediment on the site during construction and require drainage improvements for the completed development that will provide runoff control, including onsite retention or detention where downstream drainage facilities have limited capacity. Runoff control systems or Best Management Practices shall be adequate to prevent any significant increase in site runoff over pre-existing volumes and velocities and to maximize on-site collection of non-point source pollutants.</p>	<p>Consistent. County Code Section 7.79.090 requires compliance with construction National Pollutant Discharge Elimination System (NPDES) stormwater discharge permits; and County Code Section 7.79.100 requires best management practices for construction activities. As described in Section 1.4.4, <i>Hydrology and Water Quality</i>, the proposed project is not located near any watercourses, and would not alter the existing overall drainage pattern of the site. As described in Section 1.4.3, <i>Geology and Soils</i>, some potential for erosion exists during the construction phase of the project, however, this potential is minimal because the project site is relatively flat in topography and standard erosion controls are a required condition of the project. Implementation of construction-phase and post-construction BMPs would limit these adverse effects to water quality. Therefore, the project is consistent with this policy.</p>
<p>PS-6.3.9 Site Design to Minimize Grading Require site design in all areas to minimize grading activities and reduce vegetation removal based on the following guidelines: (a) Structures to be clustered; (b) Access roads and driveways shall not cross slopes greater than 30 percent; cuts and fills should not exceed 10 feet unless they are wholly underneath the footprint and adequately retained; (c) Foundation designs should minimized excavation or fill;</p>	<p>Consistent. Site design would be reviewed by the County prior to issuance of a grading permit. The project site is relatively flat in topography; and therefore, grading would be minimal. Therefore, the project is consistent with this policy.</p>



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<p>(d) Building and access envelopes should be designed on the basis of site inspection to avoid particularly erodible areas;</p> <p>(e) Require all fill and sidecast material to be recompacted to engineering standards, reseeded, and mulched and/or burlap covered.</p>	
<p>PS-6.3.10 Land Clearing Permit Require a land clearing permit and an erosion control plan for clearing one or more acres, except when clearing is for existing agricultural uses. Require that any erosion control and land clearing activities be consistent with all General Plan and LCP Land Use Plan policies.</p>	<p>Consistent. According to County Code Section 16.22.080(B), when a land development permit has been issued, land clearing may be done according to the approved development plan. As a result, a separate Land Clearing Permit is not required for this project. The development permit would require consistency with applicable grading and erosion control regulations of the County Code. Therefore, the project is consistent with this policy.</p>
<p>PS-6.4.7 New Construction to be Outside Flood Hazard Areas Restrict new construction to the area outside the 100 year floodplain and areas subject to coastal inundation, if a buildable portion of the parcel exists outside such areas.</p>	<p>Consistent. As described in Section 1.4.4, <i>Hydrology and Water Quality</i>, the proposed project is located in proximity to both the San Lorenzo River and Zayante Creek; however, the project area is completely outside of the 100 year floodplain on both water bodies according to the FEMA flood map. Therefore, this project is consistent with this policy.</p>
<p>PS-6.5.1 Access Standards. Require all new structures, including additions of more than 500 square feet, to single-family dwellings on existing parcels of record, to provide an adequate road for fire protection in conformance with standards (a) through (o).</p>	<p>Consistent. Fire protection to the proposed project would be provided by the Central Fire Protection District. The project is located in an urbanized area already served by public roads. The District would review the project for consistency with access standards. Therefore, this project is consistent with this policy.</p>
<p>PS-6.5.3 Conditions for Project Approval. Condition approval of all new structures and additions larger than 500 square feet, and to single family dwellings on existing parcels of record to meet fire protection standards (a) through (g).</p>	<p>Consistent. Fire protection to the proposed project would be provided by the Central Fire Protection District. The District would review the project for consistency with the fire protection standards. Revisions to plans would be required as needed for consistency with the fire code. Therefore, this project is consistent with this policy.</p>
<p>PS-6.9.4 Commercial and Industrial Development For all new commercial and industrial developments which would increase noise levels above the maximum allowable standards of the Land Use Compatibility Guidelines in Figure 6-1, or Figure 6-2, the best available control technologies will be used to minimize noise levels. In no case shall the noise levels exceed the standards of Figure 6-2.</p>	<p>Consistent. The proposed automotive dealership is not expected to generate noise levels above the maximum allowable standards of the Land Use Compatibility Guidelines or the Maximum Allowable Noise Exposure. The existing ambient noise level in the project area ranges between 60 and 70 dB. Noise levels generated by the proposed project are not expected to exceed the ambient noise level of the project area (see Section 1.4.6 <i>Noise</i> for a complete discussion. Therefore, this project is consistent with this policy.</p>
<p>PS-6.9.7 Construction Noise Require mitigation of construction noise as a condition of future project approvals.</p>	<p>Consistent with Mitigation. According to Section 1.4.6, <i>Noise</i>, construction of the proposed project would result in a short-term increase in noise levels due to the operation of heavy equipment. However, due to the existing ambient noise levels occurring in the project area (60 to 70 dB), and no sensitive receptors in the project vicinity, no adverse impacts from construction noise are anticipated. Therefore, this project is consistent with this policy.</p>
<p>Parks, Recreation, and Public Facilities Element</p>	
<p>PR-7.1.6 Americans with Disabilities Act Actively acknowledge and endorse the</p>	<p>Consistent. The project incorporates ADA accessibility into the design of the project, and would be required to fully comply with</p>



**Table 3.6-2
Policy Consistency: County of Santa Cruz 1994 General Plan**

County of Santa Cruz General Plan Policy	Consistency Discussion
requirements of the Americans with Disabilities Act and plan parks and other recreation facilities accordingly to encourage people with disabilities to mainstream into parks programs.	ADA standards for new development. Therefore, this project is consistent with this policy.
<p>PR-7.16.1 Reviewing New Development for Fire Protection</p> <p>Require review of all new developments, including building permits on existing parcels of record, by the County Fire Marshal or local fire agency, and require adequate access, water supply and location with respect to fire stations and Critical Fire Hazard Areas in order to ensure adequate fire protection.</p>	<p>Consistent. The Project will be served by the Central Fire Protection District. The fire district will review the proposed development for consistency with the Fire Code prior to issuance of the building permit for consistency with the Fire Code. Therefore, the project is consistent with this policy.</p>
<p>PR-7.16.2 Development to be Consistent with Fire Hazards Policies</p> <p>Allow development approvals only if adequate water supply, access, and response time for fire protection can be made available in accordance with the Fire Hazards policies found in section 6.5.</p>	<p>Consistent. The Project will be served by the Central Fire Protection District. The fire district will review the proposed development for consistency with the Fire Code prior to issuance of the building permit. Domestic water use and fire suppression would be provided via connection City of Santa Cruz Water Department. EIR Section 1.4.8 <i>Public Services-Utilities</i> addresses this topic further. Therefore, the project is consistent with this policy.</p>
<p>PR-7.18.2 Written Commitments Confirming Water Serve Required for Permits</p> <p>Concurrent with project application, require a written commitment from the water purveyor that verifies the capability of the system to serve the proposed development. Projects shall not be approved in areas that do not have a proven, adequate water supply. A written commitment is a letter from the purveyor guaranteeing that the required level of service for the project will be available prior to the issuance of building permits, or in the case of a subdivision, prior to filing the Final Map or Parcel Map. The County decision making body shall not approve any development project unless it determines that such project has an adequate water supply available.</p>	<p>Consistent. A water will serve letter was issued on December 8, 2016 for the proposed project stating that water would be provided by the City of Santa Cruz Water Department for domestic uses as well as fire protection. Therefore, the project is consistent with this policy.</p>
<p>PR-7.18.3 Impacts of New Development on Water Purveyors</p> <p>Review all new development proposals to assess impacts on municipal water systems, County water districts, or small water systems. Require that either adequate service is available or that the proposed development provide for mitigation of its impacts as a condition of project approval.</p>	<p>Consistent with Mitigation. As described in Section 2.0, <i>Project Description</i>, potable water for the project would be provided via the City of Santa Cruz Water Department. A water will serve letter was issued on December 8, 2016 for the proposed project stating that water would be provided by the City of Santa Cruz Water Department for domestic uses as well as fire protection. The City Water Department currently provides water service to multiple residences, a commercial building, and a car wash within the project area. These would be eliminated as part of the project. Therefore, the project is consistent with this policy.</p>
<p>PR-7.18.6 Water Conservation Requirements</p> <p>Utilize the best available methods for water conservation in new developments. Work with all water purveyors to implement demand management programs and water conservation measures. In areas where water shortage or</p>	<p>Consistent with Mitigation. As summarized in Section 1.4.4, <i>Hydrology and Water Quality</i>, the project would obtain water from the City of Santa Cruz and would not rely on private well water. The City Water Department currently provides water service to multiple residences, a commercial building, and a self-serve car wash within the project area, which are proposed for removal. As a result, the proposed project is not expected to increase water</p>



**Table 3.6-2
Policy Consistency: County of Santa Cruz 1994 General Plan**

County of Santa Cruz General Plan Policy	Consistency Discussion
<p>groundwater overdraft has been substantiated by the water purveyor, require water conservation measures for new and existing uses. Require the use of water-saving devices such as ultra-low-flow fixtures and native drought-resistant planting in new development projects to promote ongoing water conservation.</p>	<p>demand. The City of Santa Cruz has indicated that adequate supplies are available to serve the project. These would be eliminated as part of the project. Therefore, the project is consistent with this policy.</p>
<p>PR-7.19.1 Sewer Service to New Development Concurrent with project application, require a written commitment from the service district. A written commitment is a letter, with appropriate conditions, from the service district guaranteeing that the requiring level of service for the project will be available prior to issuance of building permits, or in the case of a subdivision, prior to filing the Final Map or Parcel Map. The County decision making body shall not approve any development prior unless it determines that such project has adequate sewage treatment plant capacity.</p>	<p>Consistent. A sewer will serve letter was issued on December 22, 2016 for the proposed project stating that water would be provided by the County of Santa Cruz Sanitation District upon completion of the Discretionary permit approval process, subject to conditions determined during the review process (Appendix C).. Therefore, the project is consistent with this policy.</p>
<p>PR-7.19.2 Development Linkage to Downstream Sewer System Improvements Require new development to pay its full fair share of downstream sewer system improvements needed. In areas where cumulative sewer capacity is a problem, as indicated by the Department of Public Works, require all development to make required downstream improvements or be appropriately limited until downstream improvements are made.</p>	<p>Consistent. The proposed project would pay a sewer connection fee that would be used to maintain downstream infrastructure. No downstream sewer system improvements have been identified by the Santa Cruz County Sanitation District (Appendix C). Therefore, the project is consistent with this policy.</p>
<p>PR-7.23.1 New Development Require new discretionary development projects to provide both on and off-site improvements to alleviate drainage problems before considering on-site detention of storm water. Require runoff levels to be maintained at predevelopment rates for a minimum design storm as determined by Public Works Design Criteria to reduce downstream flood hazards and analyze potential flood overflow problems, where applicable. Require on-site retention and percolation of increased runoff from new development in Water Supply Watersheds and Primary Groundwater Recharge Areas, and in other areas as feasible.</p>	<p>Consistent. As discussed in Section 1.4.4, <i>Hydrology and Water Quality</i>, drainage Calculations prepared by Bowman & Williams, dated August 18, 2017 (Appendix E), have been reviewed for potential drainage impacts and accepted by the Department of Public Works (DPW) Drainage Section staff. The calculations show that the project has been designed to reduce the estimated peak flow to below predevelopment flow levels. The runoff rate from the property would be controlled by constructing hardscapes with permeable asphalt and maintaining landscaping areas around the perimeter of the site where feasible. Landscape areas would serve as biofiltration prior to discharging into neighboring drainage inlets. Detention reservoirs within the permeable pavement would reduce increase runoff by providing sufficient storage to allow minimal infiltration back into the native soil. Therefore, this project is consistent with this policy.</p>
<p>PR-7.23.2 Minimizing Impervious Surfaces Require new development to limit coverage of lots by parking areas and other impervious surfaces, in order to minimize the amount of post-development surface runoff.</p>	<p>Consistent. As discussed in Section 1.4.4, <i>Hydrology and Water Quality</i>, impervious surfaces on the site would be minimized to the maximum extent practicable. On-site impervious areas are associated with proposed buildings and paved areas. Portions of the project that are covered with impervious surfaces would result in potential increases in surface runoff. However, the runoff rate from the property would be controlled by constructing hardscapes</p>



**Table 3.6-2
 Policy Consistency: County of Santa Cruz 1994 General Plan**

County of Santa Cruz General Plan Policy	Consistency Discussion
	with permeable asphalt and maintaining landscaping areas around the perimeter of the site where feasible. Landscape areas would serve as biofiltration prior to discharging into neighboring drainage inlets. Detention reservoirs within the permeable pavement would reduce increase runoff by providing sufficient storage to allow minimal infiltration back into the native soil. Therefore, this project is consistent with this policy.
<p>PR-7.23.3 On-Site Stormwater Detention Where it is not possible to alleviate drainage problems through on and off-site improvements required by 7.23.1, require on-site stormwater detention sufficient to maintain, at a minimum, post-development peak flows at pre-development levels for the selected design rainstorm for all development projects greater than one acre in area, and to alleviate current drainage problems, if feasible. When on-site detention is used, the development projects shall be conditioned to ensure ongoing operation and maintenance of the detention basins.</p>	<p>Consistent. See discussion PR-7.23.1 New Development for a complete discussion of on-site stormwater detention. The calculations show that the project has been designed to reduce the estimated peak flow to below predevelopment flow levels. The runoff rate from the property would be controlled by constructing hardscapes with permeable asphalt and maintaining landscaping areas around the perimeter of the site where feasible. Therefore, this project is consistent with this policy.</p>
<p>PR-7.23.4 Downstream Impact Assessment For any proposed development projects within the County Urban Services Line, requires the applicant to conduct a downstream impact assessment and submit an engineered drainage plan. The assessment should require the design of any improvements needed to upgrade the storm drainage system such that local flooding due to insufficient capacities would be eliminated for the appropriate design rainstorm.</p>	<p>Consistent. To mitigate the increase in runoff, detention within the permeable pavement reservoir is proposed for the developed areas to provide storage and some infiltration back into native soil. The reservoirs are sized such that the project site would be able to maintain the project predevelopment flow rates for the 10 year -15 minute and 25 year -15 minute storm events. After leaving the control boxes for the permeable pavement reservoir, the runoff will be treated through a biofiltration basin. Once treated by the biofiltration basin, the runoff overflows to the drainage system in the drainage easement of the abutting property. In the event of clogging, overflow runs off towards 41st Avenue. As designed, the propose project satisfies County downstream drainage requirements and would not cause adverse downstream effects. Therefore, this project is consistent with this policy.</p>
<p>PR-7.23.5 Control Surface Runoff Require new development to minimize the discharge of pollutants into surface water drainage by providing the following improvements or similar methods which provide equal or greater runoff control:</p> <ul style="list-style-type: none"> (a) Construction curbs and gutters on arterials, collectors and locals consistent with adopted urban street designs; and (b) Construct oil, grease and silt traps for parking lots, land divisions or commercial and industrial development. <p>Condition development project approvals to provide ongoing maintenance of oil, grease and silt traps.</p>	<p>Consistent. Through permit approvals, the project would be required to minimize the discharge of pollutants into surface water drainage by providing improvements that would provide equal or greater runoff control. Runoff discharged from driving surfaces and parking areas would be conveyed to biofiltration swales and catch basins with silt and grease traps to provide water quality treatment. Therefore, the project is consistent with this policy.</p>
<p>PR-7.24.9 Storage Requirement for Recyclable Materials Require all projects, except single family</p>	<p>Consistent. The project would be required to provide space for refuse storage and collection. As shown on Figure 2-3, storage space for trash and recycling is provided onsite at the southwest</p>



**Table 3.6-2
Policy Consistency: County of Santa Cruz 1994 General Plan**

County of Santa Cruz General Plan Policy	Consistency Discussion
<p>dwellings, to provide sufficient and accessible space for the storage and collection of recyclable materials separate from, and in addition to, space for refuse storage and collection. Encourage owners of existing buildings to provide such space, where feasible.</p>	<p>corner of the project site near the service building. Therefore, the project is consistent with this policy.</p>
<p>PR-7.25.1 Requiring Space for Refuse Collection Require all new projects, except single family dwellings, to provide sufficient and accessible space for the storage and collection of refuse separate from, and in addition to, space for recyclable materials collection.</p>	<p>Consistent. The project would be required to provide sufficient and accessible space for the storage and collection of refuse separate from, and in addition to, space for recyclable materials collection. Therefore, the project is consistent with this policy.</p>
<p>PR-7.26.1 Undergrounding Lines Require all new power line distribution systems and all services to new development to be placed underground.</p>	<p>Consistent. The project would be required to relocate existing power lines along the project frontage of Soquel Drive to accommodate the proposed right-turn pocket. In addition, all proposed new electrical services to the project site would be underground. Therefore, the project is consistent with this policy.</p>
Community Design Element	
<p>CD-8.7.1 Landscape for Development When landscaping is required as a condition of permit approval, utilize the Zoning ordinance and the <i>Urban Forestry Master Plan</i> as a guide to require the landscape design to relate to the building and the site design; require plant materials appropriate to the site conditions with consideration for growth pattern, color, texture, solar access, maintenance, and water conservation; and require fencing, walls, site furniture and lighting to be designed to be integral and compatible elements of the building and landscape design.</p>	<p>Consistent. The landscape plans for the proposed project specify street trees along the site frontage for both Soquel Drive and 41st Avenue. The plan proposes the planting of Chinese pistache (<i>Pistacia chinensis</i>) in 24-inch box size at 30 feet on center. This species would be consistent with both the Zoning Ordinance and the <i>Urban Forestry Master Plan</i>. Therefore, the project is consistent with this policy.</p>
<p>CD-8.7.3 Appropriate Plants in Urban Areas Require urban projects, as a condition of development permit approval, to comply with the street tree guidelines of the <i>Urban Forestry Master Plan</i>, and to utilize acceptable species listed within the plan.</p>	<p>Consistent. See discussion under CD-8.7.1, Landscape Conditions for Development above. Therefore, the project is consistent with this policy.</p>



**Table 3.6-3
 Policy Consistency: Soquel Village Plan¹**

Soquel Village Plan Policy	Consistency Discussion
Circulation	
<p>Summary of Pedestrian Circulation Issues 6. Pedestrian crossing at several village intersections is unsafe. Several of these intersections are proposed for signalization in the future (Robertson/Soquel Drive and Main Street/Soquel Drive).</p>	<p>Consistent with Mitigation and Possible Statement of Overriding Considerations. In order to mitigate project impacts at the intersection of Soquel Drive and Robertson Street, Mitigation Measure TRA-1 (Soquel Drive/Robertson Street – Intersection #4) proposes to install signal control, construct one westbound left-turn pocket, and close the north leg (southbound approach) converting intersection into a signalized, three-legged intersection. The proposed project would pay a fair share contribution towards these improvements. If funding becomes available, Implementation of the measure would occur within five years of project approval. Therefore, the project is consistent with this policy, through either implementation of the mitigation measure or adoption of a Statement of Overriding Considerations.</p>
<p>Soquel Village Pedestrian Goal 5(c). Signalize the intersections at Main Street/Soquel Drive and Soquel Drive/Robertson</p>	<p>Consistent with Mitigation and Possible Statement of Overriding Considerations. In order to mitigate project impacts at the intersection of Soquel Drive and Robertson Street, Mitigation Measure TRA-1 (Soquel Drive/Robertson Street – Intersection #4) proposes to install signal control, construct one westbound left-turn pocket, and close the north leg (southbound approach) converting intersection into a signalized, three-legged intersection. The proposed project would pay a fair share contribution towards these improvements. If funding becomes available, implementation of the measure would occur within five years of project approval. Therefore, the project is consistent with this policy, through either implementation of Mitigation Measure or adoption of a Statement of Overriding Considerations.</p>
<p>Soquel Village Pedestrian Goal 5(d)(i). Synchronizing signal timing in order to allow pedestrian “gaps” at non-signalized crossing areas, specifically: (i) Synchronize signal timing at Soquel Drive/Porter street and the proposed signal at Robertson/Soquel Drive to improve pedestrian safety at Daubenbiss/Soquel Drive.</p>	<p>Consistent with Mitigation, through either implementation of Mitigation Measure or Possible Statement of Overriding Considerations. With the ultimate signalization of Soquel Drive and Robertson Street with the implementation of Mitigation Measure TRA-1 if funding becomes available, both the intersection of Soquel Drive/ Porter Street, and Soquel Drive/Robertson Street would be synchronized. Therefore, the project is consistent with this policy.</p>
<p>Soquel Drive Design Policy 2. Soquel Drive on-street, parallel parking should not be removed until adequate replacement off-street parking is provided.</p>	<p>Consistent. Mitigation Measure TRA-2 (Soquel Drive/Porter Street - Intersection #6) would convert the on-street loading zone along the south side of west leg (eastbound approach) into an eastbound right-turn pocket during peak hours, and optimize signal phasing, cycle length, and splits. Signage and striping would be installed and the planter along the curb removed. As a result, loading zone parking would be prohibited between 7am and 6pm rather than from 8am to 5pm, an additional two hours per day. The parallel parking would not be eliminated, just reduced by two hours per day to allow for a dedicated right-turn pocket. Therefore, the project is consistent with this policy.</p>

¹ It should be noted that the proposed project is located entirely outside of the Soquel Village plan area with the exception of the proposed mitigation at Soquel Drive and Robertson Street, and Soquel Drive and Porter Street. As a result, only Soquel Village Plan goals and policies related to these improvements have been discussed.



**Table 3.6-3
Policy Consistency: Soquel Village Plan¹**

Soquel Village Plan Policy	Consistency Discussion
<p>Porter Street Design Policy 1. Porter Street shall be maintained as a three travel lane section with continuous bicycle lanes, parallel parking on the west side of the street and should incorporate drainage and grading improvements as required.</p>	<p>Consistent. The proposed Mitigation Measure TRA-2 (Soquel Drive/Porter Street – Intersection #6) would not require any modifications to Porter Street. Therefore, the project is consistent with this policy.</p>

**Table 3.6-4
Assessment of Relationship of Proposed Project to the Sustainable Santa Cruz County Plan Guiding Principles**

Sustainable Santa Cruz Guiding Principles	Assessment
Guiding Principles	
<p>Focused Development. When market demand stimulates new commercial, residential, office, or retail activity, encourage those new uses to use land efficiently. New development should be compact, located primarily within existing urban areas, and should feature a mixture of uses and development intensities that support transportation choices including transit, cycling, walking, and carpools, and to the extent possible, promote the fiscal sustainability of the area.</p>	<p>The proposed project reflects replacement of existing improvements including several old single family homes in very poor condition, a self-serve car wash, a paint store and vacant land. These uses can be considered low-value, but they persisted in part due to low market demand for new retail commercial buildings and difficulty aggregating parcels to meet needs of modern commercial uses. The automobile dealership proposal reflects a strong enough market value to have supported successful aggregation of parcels and the proposal for a viable new use to replace the existing low-value uses. The proposed new development is located in the existing urban area that can be accessed by all modes of transportation, and the site is already served by public infrastructure and does not require extension of public infrastructure. The proposed project includes new sidewalks along and beyond the project frontages to connect to existing sidewalks, as well as bike lanes and a dedicated right turn lane along the Soquel Drive frontage to support improved functioning of Soquel Drive through lanes.</p>
<p>Transportation Choices. Develop safe, reliable, and efficient transportation choices to improve air quality, reduce greenhouse gas emissions, promote public health, and enhance quality of life. Recognize that specific strategies to promote transportation alternatives will vary depending on the unique characteristics of different places.</p>	<p>The proposed project would construct and improve sidewalk and bicycle facilities along the project frontage and beyond, in order to provide sidewalks where they are now missing in the area. Additionally, the proposed project would include a dedicated right-turn land on Soquel Drive for vehicles turning southbound onto 41st Avenue, which would reduce delays and congestion at this intersection and improve public safety. Installation of a traffic signal at Soquel Drive/Robertson Road to mitigate impacts would improve the safety and efficiency of that intersection, if determined to be feasible. Reduced levels of delay and congestion would reduce associated greenhouse gas emissions.</p>
<p>Open Space and Resource Preservation. Preserve the County's unique natural resources and habitats by carefully managing new development outside the urban and rural services line. Inside the urban and rural services line, promote the reuse of existing structures or developed land, and ensure that open spaces and parks are protected, accessible, and open to all County residents.</p>	<p>The site of the proposed project is located inside of the urban services line, and the project would re-use / redevelop land that has already been developed and in use.</p>



Table 3.6-4
Assessment of Relationship of Proposed Project to the Sustainable Santa Cruz County Plan Guiding Principles

Sustainable Santa Cruz Guiding Principles	Assessment
<p>Unique Community Character. Enhance the unique characteristics of communities by investing in healthy, safe, attractive, and walkable neighborhoods and efficient transportation choices between communities. Focus County investment within existing communities to increase community vitality, provide infrastructure efficiently, increase mobility, and promote social connections while protecting open space and existing community assets.</p>	<p>The proposed project includes pedestrian and bicycle improvements that would make the area more walkable and safe, including for people walking to shopping areas, Soquel Village, and nearby schools such as Soquel High School. The proposed new dedicated right-turn lane would improve the efficiency of the road network and public safety. The proposed project requires design review in conformance with Chapter 13.11 of the County Code in order to ensure design compatibility with the area.</p>
<p>Economic Vitality. Support locally owned businesses that bind the community together and new businesses that generate environmentally friendly, well-paying jobs and local economic prosperity. Encourage businesses that generate tax revenue such as hotels that generate transient occupancy tax, enterprises that generate sales tax, and manufacturing and other basic productive economic developments that create demand for indirect supportive economic activity, so that important services such as police, fire, community services and a social safety net can continue to be provided to residents. Support efforts to train and prepare County residents to occupy locally available jobs. Ensure that County regulations encourage private investment and allow for economically feasible development projects consistent with sustainability goals.</p>	<p>The proposed project would introduce a strong new economic use to the Upper 41st Avenue commercial area, in a location that currently includes one other automobile dealership and other regional, community and service commercial uses. The proposed project would generate substantial sales tax revenues, which would assist the public sector to be able to provide public services. A variety of job types would be available, including sales, automotive service and repair, and administrative positions.</p>
<p>Housing Options. Expand housing choices for people of all ages and incomes to lower the combined cost of housing and transportation and to promote diversity in terms of age, income, and family size throughout the County. Recognize that many factors including economic feasibility affect the provision of housing choices.</p>	<p>The site of the proposed project has not been planned for and is not considered a strong location for housing or mixed use development, in that it is located in a community and service commercial area at the intersection of two very heavily traveled major arterial streets: 41st Avenue and Soquel Drive. The existing homes on the site are non-conforming and are the only homes in the area; the parcels along Upper 41st Avenue are shown to accommodate regional- and community-serving non-residential uses and the proposed use would be consistent with that pattern.</p>
<p>Inclusive Decision-Making. Encourage community and stakeholder involvement in planning and decision-making. Ensure that planning decisions are predictable, fair, forward thinking, and cost-effective. Reform the project review process to encourage high-quality infill development and reduce unnecessary uncertainty and expense.</p>	<p>In order to provide for the maximum level of environmental information and public review and comment, the proposed project has been required to be evaluated by an Environmental Impact Report. The project application and a Final EIR will be considered at public hearings before the Planning Commission and the Board of Supervisors, and the Board will consider action to certify the EIR and approve the project.</p>
<p>Governmental Coordination. Align policies and funding among local, County, regional, and State governmental agencies, including schools and colleges. Remove barriers to collaboration, leverage funding, improve local</p>	<p>Evaluation of the proposed development project has involved review by many county departments and agencies to ensure that applicable requirements are met. Requirements that the project pay for the right-turn lane, and for construction of new curb, gutter and sidewalk along the property frontage as well as beyond to the</p>



**Table 3.6-4
Assessment of Relationship of Proposed Project to the
Sustainable Santa Cruz County Plan Guiding Principles**

Sustainable Santa Cruz Guiding Principles	Assessment
<p>control over local resources, and increase the effectiveness of all levels of government that impact growth and development in Santa Cruz County. Improve financial sustainability of city and county governments, especially given the loss of redevelopment financing for local projects.</p>	<p>west and south in order to complete missing segments of public sidewalk, would be financially beneficial to the County and the public.</p>
<p>Fiscal Sustainability. Recognize that there is a significant gap between the level of governmental revenue that is generated by the existing land use pattern in Santa Cruz County and the level that is needed to sustainably fund necessary public facilities and services. Promote development patterns and specific land uses that generate revenues to provide the infrastructure and services necessary for thriving communities. Recognize that economic development projects help fiscal health by generating revenues that enable high quality public services.</p>	<p>The proposed project is compatible with the existing land use pattern in the area, would install needed public facilities (sidewalk, right-turn lane, and share of cost of traffic signal at Soquel/Robertson), and would generate substantial sales tax revenue to support fiscal health of government.</p>
Focus Area 3: Upper 41st Avenue	
<p>Conceptual Plan for the Upper 41st Avenue Focus Area. In the SCCC Plan, the site of the proposed car dealership is depicted in the West Soquel Drive Community Diagram on page 4-37 as a Commercial area, reflecting its existing designation and zoning. In contrast, adjacent lands to the west of the site were depicted as an Employment area, reflecting an idea that the area including the South Rodeo Gulch and Research Park and large lumberyard properties could become a more job-dense employment area in the future (SCCC page 4-33 also shows how increased transportation connections could be added within this possible future Employment center). Figure 7-9 of the SCCC shows the Upper 41st Avenue Focus Area, with regard to possible future General Plan land use designations that could implement the goals and strategies of the SCCC. Again, the site of the currently proposed car dealership project is shown to retain its existing Community Commercial designation; the areas of possible change include the above-described Employment center being designated with a new “Workplace Flex (C-WF)” designation, and properties along the west side of South Rodeo Gulch Road being designated “Workplace Flex with a Live/Work Overlay”. Figure 7-10 shows possible future new circulation improvements; none are specifically called out on the site of the proposed car dealership project but new</p>	<p>Currently, the project site has no sidewalk along its perimeter. The project proposes the construction of standard ADA six-foot wide separated sidewalks with curb and gutter along the entire project frontage of both Soquel Drive and 41st Avenue. The proposed project would also provide a standard ADA six foot separated sidewalk along Soquel Drive from the project frontage west approximately 300 feet to connect with existing sidewalk per the approved plan line. The proposed project would also provide a standard ADA six foot separated sidewalk (where feasible, or contiguous sidewalk where necessary) along 41st Avenue from the project frontage south approximately 250 feet to connect with existing sidewalk at the traffic signal to Redwood Shopping Center per the approved plan line.</p> <p>The project proposes to incorporate a new exclusive right turn lane on Soquel Drive, to facilitate vehicular turns from Soquel to 41st Avenue southbound, and to allow the existing two lanes of Soquel Drive along the project frontage to better function to accommodate through travel.</p> <p>The nearest existing bus stop with a pullout is located approximately 300 feet east of the project site on Soquel Drive. Additional transit facilities are not warranted with the proposed project and no new bus pullouts would be required.</p> <p>The proposed frontage improvements along both Soquel Drive and 41st Avenue are designed to include a Class II bikeway that would be designed and constructed according to state standards, and would also include installation of street lights.</p>



**Table 3.6-4
 Assessment of Relationship of Proposed Project to the
 Sustainable Santa Cruz County Plan Guiding Principles**

Sustainable Santa Cruz Guiding Principles	Assessment
<p>connections are illustrated within areas to the west.</p> <p>While the project site was not specifically identified for possible future land use and circulation changes by the SCCC, the Guiding Principles for Transportation in SCCC Chapter 5 does reflect general feedback from residents: that it should be easy and safe to walk or bike from one neighborhood or commercial center to another, with new connections supplementing the existing network of sidewalks and bike facilities. For those less able to walk or ride a bike, it is important to improve street connectivity and bus frequencies.</p>	

decision makers to view the proposed project against the General Plan as a whole, and does not permit the elevation of certain specific General Plan policies over others.

As shown in Table 3.6-2, the proposed project would be consistent with the General Plan policies related to land use, conservation and open space, public safety and noise, parks and recreation, public facilities, and community design. The project would be substantially consistent with the Circulation Element Policy 3.12.1; however, the second part of this policy regarding the volume/capacity ratio 1% threshold for significance, is no longer used as an appropriate threshold due to past case law nullifying that approach to determination of significance for cumulative impacts. *Kings County Farm Bureau v. City of Hanford* (5th District 1990); *Los Angeles Unified School District v. City of Los Angeles* (2nd District 1997); *Communities for a Better Environment v. California Resources Agency* (3rd District 2002). These court rulings invalidated the use of a “ratio theory” or “comparative approach” criterion because they improperly measure a proposed project’s incremental impact relative to the existing cumulative effect rather than focus on the combined effects of the project and other relevant past, present, and future projects. The proposed project is adding trips to Highway 1, which is operating at LOS F in both the AM and PM peak hours. The LOS threshold set by Caltrans is LOS D. As a result, the project does not meet the state threshold or the Level of Service threshold contained in General Plan Policy 3.12.1. The cumulative impact on Highway 1 discussed in Section 3.8, *Transportation/Traffic*, cannot be mitigated through measures proposed by this project, and no traffic impact fee program has been established by Caltrans to mitigate cumulative impacts to the highway. As a result, this impact is considered significant and unavoidable, however this is classified as a transportation impact and not a land use impact because the applicable land use policy contemplates adoption of a Statement of Overriding Consideration for this type of condition and adoption of such a Statement would provide the consistency with the land use policy.



In addition, trips generated by the Proposed Project that impact the intersections of Soquel Drive and Robertson Street, and Soquel Drive and Porter Street would result in significant impacts to those intersections. With the implementation of Mitigation Measures TRA-1 and TRA-2, the Soquel Drive/Robertson Street intersection and Soquel Drive Porter Street intersection would improve to acceptable levels of service for both the Existing Plus Project and Near-term Plus Project scenarios. The complete cost to signalize the intersection of Soquel Drive at Robertson Street is estimated at \$373,612 in the 2017/2018 County of Santa Cruz Capital Improvement Program (CIP); however, updated cost estimates by the County of Santa Cruz Department of Public Works have placed the cost of the signalization closer to \$500,000. Because this signalization project is listed in the 2017/2018 CIP as unprogrammed, no funding for design or construction is currently available. The only available funding would be the project's fair share contribution of \$14,200 or 2.84% of the total unfunded improvement costs. Therefore, it is uncertain as to whether proposed Mitigation Measure TRA-1 could be implemented within the next five years. For this reason, the addition of project generated traffic trips to the intersection at Soquel Drive/Robertson Street (Intersection #4) in the PM peak hour under the Existing Plus Project and Near-term Plus Project conditions would be considered significant and unavoidable.

The project is consistent with the 1990 Soquel Village Plan as shown by Table 3.6-3. The project can also be assessed as consistent with the Guiding Principles of the Sustainable Santa Cruz County planning study as shown in Table 3.6-4. Therefore, impacts related to policy consistency with the Plan and the planning study would not be significant.

As noted previously, the above discussion is intended to guide policy interpretation, but is not intended to replace or supplant County decision makers. The final determination of consistency will be made by the County Board of Supervisors when it takes action on the proposed project.

Mitigation Measures. Mitigation measures identified in Section 3.3 *Cultural Resources*, Section 3.5 *Hazards and Hazardous Materials*, and Section 3.7 Noise, and Section 3.8 *Transportation/Traffic*, would serve to reduce identified environmental impacts and further improve consistency of the project with certain General Plan and Soquel Village Plan policies.

Significance after Mitigation. With implementation of the mitigation measures identified in Section 3.3 *Cultural Resources*, Section 3.5 *Hazards and Hazardous Materials*, and Section 3.8 *Transportation/Traffic*, of this EIR, impacts would be less than significant. Consistency with Level of Service Policy 3.12.1 would call for the Board of Supervisors as decision-making body to adopt a Statement of Overriding Considerations in conjunction with an approval of the proposed project.



c. Cumulative Impacts.

Land use impacts would be considered cumulatively considerable if a proposed project in conjunction with other past, present and reasonably foreseeable projects, would trigger the above-referenced significance thresholds.

At the time of preparation of this analysis, it was not known whether other cumulative projects would be inconsistent with adopted land use plans and ordinances, as there are few reasonably foreseeable new projects in the area (see Appendix F). However, as implementation of future projects would require discretionary approval, similar to the proposed project's review and approval process, it is reasonably assumed that these projects would be designed or otherwise conditioned to maximize consistency with adopted land use plans and ordinances. As such, cumulative land use impacts are anticipated to be less than significant.

As described in Tables 3.6-2 and 3.6-3, the proposed project would be substantially consistent with applicable land use goals, policies, objectives, strategies of the General Plan and Soquel Village Plan (see Section 3.6 of the EIR for a complete discussion). All feasible mitigation measures to address environmental impacts of the project have been required and are detailed in Sections 3.2, 3.3, 3.5, 3.7, and 3.8 of this EIR, and a Statement of Overriding Considerations would be adopted in conjunction with project approval for any infeasible mitigation or impacts that cannot be mitigated. Given the project's consistency as well as the potential for other cumulative projects considered in the evaluation to be consistent with the land use policy framework, overall cumulative land use impacts are anticipated to be less than significant. As described above, the County promotes a balanced and functional mix of uses consistent with the community needs, desires, and values; and the Soquel Village Plan promotes preserving the unique characteristics of the village areas as community focal points for living, working, shopping, and visiting. In addition, the Soquel Village Plan intends to provide a planning framework to guide future public and private improvements in the village areas and to promote economic viability and coherent community design. Ongoing cumulative development in this area could be determined to be consistent with the overall vision and policy direction of the General Plan and the Soquel Village Plan. As a result, the project would not contribute to an identified significant cumulative land use impact.

In addition, trips generated by the Proposed Project that impact the intersections of Soquel Drive and Robertson Street, and Soquel Drive and Porter Street would result in significant impacts to those intersections. With the implementation of Mitigation Measures TRA-1 and TRA-2, the Soquel Drive/Robertson Street intersection and Soquel Drive Porter Street intersection would improve to acceptable levels of service under the Cumulative Plus Project scenario. Because this signalization project is listed in the 2017/2018 CIP as unprogrammed, no funding for design or construction is currently available. The only available funding would be the project's fair share contribution of \$14,200 or 2.84% of the total unfunded improvement costs. Therefore, it is uncertain as to whether proposed Mitigation Measure TRA-1 could be implemented within the next five years. For this reason, the addition of project generated



traffic trips to the intersection at Soquel Drive/Robertson Street (Intersection #4) in the PM peak hour under the Cumulative Plus Project conditions would be considered a significant and unavoidable transportation and traffic impact. Cumulative impacts would be less than significant with the adoptions of a Statement of Overriding Considerations.



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3.7 Noise

3.7.1 Environmental Setting

a. Overview of Noise

Sound level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale, with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA, and a sound that is 10 dBA less than the ambient noise level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dB changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels typically attenuate at a rate of approximately 6 dBA per doubling of distance from point sources (such as industrial machinery). Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed (approximately 30 years old or older) generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of new residential units is generally 30 dBA or more (FTA, 2006).

In addition to the actual instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-hour period. Lmax is the highest RMS (root mean squared) sound pressure level within the



measuring period, and Lmin is the lowest RMS sound pressure level within the measuring period.

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the day. Community noise is usually measured using Day-Night Average Level (Ldn), which is the 24-hour average noise level with a 10-dBA penalty for noise occurring during nighttime (10 p.m. to 7 a.m.) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a 5 dBA penalty for noise occurring from 7 p.m. to 10 p.m. and a 10 dBA penalty for noise occurring from 10 p.m. to 7 a.m.

The CNEL value will usually be about 1 dBA higher than the Ldn value (California State Water Resources Control Board, 1999). In practice, CNEL and Ldn are often used interchangeably. The relationship between peak hourly Leq values and associated Ldn values depends on the distribution of traffic over the entire day. There is no precise way to convert a peak hourly Leq value to an Ldn value. However, in urban areas near heavy traffic, the peak hourly Leq value is typically 2-4 dBA lower than the daily Ldn value. In less heavily developed areas, such as suburban areas, the peak hourly Leq is often equal to the daily Ldn value. For rural areas with little nighttime traffic, the peak hourly Leq value will often be 3-4 dBA greater than the daily Ldn value.

b. Fundamentals of Groundborne Vibration

Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second and, in the U.S., is referenced as vibration decibels (VdB).

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. According to the Federal Transit Administration Transit and Noise Vibration Impact Assessment (2006), a vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. The general human response to different levels of groundborne vibration velocity levels is described in Table 3.7-1.



Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find transit vibration at this level annoying.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.
90 VdB	Difficulty with tasks such as reading computer screens.

c. Regulatory Setting

Federal.

The U.S. Department of Transportation Federal Transit Administration (FTA) has recommended noise criteria related to traffic generated noise. Recommendations contained in the May 2006 Transit Noise and Vibration Impact Assessment prepared by FTA can be used as guidance to determine whether or not a change in traffic would result in a substantial permanent increase in noise. Under the FTA standards, the allowable noise exposure increase is reduced with increasing ambient existing noise exposure, such that higher ambient noise levels have a lower allowable noise exposure increase. Table 3.7-2 shows the significance thresholds for increases in traffic related noise levels. These standards are applicable to project-impacts on existing sensitive receptors (as defined in Section 3.7(d) below).

Existing Noise Exposure (dBA Ldn or Leq)	Allowable Noise Exposure Increase (dBA Ldn or Leq)
45-50	7
50-55	5
55-60	3
60-65	2
65-74	1
75+	0

Source: Federal Transit Administration. Transit Noise and Vibration Impact Assessment. May 2006.

The FTA also recommends vibration impact thresholds to determine whether groundborne vibration would be “excessive.” According to FTA, groundborne vibration criteria for residential receptors are 72 VdB for frequent events, 75 VdB for occasional events, and 80 VdB for infrequent events (FTA, 2006). The FTA recommended 80 VdB threshold for infrequent events at residences and buildings where people normally sleep; this threshold was used for this analysis. In terms of groundborne vibration impacts on structures, the FTA states that groundborne vibration levels in excess of 100 VdB would damage fragile buildings and levels in excess of 95 VdB would damage extremely fragile historic buildings. The threshold for this



project is 80 VdB for infrequent events at residences and buildings where people normally sleep (e.g., the existing residences to the north and east of the project site).

State.

California Government Code §65302 encourages each local government entity to implement a noise element as part of its general plan. In addition, the California Governor's Office of Planning and Research has developed Guidelines for the Preparation and Content of Noise Elements of the General Plan (2003). The guidelines include recommendations for evaluating the compatibility of various land uses as a function of community noise exposure.

County of Santa Cruz.

Consistent with state law, the County of Santa Cruz adopted noise policies in its General Plan Public Safety and Noise Element, as well as the County of Santa Cruz Code.

1994 General Plan.

The 1994 General Plan Public Safety and Noise Element includes noise exposure standards, shown in Table 3.7-3. These exterior noise exposure standards are applicable to new development proposed under the project. New commercial development (stationary noise source) that would increase noise levels above the maximum allowable standards (Policy 6.9.4) is required to utilize best available control technologies to minimize noise levels. In no case shall noise levels for stationary noise sources exceed the standards shown in Table 3.7-4. Refer to Subsection 3.7.2(a) below for a discussion of the applicability of these standards as thresholds of significance. In addition, the 1994 General Plan Public Safety and Noise Element provides the following policies pertaining to noise that are applicable to this project:

Public Safety and Noise Element:

Public Safety and Noise Element:

Policy 6.9.1 Land Use Compatibility Guidelines. *Require new development to conform with the Land Use Compatibility Guidelines. All new residential and noise sensitive land developments should conform to a noise exposure standard of 60 dB L_{dn} (day/night average noise level) for outdoor noise and 45 dB L_{dn} for indoor noise. New development of land which cannot be made to conform to this standard shall not be permitted. Assure a compatible noise environment for various land uses through site planning, building orientation and design, interior layout, and physical barriers, landscaping, and buffer areas where appropriate.*

Policy 6.9.4 Commercial and Industrial Development. *For all new commercial and industrial developments which would increase noise levels above the maximum allowable standards of the Land Use Compatibility Guidelines, the best available control technologies will be used to minimize noise*



levels. In no case shall the noise levels exceed the standards for Maximum Allowable Noise Exposure.

Policy 6.9.7 Construction Noise. *Require mitigation of construction noise as a condition of future project approvals.*

As shown in Table 3.7-3, the County of Santa Cruz standards state that noise exposure at office buildings, business commercial, and professional not exceed 60 dBA to be normally acceptable, and not exceed 80 dBA to be conditionally acceptable. A dBA greater than 80 is an unacceptable noise level. Additionally, the standards shown in Table 3.7-4 require that noise at stationary noise sources not exceed 45 dBA Leq during the nighttime hours and 50 dBA Leq during the daytime hours.

Table 3.7-3: Land Use Compatibility for Community Noise Environments			
Land Use Category	Exterior Noise Exposure (Ldn or CNEL)		
	Normally Acceptable ¹	Conditionally Acceptable ²	Unacceptable ³
Residential, Hotels, and Motels	<60	60-75	>75
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds	<65	65-80	>80
Schools, Libraries, Museums, Hospitals, Personal Care, Meeting Halls, Churches	<60	60-75	>75
Office Buildings, Business Commercial, and Professional	<60	60-80	>80
Auditoriums, Concert Halls, Amphitheaters	–	<70	>70
Industrial, Manufacturing, Utilities, and Agriculture	<70	>70	–

Source: 1994 County of Santa Cruz General Plan

- Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.*
- Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.*
- New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.*

Table 3.7-4: Maximum Allowable Noise Exposure for Stationary Noise Sources ¹		
	Daytime ⁵ (7 AM to 10 PM)	Nighttime ^{2, 5} (10 PM to 7 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

Source: 1994 County of Santa Cruz General Plan

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



County of Santa Cruz Noise Ordinance.

Chapter 8.30 (Offensive Noise) of the County of Santa Cruz Code establishes noise regulations within Santa Cruz County. The following noise ordinance was amended by the Board of Supervisors in 2017.

- (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) made within 100 feet of any building or place regularly used for sleeping purposes; or
 - (ii) clearly discernible at a distance of 100 feet from the property line of the property from which it is broadcast; or



- (iii) 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.
- (D) Prior to issuing a citation for this section, the responsible person or persons will be warned by a law enforcement officer or other designated official that the noise at issue is offensive and constitutes a violation of this chapter. A citation may be issued if, after receiving the warning, the responsible person(s) continues to make or resumes making the same or similar offensive noise(s) within three months of the warning. Notwithstanding the provisions of subsection (C)(1) of this section, enforcement of violations under this chapter shall not require the use of a sound level meter.
- (1) For purposes of this section "responsible person or persons" means a person or persons with a right of possession in the property from which the offensive noise is emanating, including, but not limited to, an owner or a tenant of the property if the offensive noise is coming from private property, or a permittee if the offensive noise is coming from a permitted gathering on public property, or any person accepting responsibility for such offensive noise. "Responsible person or persons" shall additionally include the landlord of another responsible party and the parents and/or legal guardians of a responsible person under the age of 18 years. [Ord. 5205 § 1, 2015; Ord. 4001 § 1, 1989].

d. Sensitive Receptors.

Noise exposure standards for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Residences, hospitals, schools, guest lodging, libraries, and churches are most sensitive to noise intrusion and therefore have more stringent noise



exposure standards than manufacturing or agricultural uses that are not subject to impacts such as sleep disturbance. The nearest sensitive receptors to the project site are residences located approximately 600 feet north of the project site.

e. Existing Noise Environment.

Santa Cruz County. Major sources of noise in the County generally include: industrial facilities, automobiles, airplanes, motorcycles, construction, surface mining operations, chainsaws, off-road vehicles, and loud music. The predominant noise source in the county originates from motor vehicles. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a sustain noise level. The main roadways of concern in the County from a noise generation perspective include Highway 1, Highway 17, and Highway 9.

Other noise sources in the County include infrequent rail line operations, which are characterized by the passage of trains at wide time intervals but with individual trains emitting a high sound level. The Santa Cruz Branch Rail Line is located approximately 1.2 miles south of the project site and currently operates freight service for agricultural and construction products, as well as seasonal trains. Due to the infrequency of trips and the substantial distance to the rail line, railroad noise is not anticipated to be a significant source of noise in the project area.

The Bonny Doon Village Airport and Watsonville Municipal Airport are located within the County, approximately 10.1 miles and 9.6 miles from the project site respectively. Due to the distance between these airports and the project site, aircrafts would be sufficiently high when passing the project site to preclude noise effects on the project.

Project Site and Vicinity.

The general noise environment of the project site and the vicinity is characterized by nearby roadways, including Soquel Drive, 41st Avenue, and Highway 1. Additionally, surrounding development such as the San Lorenzo Lumber Company, Ocean Honda, Safeway, Home Depot, Best Buy, and Beverly's contribute to the noise environment. Motor vehicle noise is of concern because it is characterized by a high number of individual events, creating a sustained noise level. The project site is directly adjacent to roadways and commercial areas on all sides.

Noise Level Measurements.

In order to establish the existing noise conditions, noise level measurements taken by Charles M. Salter Associates, Inc. at various locations throughout the unincorporated County in 2016 were used to determine the existing ambient noise conditions at the proposed project site. Existing noise levels taken on Soquel Drive and Twin Palms Drive 40 feet from the roadway centerline were used to estimate the existing onsite ambient noise conditions. The day-night average sound level (DNL) or community noise equivalent level (CNEL) taken on Soquel Drive in May of 2016 is 69 dB DNL or CNEL.



3.7.2 Impact Analysis

a. Methodology and Significance Thresholds

Methodology.

The analysis of noise impacts considers the effects of both temporary construction-related noise, including construction activities and operational noise associated with long-term project-related activities, including project-generated traffic as well as stationary source noise. Construction noise estimates are based upon noise levels reported by the Federal Transit Administration (FTA), Office of Planning and Environment in the Transit Noise and Vibration Impact Assessment (United States Department of Transportation, 2006), and the distance to nearby sensitive receptors based on a standard noise attenuation rate of 6 dB per doubling of distance (line-of-sight method of sound attenuation for point sources of noise). Construction noise level estimates do not account for the presence of intervening structures or topography, which may reduce noise levels at receptor locations. Therefore, the noise levels presented herein represent a conservative, reasonable worst-case estimate of actual temporary construction noise.

Significance Thresholds. Pursuant to Appendix G of the CEQA Guidelines, significant noise impacts would occur if the project would result in any of the following conditions:

1. *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;*
2. *Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels;*
3. *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;*
4. *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;*
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, expose people residing or working in the project area to excessive noise levels; and or*
6. *For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.*

The project is not located within any airport or airport land use plan area or noise impact contours and would therefore not expose workers or visitors to excessive noise levels from airport or private airstrip operations. Therefore, thresholds 5 and 6 are not further discussed.

Construction Related Noise.

Chapter 8.30 of the County of Santa Cruz Code establishes regulations for offensive noise. As stated earlier, a noise is offensive if it is loud, boisterous, irritating, penetrating, or unusual, etc. It includes noise generated by an individual or by a group of people, or by any appliance contrivance, device, tool, structure, construction, etc. During day and evening hours (8:00



a.m. to 10:00 p.m., noise is considered offensive if it is in excess of 75 dB at the edge of the property line of the property from which the sound is broadcast or clearly discernible at a distance of 150 feet from the property line from which it is broadcast. Offensive noise shall not be permitted during night hours between 10:00 PM and 8:00 AM.

Construction Related Groundborne Vibration.

The County of Santa Cruz has not adopted specific thresholds for groundborne vibration impacts. Therefore, this analysis uses the Federal Railway Administration's vibration impact thresholds for sensitive buildings to determine whether groundborne vibration would be excessive. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Therefore, the Federal Railway Administration recommends an 80 VdB threshold at residences and buildings where people normally sleep (e.g. nearby residences).

Traffic Related Noise.

Due to the modest increase in traffic trips associated with the proposed project (168 net new daily trips), noise levels associated with existing and future traffic along area roadways would not increase. Project trip generation is discussed in greater detail in Section 3.8, *Transportation/Traffic*.

For traffic-related noise, impacts are considered significant if project-generated traffic results in exposure of sensitive receptors to unacceptable noise levels based on the May 2006 Transit Noise and Vibration Impact Assessment guidelines created by the Federal Transit Administration (FTA). Table 3.7-2 above shows the FTA recommendations for identifying significant changes in noise. These thresholds apply to both the noise generated by the project alone and cumulative noise increases. If sensitive receptors would be exposed to traffic noise increases exceeding the criteria below, impacts would be considered significant.

b. Project Impacts and Mitigation Measures

Threshold 1: Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Impact NOI-1 The proposed project land use category is classified in Figure 6-1 of the County of Santa Cruz General Plan as "Office Buildings, Business Commercial, and Professional," which has a normally acceptable noise range of up to 60 dBA, and conditionally acceptable up to 80 dBA. Nearby residences have a normally acceptable range up to 60 dBA, and conditionally acceptable range up to 75 dBA. The project would not be exposed to noise levels over this range nor expose nearby residences to noise levels over this range; therefore impacts would be Class III, less than significant.



The project area is primarily developed with commercial development including, Home Depot, Best Buy, Safeway supermarket and gas station along with a variety of retail and commercial services. The project site is bordered by Soquel Drive/commercial uses and 41st Avenue/commercial uses, on the north and east, a microbrewery and full service carwash to the south, and by a lumberyard to the west. Ocean Honda, a Service Commercial zone, is located across Soquel Drive to the northwest across from the existing lumberyard. Residential uses are located beyond the commercial areas to the north, north north-east, south, and east.

Operation of the dealership would involve six operating service bays with the use of pneumatic tools and impact wrenches, an oil change bay, car wash bay, restrooms, lounge, and oil and tool storage areas. The use of pneumatic tools in the service bays are expected to produce a maximum level of 85 decibels at 50 feet. This would be reduced to approximately 73 decibels at the eastern property line on 41st Avenue. It should be noted that this is a maximum level. The overall hourly Leq would be much lower. The use of pneumatic tools would occur in irregular intervals. If it is assumed that pneumatic tools would be used 20 percent of the time, the hourly Leq at the property line would be approximately 65 dB from project operations. The threshold according to the General Plan at the property line is 69 decibels due to the higher ambient noise level in the project area due to existing traffic noise. This is a 4 decibels below the allowed threshold at the property line. This is also within the conditionally acceptable range for a commercial use as outlined in Figure 6-2 of the County of Santa Cruz General Plan. Therefore, impacts would be less than significant. No mitigation measures would be required for the operation phase.

Mitigation Measures. No mitigation required.

Significance after Mitigation. The project would be less than significant without mitigation.

Threshold 2: Exposure of persons to or generation of excessive ground-borne vibration of ground-borne noise levels.

Impact NOI-2 Construction activity associated with the proposed project would intermittently generate ground-borne vibration on and adjacent to the project site. This may affect existing offsite receptors near the project site. However, construction vibration would not exceed the FTA thresholds for vibration. Therefore, impacts would be Class III, less than significant.

Construction activity has the potential to generate low levels of groundborne vibration, which could impact nearby noise sensitive land uses. Grading and excavation are the primary source of man-made vibration. As described in Section 1.4.3, Geology and Soils, the proposed project proposes grading volumes of 2,485 cubic yards of excavation and 1,625 cubic yards of fill. The primary vibration source during construction within the project area would likely be large bulldozers and loaded trucks. No pile drivers would be used. Table 3.7-5 identifies various vibration velocity levels for construction equipment that would operate at the project site



throughout construction. As shown, typical bulldozer or loaded truck activities generate approximately 77-78 VdB at a distance of 50 feet.

Equipment	VdB at 25 feet	VdB at 50 feet
Hoe Ram	87	78
Large Bulldozer	87	78
Small Bulldozer	58	48
Loaded Truck	86	77
Jack Hammer	79	70
<i>Source: FTA, 2006</i>		

Noise sensitive land uses in the project vicinity include mobile homes, single-family residences and multi-family residences, the closest of which are approximately 600 feet from the project site. As shown in Table 3.7-5, vibration levels could reach up to 78 VdB at receptors 50 feet away. However, due to the substantial distance to sensitive receptors located within the project area, vibration levels would not exceed the FTA recommended threshold of 78 VdB for infrequent events at residences and buildings where people normally sleep. Therefore, vibration impacts would be less than significant.

Mitigation Measures. No mitigation is required.

Significance After Mitigation. The project would be less than significant without mitigation.

Threshold 3: A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

Impact NOI-3 The proposed project would generate noise through daily operations and as a result of project generated traffic on area roadways, including Soquel Drive, 41st Avenue, and Highway 1. However, project generated traffic is not expected to result in a measurable increase in ambient noise levels that would significantly impact nearby sensitive noise receptors. Therefore, impacts would be Class III, *less than significant*.

Implementation of the proposed project would result in a small increase in the average number of daily vehicle trips in the project’s vicinity, particularly along Soquel Drive, 41st Avenue, and Highway 1. The *Santa Cruz Nissan Transportation Impact Analysis* prepared for the proposed project (Kimley Horn, 2017; Appendix G) documented the existing traffic levels on the surrounding roads, as well as the traffic levels expected as a result of the proposed project. These traffic levels were used to determine existing and potential future noise levels at sensitive receptors along project area roadways.



The proposed project is expected to generate 43 AM peak hour, 59 PM peak hour, and 728 average daily trips on weekdays. Consistent with standard Santa Cruz County traffic engineering practices, the proposed project is credited for replacing the existing uses on the project site, namely four existing single family homes, a self-serve car wash, and a retail paint store, resulting in a trip credit of 48 in the AM peak hour, 33 in the PM peak hour, and 560 average daily trips. Therefore, the traffic analysis concluded that the proposed project would generate a net of -5 AM peak hour trips, 26 PM peak hour trips, and 168 daily trips. Figure 3.8-2 in Transportation/Traffic depicts how these project generated trips would be distributed on area roadways. A decrease of 5 AM peak hour trips and an increase of 26 PM peak hour trips distributed among the area roadways would not result in a significant increase in area noise levels on sensitive receptors.

Therefore, sensitive receptors within the project area would not experience a substantial increase in interior or exterior noise conditions, and project-generated traffic would be considered a less than significant impact.

Mitigation Measures. No mitigation is required.

Significance after Mitigation. Impacts would be less than significant without mitigation.

Threshold 4: A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Impact NOI-4 Construction of the proposed project would result in a short-term increase in noise levels due to the operation of heavy equipment. Therefore, impacts would be Class II, less than significant with mitigation incorporated.

Maximum noise levels associated with the use of heavy equipment at a construction site can range from about 65 to 82 dBA at 50 feet from the source, depending upon the types of equipment in operation at any given time and phase of construction (FHWA, 2006). Table 3.7-6 lists the typical noise levels associated with heavy construction equipment. Noise levels from point sources such as construction sites typically attenuate at a rate of about 6 dBA per doubling of distance, as shown in Table 3.7-7. Therefore, only areas within a few hundred feet of construction sites would be expected to be exposed to unacceptable noise levels.

Noise sensitive land uses in the project vicinity include mobile homes, single-family residences and multi-family residences, the closest of which are approximately 600 feet from the project site. Based on the noise levels shown in Table 3.7-6, receptors within 600 feet of the project site boundary may be exposed to noise levels up to 68 dBA. Based on County noise level standard of 60 dBA Leq exterior for residential structures, the existing residences nearest to the project site may experience unacceptable noise levels during construction. These noise levels are measured from the receptor to the nearest point on the project site, regardless of the likelihood that substantial construction would occur at these points. Most of the construction would occur further from the project boundaries and would therefore have less of an effect on



some nearby residences. While the current Santa Cruz County Code and General Plan do not have an adopted standard for construction noise, the General Plan requires that projects mitigate construction noise (Policy 6.9.7). Therefore, mitigation is required to reduce construction noise to a less than significant impact.

Table 3.7-6: Typical Construction Equipment Noise Levels			
Equipment	Leq at 50 feet	Leq at 100 feet	Leq at 200 feet
Backhoe	77	71	65
Compactor (ground)	75	69	63
Concrete Saw	90	84	78
Bulldozer	82	76	70
Dump Truck	72	66	60
Excavator	77	71	65
Front End Loader	77	71	65
Grader	77	71	65
Water Truck	65	59	53
Paver	81	75	69

Source: FHWA, 2006

Mitigation Measures. The following mitigation has been developed to reduce the impact of construction noise on nearby sensitive receptors and to meet the requirements of General Plan Policy 6.9.7. The following mitigation is required to reduce construction noise to less than significant.

NOI-1: Construction Hours

The project shall comply with the Santa Cruz County Noise Ordinance and prohibition on offensive noise. Hours of construction for the project shall be limited to the hours of between 8:00 AM and 6:00 PM.

NOI-2: Construction Equipment

All construction equipment shall be properly maintained and all exhaust mufflers and engine shrouds shall be in good condition and appropriate for the equipment. Equipment engine shrouds shall be closed during equipment operation. Whenever feasible, electrical power shall be used to run air compressors and similar power tools rather than diesel equipment.

NOI-3: Vehicle and Equipment Idling

Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use.

NOI-4: Stationary Equipment

Stationary construction equipment that generates noise exceeding 75 dB at the property line of the project site shall be shielded. Temporary noise barriers used



during construction activity shall be made of noise-resistant material sufficient to achieve a Sound Transmission Class (STC) rating of STC 40 or greater, based on sound transmission loss data taken according to ASTM Test Method E90. Such a barrier may provide as much as a 10 dB insertion loss, provided it is positioned as close as possible to the noise source or to the receptors. To be effective, the barrier must be long and tall enough (a minimum height of eight feet) to completely block the line-of-sight between the source and the receptors. The gaps between adjacent panels must be filled-in to avoid having noise penetrate directly through the barrier. The recommended minimum noise barrier or sound blanket requirements would reduce construction noise levels by at least 10 dB.

Significance After Mitigation. Construction related noise effects would be temporary. With implementation of the above mitigation measures, noise generated by construction would be limited to daytime hours and would be muffled to the extent practicable. As a result, construction would be consistent with the County of Santa Cruz's requirements for construction activity and impacts would be reduced to a less than significant level.

c. Cumulative Impacts

Noise levels tend to diminish quickly with distance from a source; therefore, the geographic scope for the analysis of cumulative impacts related to noise would be limited to projects within approximately one-quarter mile of the proposed project site. This area is defined as the geographic extent of the cumulative impact area. After reviewing a list of cumulative projects for both the County of Santa Cruz and the City of Capitola, no projects were identified within the area that may be affected by the proposed project. As a result, cumulative noise impacts are not anticipated.



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3.8 Transportation/Traffic

3.8.1 Environmental Setting

Access to the project site is provided primarily by both Soquel Drive and 41st Avenue. Access to 41st Avenue is provided by Highway 1, which is located approximately 1,100 feet south of the project site. Soquel Drive provides access to both the City of Santa Cruz to the north and the community of Aptos to the south.

a. Existing Roadway Network

41st Avenue. 41st Avenue is a north-south arterial roadway that continues from Soquel Drive in Santa Cruz County in the north to East Cliff Drive in the south, which runs along the coast. 41st Avenue also provides interchange access to Highway 1 and connects many residential, retail, and commercial land uses. North of the Highway 1 ramps and in the Project vicinity, 41st Avenue is a four-lane divided arterial with a 25 mile per hour posted speed limit. South of the Highway 1 ramps, 41st Avenue is a six-lane divided arterial with a 35 mile per hour posted speed limit.

Soquel Drive. Soquel Drive is an east-west arterial roadway that continues from Downtown Santa Cruz in the east to Aptos in the west, providing access to Highway 1 and connecting residential, retail and commercial land uses in the City of Santa Cruz, Santa Cruz County, Soquel, and Aptos. Soquel Drive is also known as Soquel Avenue west of Highway 1. West of Robertson Street and in the Project vicinity, Soquel Drive has a 35 mile per hour posted speed limit, is a four-lane, undivided arterial and has a two way left-turn lane between Research Park Drive and 41st Avenue. East of Robertson Street, Soquel Drive has a 25 mile per hour posted speed limit, is an undivided arterial, and varies between three and four lanes up to Main Street.

Highway 1. Highway 1 is a four-lane divided freeway in the Project vicinity and extends along the California coast connecting major cities including San Francisco, Santa Cruz, Monterey, San Louis Obispo, and Los Angeles to coastal communities. In the Project vicinity, Highway 1 is a major commuter and tourist route and has a posted speed limit of 65 miles per hour.

Porter Street. Porter Street is a north-south, two-lane undivided roadway in the Project vicinity that becomes Bay Avenue south of the Highway 1 interchange and extends to Monterey Avenue in the south. Porter Street becomes Soquel San Jose Road, north of Soquel Drive and extends north to Summit Road, east of Highway 17. Porter Street provides interchange access to Highway 1 and connects residential, retail, and commercial land uses. North of the Soquel Drive and in the Project vicinity, Porter Street is two-lane undivided roadway with a 25 mile per hour posted speed limit. South of Soquel Drive, Porter Street is a two-lane undivided roadway with a two-way left-turn lane and a 25 mile per hour posted speed limit.



Existing Study Intersections. The following intersections shown on Figure 3.8-1 are analyzed as part of this study:

1. *Soquel Drive / Rodeo Gulch Road.* This is a four-legged, signal controlled intersection with marked crosswalks on all four legs. The intersection has one shared left-turn, thru, and right-turn lane in the northbound direction; one shared left-turn, thru, and right-turn lane in the southbound direction; one shared thru and left-turn lane and one shared thru and right-turn lane in the eastbound direction; and one thru lane, one shared thru and right-turn lane, and one left-turn pocket in the westbound direction.
2. *Project Driveway 1.* Proposed
3. *Soquel Drive / 41st Avenue.* This is a four-legged, signal controlled intersection with marked crosswalks on the south and east legs. The intersection has one shared left-turn, thru, and right-turn lane in the southbound direction (driveway); one left-turn pocket, one shared thru and left-turn lane, and one right-turn pocket in the northbound direction; one left-turn pocket, one thru lane, and one shared right-turn and thru lane in the eastbound direction; and one thru lane, one shared thru and right-turn lane, and one left-turn pocket in the westbound direction.
4. *Soquel Drive / Robertson Street.* This is a four-legged, all-way stop controlled (AWSC) intersection with marked crosswalks on the south and east legs. The southbound leg is a private driveway serving local businesses. The intersection has one shared left-turn, thru, and right-turn lane in the northbound and southbound directions; and one shared left-turn and thru lane and one shared thru and right-turn lane in both the eastbound and westbound directions.
5. *Soquel Drive / Daubenbiss Avenue.* This is a four-legged, signal controlled intersection with marked crosswalks on all four legs. The southbound leg is a private driveway serving the Santa Cruz Hope Church. The intersection has one shared left-turn, thru, and right-turn lane in the northbound and southbound directions; one left-turn pocket, one thru lane, and one shared right-turn and thru lane in the eastbound direction; and one left-turn pocket and one shared right-turn and thru lane in the westbound direction.
6. *Soquel Drive / Porter Street.* This is a four-legged, signal controlled intersection with marked crosswalks on all four legs. The intersection has one left-turn pocket and one shared thru and right-turn lane in the northbound direction; one right-turn pocket, one left-turn pocket, and one thru lane in the southbound direction; one left-turn pocket, one thru lane, and one shared thru and right-turn lane in the eastbound direction; and one left-turn lane, one thru lane, and one channelized right-turn pocket in the westbound direction.
7. *Project Driveway 2.* Proposed
8. *41st Avenue / Redwood Shopping Center.* This is a four-legged, signal controlled intersection with marked crosswalks on the north and east legs. The west leg is a private driveway serving local businesses and the east leg is a driveway serving the Redwood Shopping Center. The intersection has one left-turn pocket, one thru, and one shared thru and right-turn lane in the southbound direction; one left-turn pocket, two thru lanes, and one right-



Source: Kimley Horn, 2017.



Figure 3.8-1
Project Location and Study Intersections



turn pocket in the northbound direction; one shared left-turn, thru, and right-turn lane in the eastbound direction; and one left-turn lane and one shared left-turn, thru, and right-turn lane in the westbound direction.

9. *41st Avenue / Highway 1 Northbound Ramps*. This is a signal controlled intersection with marked crosswalks on the east and west legs. The intersection has one thru lane and one shared thru and right-turn lane in the northbound direction; one thru lane and one shared thru and right-turn lane in the southbound direction; and one left-turn pocket, one left-turn lane, and one right-turn pocket in the westbound direction.
10. *41st Avenue / Highway 1 Southbound Ramps*. This is a signal controlled intersection with marked crosswalks on the east and west legs. The intersection has two thru lanes and one right-turn lane in the northbound direction; three thru lanes and one right-turn pocket in the southbound direction; and one left-turn pocket, one right-turn lane, and one right-turn pocket in the westbound direction.

Existing Transit Services. The Santa Cruz Metropolitan Transit District (METRO) provides transit services throughout Santa Cruz County and between the cities of Santa Cruz and Capitola, Watsonville, and Scotts Valley. The project lies in the service area for METRO routes 69, 71, and 91X. Descriptions of the four routes as well as nearest stop locations relative to the project site are described below:

- The Capitola Road / Watsonville via Airport B & Capitola Road / Cabrillo / Watsonville Route (Routes 69A & 69W) serves south Santa Cruz County and provides public transit to the Cities of Santa Cruz, Capitola and Watsonville. It operates along 41st Avenue and Soquel Drive in the Project vicinity. Stops near the Project Site are located on Soquel Drive less than ¼ mile east of 41st Avenue (and the Project) and on 41st Avenue less than ¼ mile south of Soquel Drive (and the Project).
- The Santa Cruz / Watsonville Route (Route 71) serves south Santa Cruz County and provides public transit to the Cities of Santa Cruz, Capitola and Watsonville. It operates along Soquel Drive in the Project vicinity. Stops near the Project Site are located near Research Park Drive (less than ¼ mile west of the Project Site) and near 41st Avenue (less than ¼ mile east of the Project Site).
- The Commuter Express Santa Cruz / Watsonville Route (Route 91X) serves south Santa Cruz County and provides express public transit to the Cities of Santa Cruz, Capitola and Watsonville. It operates along Soquel Drive and 41st Avenue in the Project vicinity. A stop near the Project Site is located in front of the Redwood Shopping Center (less than ¼ mile south of the Project Site).

As illustrated above, multiple bus stops serving commuter routes are located in close proximity to the project site.

Existing Pedestrian and Bicycle Facilities.

Pedestrians. In the immediate project vicinity and within walking distance (1/4 mile), sidewalks currently exist on the north side of Soquel Drive and on the east side of 41st Avenue. A



sidewalk does not currently exist along the project frontage of either Soquel Drive or 41st Avenue.

Bicycles. In the immediate project vicinity and within biking distance (1/2 mile), Class I, II, and III bikeway facilities are discussed below:

- Class I facilities are paved bicycle paths that are physically separated from the vehicular travel lane. No Class I facilities currently exist in the project vicinity.
- Class II facilities, which are striped bike lanes along the street, exist along both sides of Soquel Drive and along both sides of 41st Avenue in the project vicinity.
- Class III bicycle facilities are bike routes denoted by signs that are shared with vehicles along the roadway. No Class III Bicycle facilities currently exist in the project vicinity.
- Bike Boulevards are an enhancement of an existing roadway for cross-town bike travel (traffic signals or 4-way stops at all arterial crossings are essential), while preventing or discouraging motor vehicles from also using the street as a thoroughfare. No Bike Boulevards currently exist in the project vicinity.

Existing Levels of Service at Study Intersections. Level of service (LOS) is a qualitative measure of operating conditions within a traffic stream or intersection, and their perception by motorists. LOS generally describes these conditions in terms of such factors as speed, travel time, freedom to maneuver, comfort and convenience, and safety. LOS is evaluated on the basis of control delay per motor vehicle (in seconds per vehicle) and is described on a scale of A through F, with LOS A representing very short delays and an LOS F representing considerable delays. Table 3.8-1 shows a description of LOS A through LOS F.

Table 3.8-1: Intersection Level of Service Definitions			
Level of Service	Description	Signalized (Avg. control delay per vehicle sec/veh.)	Unsignalized (Avg. control delay per vehicle sec/veh.)
A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream	< 10	≤ 10
B	Stable traffic. Traffic flows smoothly with few delays.	> 10 to 20	> 10 to 15
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	> 20 to 35	> 15 to 25
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	> 35 to 55	> 25 to 35
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	> 55 to 80	> 35 to 50
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.	> 80	> 50

Sources: Transportation Research Board, *Highway Capacity Manual 2010*, National Research Council.



Traffic operations were evaluated at the study intersections based existing conditions lane geometry, traffic control, and peak hour traffic volumes. Oversaturated flows were observed when traffic count data was collected during weekday AM and PM Peak periods.

The following intersections operate at an unacceptable LOS under existing conditions:

- Soquel Drive / Robertson Street (Intersection #4) (AM and PM Peak)
- Soquel Drive / Porter Street (Intersection #6) (AM and PM Peak)

Traffic operations were evaluated at the study intersection shown in Table 3.8-2. The results of the evaluation show that the intersection of Soquel Drive and Robertson Street currently operate at an unacceptable LOS E in the AM peak hour and an unacceptable F during the PM peak hour. In addition, the intersection of Soquel Drive and Porter Street operates at an unacceptable LOS E in both the AM and PM peak hours.

#	Intersection	Control Type	Existing Conditions					
			AM Peak Hour			PM Peak Hour		
			Movement	Delay	LOS	Movement	Delay	LOS
1	Soquel Dr / Rodeo Gulch Rd ¹	Signal	Overall	8.2	A	Overall	8.2	A
2	Soquel Dr / Project Driveway 1 ¹	Does Not Exist						
3	Soquel Dr / 41 st Ave ¹	Signal	Overall	32.7	C	Overall	37.8	D
4	Soquel Dr / Robertson St ¹	AWSC	Overall	43.2	E	Overall	74.8	F
5	Soquel Dr / Daubenbiss Ave ¹	Signal	Overall	11.2	B	Overall	4.9	A
6	Soquel Dr / Porter St ¹	Signal	Overall	57.1	E	Overall	77.9	E
7	41 st Ave / Project Driveway 2 ¹	Does Not Exist						
8	41 st Ave / Redwood Shopping Center ¹	Signal	Overall	12.7	B	Overall	15.8	B
9	41 st Ave / Hwy 1 NB Ramps ¹	Signal	Overall	15.8	B	Overall	14.3	B
10	41 st Ave / Hwy 1 SB Ramps ²	Signal	Overall	23.2	C	Overall	7.4	A

Notes:

1. Analysis performed using HCM 2010 methodologies.
2. Intersection #10 controller manages operations for two signalized intersections, therefore, analysis performed using HCM 2000 methodologies.
3. Delay indicated in seconds/vehicle.
4. SCC level of service (LOS) standard is D. Caltrans LOS standard is C.
5. Intersections that operate below maintaining agency's LOS standard are highlighted and shown in **bold**.

Source: Kimley Horn and Associates, 2017.

b. Regulatory Setting

State.

California Department of Transportation (Caltrans). Caltrans is the responsible agency for the California state highway system. Just to the south of the project area, Highway 1 falls within the jurisdiction of Caltrans. The Highway Design Manual establishes the LOS goals for highways. Highway 1 in the project area falls under the designation of an urban highway. The LOS for operating state highway facilities is based upon measures of effectiveness (MOEs). These MOEs describe the measures best suited for analyzing state highway facilities (i.e.,



freeway segments, signalized intersections, on- or off-ramps, etc.). Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D (Caltrans 2015). According to the Caltrans Guide for the Preparation of Traffic Impact Studies, if an existing state highway facility is operating at less than the appropriate target LOS, the existing MOE should be maintained (Caltrans 2002). Therefore, any additional trips added to a highway segment currently operating below the appropriate target LOS standard would be considered significant unless mitigated.

Senate Bill 743. On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which creates a process to change the way that transportation impacts are analyzed under CEQA. SB 743 supports AB 32, the California Global Warming Solutions Act of 2006, and SB 375, the Sustainable Communities and Climate Protection Act of 2008, which call for substantial reductions in greenhouse gas (GHG) emissions. SB 743 mandates a change in the way that public agencies evaluate transportation impacts of projects under CEQA.

Under the new CEQA Guidelines, aspects of project location and design that influence travel choices, and thereby improve or degrade air quality, safety, and health, must be considered. The new CEQA Guidelines will no longer rely upon measurements of automobile delay, including LOS, in evaluating transportation impacts and replace LOS/delay metrics with Vehicle Miles Traveled (VMT), based on a goal of reducing statewide GHG emissions by 15% by the year 2020.

The new CEQA Guidelines measure whether a project contributes to various state goals, such as reducing GHG emissions, developing multimodal transportation, preserving open spaces, and promoting diverse land uses and infill development. Projects that are shown to decrease vehicle miles traveled — for example, bike lanes or pedestrian paths, or a grocery store that allows local residents to travel shorter distances to shop — may be automatically considered to have a less than significant impact under CEQA. Under the new CEQA Guidelines, projects may be able to mitigate transportation impacts by funding better transit, creating better access to transit, designing more walkable communities, or implementing other improvements that increase travel choices.

The cities of San Francisco and Pasadena have already modified their local environmental review process by removing automobile delay (i.e., LOS) and replacing it with VMT when determining significant traffic impacts on the environment pursuant to CEQA. The statewide revisions to the CEQA Guidelines were completed in mid-2017, and the implementation of the revised guidelines may be phased in over the course of two years. Therefore, SB 743 and the associated revised CEQA Guidelines are not being applied to the proposed project as related to the use of VMT rather than LOS. It is relevant to note, however, that the Association of Monterey Bay Area Governments (AMBAG) released a Draft EIR on December 4, 2017 for public review and comment, for the proposed 2040 Metropolitan Transportation Plan / Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties. Those Plans address patterns of land use and transportation in the region, with the goal of supporting changes in the pattern that would reduce vehicle



miles travels as well as congestion, in order to lower greenhouse gases from levels that might otherwise occur in the absence of such Plans. The Draft EIR for that project contains information about VMT and that information is considered incorporated by reference in order to provide the higher-level “land use/transportation pattern” discussion related to vehicle miles traveled.

Local.

County of Santa Cruz General Plan. Goal 3.12 of the County of Santa Cruz General Plan Circulation Element aims to “ensure that development shall not create traffic which will exceed acceptable levels of service on surrounding roadways.” This is supported by Policy 3.12.1, which states:

In reviewing the traffic impacts of proposed development projects of proposed roadway improvements, LOS C should be considered the objective, but LOS D as the minimum acceptable (where costs, right-of-way requirements, or environmental impacts of maintaining LOS under this policy are excessive, capacity enhancement may be considered infeasible). Review development project or proposed roadway improvements to the Congestion Management Program network for consistency with Congestion Management Plan goals.

Proposed development projects that would cause LOS at an intersection or on an uninterrupted highway segment to fall below LOS D during weekday peak hour will be required to mitigate their traffic impacts. Proposed development projects that would add traffic at intersections of on highway segments already at LOS E or F shall also be required to mitigate any traffic volume resulting in a 1% increase in the volume/capacity ratio of the sum of all critical movements. Projects shall be denied until additional capacity is provided or where overriding finding of public necessity and or benefit is provided.

The 1% increase in the volume/capacity ratio of the sum of all critical movements threshold cited above in General Plan Policy 3.12.1 is no longer considered an appropriate threshold and is not used by the County due to past case law nullifying the ratio theory. As a result, the 1% threshold will not be applied to this project.¹

Santa Cruz County Code. Section 15.12.030 of the Santa Cruz County Code states that all development projects shall pay a transportation and roadside improvement fee. The fee amount for non-residential developments is determined on a basis of project generated traffic as reported as end trips. Transportation and roadside improvement fees are paid into separate traffic and roadside improvement trust funds for each General Plan planning area. Fees for

¹ The volume/capacity ratio 1% threshold for significance is no longer employed due to past case law nullifying the approach to determination of significance for cumulative impacts. *Kings County Farm Bureau v. City of Hanford* (5th District 1990); *Los Angeles Unified School District v. City of Los Angeles* (2nd District 1997); *Communities for a Better Environment v. California Resources Agency* (3rd District 2002). These court rulings invalidated the use of a “ratio theory” or “comparative approach” criterion because they improperly measure a proposed project’s incremental impact relative to the existing cumulative effect rather than focus on the combined effects of the project and other relevant past, present, and future projects.



the proposed project would be paid into the traffic and roadside improvement trust fund for the Soquel planning area.

The County currently does not have formal policies for addressing non-signalized intersections. Therefore, the County relies on the Caltrans Highway Design Manual (Caltrans 2015).

3.8.2 Environmental Impact Analysis

a. Methodology

This analysis relies partially on the Traffic Impact Analysis Report conducted for the project by Kimley Horn, which is included as Appendix G, to this report. The study area includes the jurisdictions of the County of Santa Cruz and Caltrans. Levels of service standards and analysis methodologies for each jurisdiction have been applied as follows:

Traffic Operation Evaluation Methodologies. Intersection and road segment traffic operations were evaluated based on the Level of Service (LOS) concept, and the LOS standard adopted by the jurisdiction within which the intersection is located. LOS is a quantitative description of an intersection's operation, ranging from LOS A to LOS F. Level of Service "A" represents free flow non-congested traffic conditions. Level of service "F" represents highly congested traffic conditions with what is commonly considered unacceptable delay to vehicles at intersections. The intermediate levels of service represent incremental levels of congestion and delay between these two extremes. For unsignalized intersections, the methodology estimates the average control delay for each of the subject movements and determines the level of service for each movement. The overall average control delay measured in seconds per vehicle and level of service is then calculated for the entire intersection to determine significance.

Levels of Service for this study were determined using methods defined in the Highway Capacity Manual (HCM) and Synchro 9 traffic analysis software.

Project Trip Generation. Trip generation for the proposed project was calculated using the Institute of Transportation Engineer's publication, *Trip Generation 9th Edition*. A trip is defined in *Trip Generation* as a single or one-directional vehicle movement with either the origin or destination at the project site. In addition, a single customer visit to a site is counted as two trips (i.e., one to and one from the site).

For purposes of determining the worst-case impacts of traffic on the surrounding street network, the trips generated by a proposed development are typically estimated between the hours of 7:00-9:00 AM and 4:00-6:00 PM on a weekday. While the project itself may generate more traffic during some other time of the day such as around noon, the peak of "adjacent street traffic" represents the time period when the uses potentially contribute to the greatest amount of congestion and impacts.



Internal capture reductions are typically considered for mixed use developments and developments with complementary land uses to account for trips made within the development. There is one proposed land use for this development” Automobile Sales,” therefore, no internal capture trip reductions were taken for this development. Pass-by trip reductions are typically considered to account for trips that will already be on the road and will likely stop as they pass by the site. No pass-by trip reductions were taken for this development.

Trip generation was developed for this project using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition. Automobile Sales (Land Use #841) average trip rates were used to determine project trips for the 22,547-square foot proposed dealership. Four single-family detached homes, a 4,053 square foot commercial building, and car wash currently exist on the lots that would be developed; therefore trip credits for the existing homes and businesses were calculated based on Single-Family Detached Housing (Land Use #210) average trip rates and 24-hour counts for the commercial building and car wash (Table 3.8-3).

Table 3.8-3: Project Trip Generation									
Land Use	Size	Units	Daily Trip Rate	Daily Trips	AM Peak Hour Rate	AM Peak Hour Trips (IN/OUT)	PM Peak Hour Rate	PM Peak Hour Trips (IN/OUT)	
Existing Conditions (Trip Credits)									
Single-Family Detached Housing (LU 210)	4	DU	9.52	38	0.75	3 (1/2)	1.00	4 (3/1)	
Paint Store (5/23/17 Counted Study*)	4,053	SF	65.38	265	8.64	35 (17/18)	0.99	4(1/3)	
Car Wash (5/23/17 Counted Study*)	6	Wash Stalls	42.83	257	1.67	10 (4/6)	4.17	25 (14/11)	
Total				560		48 (22/26)		33 (18/15)	
Proposed Conditions									
Automobile Sales (LU 841)	22,547	SF	32.30	728	1.92	43 (33/10)	2.62	59 (23/36)	
Net Project Trip Generation									
Net Project Trip Generation				168	-	-5 (11/-16)	-	26 (5/21)	
Notes:									
* Counted study data on Tuesday 5/23. The study counted 24-hours of the in and out trips of the Kings Paint & Paper store as well as the Car Wash for each of the three driveways that access the existing site. The AM and PM peak hours of the adjacent signalized intersection of 41 st Avenue & Soquel Drive was used.									
Source: Kimley Horn and Associates, 2017.									

The proposed project is anticipated to generate 728 average daily trips, 43 AM peak hour trips (33 in/10 out), and 59 PM peak hour trips (23 in/36 out). The existing homes generate 38 daily trips, 3 AM peak hour trips (1 in/2 out), and 4 PM peak hour trips (3 in/1 out). The existing commercial building generates 265 daily trips, 35 AM peak hour trips (17 in/18 out), and 4 PM peak hour trips (1 in/3 out). The existing car wash generates 257 daily trips, 10 AM peak hour trips (4 in/6 out), and 25 PM peak hour trips (14 in/11 out). Total, the existing uses generate 560 daily trips, 48 AM peak hour trips (22 in/26 out), and 33 PM peak hour trips (18 in/15 out), which will be taken as trip credits. Therefore, the net new trip generation for the proposed



project is 168 daily trips, -5 AM peak hour trips (11 in/-16 out), and 26 PM peak hour trips (5 in/21 out). Table 3.8-3 presents the trip generation for the project.

Project Trip Distribution and Assignment. The trip distribution was developed based on consultation with Santa Cruz County staff, SCCRTC Average Daily Traffic Volumes, Caltrans Average Annual Daily Traffic volumes, and knowledge of the study area.

Due to the nature of the proposed development, project trips are expected to travel to and from the site via Highway 1, with 33% of Project trips traveling on North Highway 1 and 31% of Project trips traveling south on Highway 1. 10% of Project trips will travel to and from the site south of Highway 1 via 41st Avenue. 14% of Project trips will travel to and from the site via Soquel Drive west of the site and 11% of trips will travel to and from the site via Soquel Drive east of the site, with approximately 1% of the trips traveling on north Porter Street and 2% traveling on south Porter Street. Figure 3.8-2 graphically illustrates the assumed distribution in relation to the Project site and study intersections.

The Project Driveway on 41st Avenue (Driveway 2) is anticipated to be partially accessed via up to ten vehicles (AM Peak) making northbound u-turns at Soquel Drive and 41st Avenue (Intersection #3) and then making a southbound right-turn into Project Driveway 2 in the peak hour. Likewise, it is anticipated that up to two vehicles (PM Peak) exiting Project Driveway 2 in the peak hour would make a southbound u-turn at the unsignalized Redwood Shopping Center driveway (Intersection #8) south of Project Driveway 2 since southbound u-turns are not permitted at the signalized Redwood Shopping Center intersection. U-turns are analyzed as left-turns since the HCM does not provide methodology for u-turn analysis. Figure 3.8-3 shows the Project trip assignment for AM and PM peak hour periods at study intersections. Figure 3.8-4 shows the trip credits assignment for AM and PM peak hour periods at study intersections. Figure 3.8-5 shows the net project trip assignment for AM and PM peak hour periods at study intersections.

b. Significance Thresholds

According to Appendix G of the *State CEQA Guidelines*, impacts related to transportation and circulation from the proposed project would be significant if the project would:

- 1. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;*
- 2. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;*
- 3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;*



LEGEND

- X STUDY INTERSECTION
- PROJECT SITE
- XX% PROJECT TRIP DISTRIBUTION

Source: Kimley Horn, 2017.



Figure 3.8-2
Project Trip Distribution



Figure 3.8-3

Gross Project Peak Hour Trip Assignment

Source: Kimley Horn, 2017.



Figure 3.8-4

Source: Kimley Horn, 2017.

Credit Peak Hour Trip Assignment



Figure 3.8-5

Net Project Peak Hour Trip Assignment

Source: Kimley Horn, 2017.



4. *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment);*
5. *Result in inadequate emergency access; and/or*
6. *Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.*

Although the intersections in the project study area fall entirely within the County jurisdiction, the Highway 1 ramps and mainline fall within the jurisdiction of Caltrans. The impact criteria used in this EIR for the relevant jurisdictions are listed below and have been applied to the analysis results.

Santa Cruz County Impact Criteria. The County utilizes the General Plan Policy 3.12.1, discussed above in Section 4.12.1(b) (Regulatory Setting), as its significance threshold at signalized intersections (Intersections 2 and 4). Specifically, a significant impact to a signalized intersection (Intersections 2 and 4) would occur when:

- The addition of project traffic would cause operations to deteriorate from an acceptable conditions pre-project (LOS A, B, C, or D) to unacceptable conditions with the addition of project traffic (LOS E, or F).

The County does not have any formal thresholds of significance for impacts to non-signalized intersections. However, for the purpose of this analysis and consistent with common industry practice, the significance criteria at non-signalized intersections (Intersections 2, 4, and 7) are as follows:

- The operations of a side-street approach of a non-signalized intersection would operate at an unacceptable LOS F with the addition of project traffic; and
- A volume- or delay-based traffic signal warrant is met at the intersection after the addition of project traffic.

Caltrans Impact Criteria. Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D (Caltrans 2015). According to the Caltrans Guide for the Preparation of Traffic Impact Studies, if an existing state highway facility is operating at less than the appropriate target LOS, the existing measures of effectiveness should be maintained (Caltrans 2002). As a result, any additional trips added to a highway segment currently operating below the appropriate target LOS standard would be considered significant unless mitigated. Therefore, the following significance criteria are used on Caltrans facilities in the study network (Intersections 9 and 10 and Highway 1 segments):

- The addition of project traffic would cause operations to deteriorate from an acceptable conditions pre-project (LOS A, B, C, or D) to unacceptable conditions with the addition of project traffic (LOS D, E, or F). Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on all state transportation facilities. Therefore, an LOS D is considered an acceptable LOS.



- The addition of any project traffic at an intersection already operating at LOS E or F pre-project should be considered a significant cumulative traffic impact and mitigated accordingly.

c. Project Impacts and Mitigation Measures

Threshold 1: Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

Threshold 2: Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

Impact TRA-1 Implementation of the proposed project would result in potentially significant impacts to the Soquel Drive/Robertson Street intersection, and the Soquel Drive/Porter Street intersection under Existing Plus Project and Near Term Plus Project conditions. With the identified mitigation measures, both intersections would move to acceptable levels of service C or D. LOS D is the minimum acceptable to the County of Santa Cruz where additional enhancements to achieve LOS C may be considered infeasible. However, due to lack of identified available funding, the required mitigation measure to reduce significant impacts to the intersection of Soquel Drive at Robertson Street may be considered infeasible, and if so the impact would be significant and unavoidable. In addition, the proposed project would result in potentially significant impacts to the segment of Highway 1 located north/west of 41st Avenue and the Highway 1 segment located south/east of 41st Avenue. These segments currently operate at LOS F in both the AM and PM peak hours. LOS D or better is acceptable under Caltrans significance criteria, and LOS E and F is considered unacceptable. Any new trips added to Highway 1 at these segments is considered to be significant requiring mitigation. However, no mitigation is available to reduce impacts to Highway 1. Therefore, project impacts under Existing Plus Project and Near Term Plus Project conditions would be Class I, *significant and unavoidable* for Highway 1 segment operations.

Intersection Operations. The proposed traffic assignments were added to the existing traffic volumes to obtain Existing Plus Project and Near Term Plus Project traffic volumes. Intersection levels of service are summarized in Table 3.8-4 and Table 3.8-6.



Existing Plus Project. Based on Table 3.8-4 and the LOS standards and the Santa Cruz County General Plan Policies described in Section 3.8.3 (a & b) (Methodology and Significance Thresholds), the following intersections are projected to operate at an unacceptable level of service under Existing Plus Project conditions without the incorporation of mitigation measures. In addition, the proposed project would add trips to State Route Highway 1, which is already operating at unacceptable level of service during both the AM and PM peak hour conditions.

Table 3.8-4: Existing Plus Project Conditions Intersection Level of Service								
#	Intersection	Control Type	Existing Plus Project Conditions					
			AM Peak Hour			PM Peak Hour		
			Movement	Delay	LOS	Movement	Delay	LOS
1	Soquel Dr / Rodeo Gulch Rd ¹	Signal	Overall	8.2	A	Overall	8.2	A
2	Soquel Dr / Project Driveway 1 ¹	SSSC	Overall	0.1	A	Overall	0.3	A
			NB	15.8	C	NB	26.4	D
3	Soquel Dr / 41 st Ave ¹	Signal	Overall	36.1	D	Overall	30.9	C
4	Soquel Dr / Robertson St ¹	AWSC	Overall	43.3	E	Overall	75.5	F
5	Soquel Dr / Daubenbiss Ave ¹	Signal	Overall	11.3	B	Overall	4.9	A
6	Soquel Dr / Porter St ¹	Signal	Overall	57.2	E	Overall	78.3	E
7	41 st Ave / Project Driveway 2 ¹	SSSC	Overall	0.1	A	Overall	0.2	A
			EB	10.1	B	EB	10.6	B
8	41 st Ave / Redwood Shopping Center ¹	Signal	Overall	12.7	B	Overall	15.8	B
9	41 st Ave / Hwy 1 NB Ramps ¹	Signal	Overall	16.0	B	Overall	14.3	B
10	41 st Ave / Hwy 1 SB Ramps ²	Signal	Overall	23.8	C	Overall	7.4	A

Notes:

1. Analysis performed using HCM 2010 methodologies.
2. Intersection #10 controller manages operations for two signalized intersections, therefore, analysis performed using HCM 2000 methodologies.
3. Delay indicated in seconds/vehicle.
4. SCC level of service (LOS) standard is D. Caltrans LOS standard is C.
5. Intersections that operate below maintaining agency's LOS standard are highlighted and shown in **bold**.

Source: Kimley Horn and Associates, 2017.

Intersection #4 – Soquel Drive/Robertson Street (LOS E – AM; LOS F – PM). This existing all way stop controlled intersection is under County jurisdiction. Under the Existing Plus Project scenario, the proposed project would increase delay at this intersection, which already operates at an unacceptable LOS E in the AM and LOS F during the PM. Although vehicle delay is slightly higher, no change in the Level of service would occur. However, due to the intersection currently operating at an unacceptable LOS E and F, the addition of vehicle trips is considered significant under County criteria requiring mitigation.

Intersection #6 – Soquel Drive/Porter Street (LOS E – AM; LOS E – PM). This existing signalized intersection is under County jurisdiction. Under both the Existing Plus Project scenario, the proposed project would increase delay at this intersection, which already operates at an unacceptable LOS E during both the AM and PM peak hours. Although vehicle delay is slightly higher, no change in the Level of service would occur. However, due to the



intersection operating at an unacceptable LOS E for both the AM and PM peak hours, the addition of vehicle trips is considered significant under County criteria requiring mitigation.

Near Term. Near Term (2018 volumes were calculated by using the annual growth rates between the existing volumes and the 2035 volumes calculated from the SCCRTC average daily trips. Growth rates were determined based on historical volume data and were applied to main street and minor street movements of respective corridors (Soquel Drive and 41st Avenue). The application of the growth rates to minor street movements assumes that study intersection side-street volumes will grow at the same rate as main street volumes from which the growth rates were derived, which is a conservative estimate. The growth rates were applied to the existing counts in 2016 and grown to 2018 for Near Term analysis scenarios. In addition, it is understood that King’s Paint will relocate to the City of Capitola. As a result, these relocated trips are assumed in the near term volume growth. The results of the analysis are presented in Table 3.8-5. Both Soquel Drive at Robinson Street and Soquel Drive at Porter Street currently operate at an unacceptable level of service under Near Term conditions without project.

Table 3.8-5: Near Term Conditions Intersection Level of Service								
#	Intersection	Control Type	Near Term Conditions					
			AM Peak Hour			PM Peak Hour		
			Movement	Delay	LOS	Movement	Delay	LOS
1	Soquel Dr / Rodeo Gulch Rd ¹	Signal	Overall	8.3	A	Overall	8.3	A
2	Soquel Dr / Project Driveway 1 ¹	Does Not Exist						
3	Soquel Dr / 41 st Ave ¹	Signal	Overall	33.6	C	Overall	40.2	D
4	Soquel Dr / Robertson St ¹	AWSC	Overall	46.5	E	Overall	80.3	F
5	Soquel Dr / Daubenbiss Ave ¹	Signal	Overall	11.6	B	Overall	4.9	A
6	Soquel Dr / Porter St ¹	Signal	Overall	60.3	E	Overall	80.9	F
7	41 st Ave / Project Driveway 2 ¹							
8	41 st Ave / Redwood Shopping Center ¹	Signal	Overall	12.7	B	Overall	15.9	B
9	41 st Ave / Hwy 1 NB Ramps ¹	Signal	Overall	16.3	B	Overall	14.5	B
10	41 st Ave / Hwy 1 SB Ramps ²	Signal	Overall	24.6	C	Overall	7.4	A

Notes:

1. Analysis performed using HCM 2010 methodologies.
2. Intersection #10 controller manages operations for two signalized intersections, therefore, analysis performed using HCM 2000 methodologies.
3. Delay indicated in seconds/vehicle.
4. SCC level of service (LOS) standard is D. Caltrans LOS standard is C.
5. Intersections that operate below maintaining agency’s LOS standard are highlighted and shown in **bold**.

Source: Kimley Horn and Associates, 2017.

Near Term Plus Project. Based on Table 3.8-6 and the LOS standards and the Santa Cruz County General Plan Policies described in Section 3.8.2 (a & b) (Methodology and Significance Thresholds), the following intersections are projected to operate at an unacceptable level of service under Near Term Plus Project conditions without the incorporation of mitigation measures. In addition, the proposed project would add trips to State Route Highway 1, which is already operating at unacceptable level of service during both the AM and PM peak hour conditions.



Intersection #4 – Soquel Drive/Robertson Street (LOS E – AM; LOS F – PM). This near term all way stop controlled intersection is under County jurisdiction. Under the Near Term Plus Project scenario, the proposed project would increase delay at this intersection, which already operates at an unacceptable LOS E in the AM and LOS F during the PM. Although vehicle delay is slightly higher, no change in the level of service would occur. However, due to the intersection operating at an unacceptable LOS E and LOS F, the addition of vehicle trips is considered significant under County criteria requiring mitigation.

Intersection #6 – Soquel Drive/Porter Street (LOS E – AM; LOS E – PM). This existing signalized intersection is under County jurisdiction. Under the Near Term Plus Project scenario, the proposed project would increase delay at this intersection, which already operates at an unacceptable LOS E during both the AM and PM peak hours. Although vehicle delay is slightly higher, no change in the level of service would occur. However, due to the intersection operating at an unacceptable LOS E and F, the addition of vehicle trips is considered significant under County criteria requiring mitigation.

Table 3.8-6: Near Term Plus Project Conditions Intersection Level of Service								
#	Intersection	Control Type	Near Term Plus Project Conditions					
			AM Peak Hour			PM Peak Hour		
			Movement	Delay	LOS	Movement	Delay	LOS
1	Soquel Dr / Rodeo Gulch Rd ¹	Signal	Overall	8.3	A	Overall	8.3	A
2	Soquel Dr / Project Driveway 1 ¹	SSSC	Overall	0.1	A	Overall	0.3	A
			NB	16.0	C	NB	27.0	D
3	Soquel Dr / 41 st Ave ¹	Signal	Overall	32.5	C	Overall	24.8	C
4	Soquel Dr / Robertson St ¹	AWSC	Overall	46.5	E	Overall	80.9	F
5	Soquel Dr / Daubenbiss Ave ¹	Signal	Overall	11.7	B	Overall	4.9	A
6	Soquel Dr / Porter St ¹	Signal	Overall	60.6	E	Overall	81.3	F
7	41 st Ave / Project Driveway 2 ¹	SSSC	Overall	0.1	A	Overall	0.2	A
			EB	10.2	B	EB	10.7	B
8	41 st Ave / Redwood Shopping Center ¹	Signal	Overall	12.7	B	Overall	15.9	B
9	41 st Ave / Hwy 1 NB Ramps ¹	Signal	Overall	16.4	B	Overall	14.5	B
10	41 st Ave / Hwy 1 SB Ramps ²	Signal	Overall	25.2	C	Overall	7.5	A

Notes:

6. Analysis performed using HCM 2010 methodologies.
7. Intersection #10 controller manages operations for two signalized intersections, therefore, analysis performed using HCM 2000 methodologies.
8. Delay indicated in seconds/vehicle.
9. SCC level of service (LOS) standard is D. Caltrans LOS standard is C.
10. Intersections that operate below maintaining agency's LOS standard are highlighted and shown in **bold**.

Source: Kimley Horn and Associates, 2017.

Highway Segment Operations. The proposed project would add the following trips to Highway 1, which is already operating at unacceptable levels of service during both the AM and PM peak hours.

Highway 1 Segment North/West of 41st Avenue – Based on the trip generation and trip distribution, approximately negative five net new trips would travel northbound on Highway



1 in the AM peak hour, and four net new trips would travel southbound on Highway 1 in the AM peak hour. Likewise, approximately five net new trips would travel northbound on Highway 1 in the PM peak hour, and two net new trips would travel southbound on Highway 1 in the PM peak hour. LOS D or better is acceptable under Caltrans significance criteria, and LOS E and F are considered unacceptable. These segments currently operate at LOS F in both the AM and PM peak hours. Although the addition of five net new northbound trips and four net new southbound trips in the AM peak hour is minimal and would not reduce the level of service any further, any new trips added to Highway 1 at these segments is considered to be a significant impact requiring mitigation due to the existing unacceptable LOS F condition.

Highway 1 Segment South/East of 41st Avenue - Based on trip generation and trip distribution, approximately two net new trips would travel northbound on Highway 1 in the AM peak hour, and negative four net new trips would travel southbound on Highway 1 in the AM peak hour. Likewise, approximately one net new trip would travel northbound on Highway 1 in the PM peak hour, and seven new trips would travel southbound on Highway 1 in the PM peak hour. LOS D or better is acceptable under Caltrans significance criteria, and LOS E and F are considered unacceptable. These segments currently operate at LOS F in both the AM and PM peak hours. Although the addition of two net new northbound trips and four net new southbound trips in the AM peak hour, and one net new northbound trip and seven net new southbound trips in the PM peak hour is minimal and would not reduce the level of service any further, any new trips added to Highway 1 at these segments is considered to be a significant impact requiring mitigation due to the existing unacceptable LOS F condition.

Mitigation Measures. Implementation of Mitigation Measures TRA-1 and TRA-2 would reduce impacts at Intersection #4, Soquel Drive/Robertson Street and Intersection #6, Soquel Drive/Porter Street, to below pre-project conditions. The proposed project shall pay a fair share contribution to mitigate project impacts to intersection level of service to below a level of significance. No mitigation is available to mitigate impacts associated with the additional traffic trips on Highway 1 to both the segment north/west and south/east of 41st Avenue in both the AM and PM peak hours. Currently Caltrans has no impact fee program in place to help mitigate traffic impacts on Highway 1 in Santa Cruz County.

TRA-1: Soquel Drive/Robertson Street (Intersection #4) *Uncertain feasibility therefore classified as Infeasible*

Traffic at the Soquel Drive / Robertson Street intersection, which is currently operating at an unacceptable LOS E during the AM and PM peak hour, will continue to operate at LOS E or worse during all future conditions. To mitigate these significant impacts, the project applicant shall, prior to issuance of a building occupancy permit, pay \$14,200 (2.84% of the total unfunded improvement costs) toward the cost of construction of the following improvements:

- Install a traffic signal control.
- On Soquel Drive, restripe the westbound approach to one left turn lane and one thru lane, consolidate north driveways and close the north leg



(southbound approach), converting the intersection to a signalized, three-directional intersection. Until north driveways are consolidated, the north leg will remain open to provide access to the building(s) using the existing driveway. The analysis evaluated this intersection with three approaches (i.e., a signalized “T” intersection with east, west, and south legs). Existing traffic volumes on the north approach are very low at (0 vehicles in the AM peak and 3 vehicles in the PM peak). The intersection would also operate acceptably should the County decide to construct a signalized four-way intersection instead (i.e., with east, west, south, and north legs).

- On Robertson Street, restripe the northbound approach from one lane to one left- and one right-turn lane. Limit the restriping to approximately 25 feet, due to the close spacing of the mobile home park driveway southwest of the intersection. The design for this improvement will be challenging and the designer should exercise care to ensure that northbound and southbound traffic can be safely accommodated. Analysis conservatively analyzed this intersection with one shared thru, left, and right lane.

TRA-2: Soquel Drive/Porter Street (Intersection #6)

On Soquel Drive, the area on the south side west of Porter Street (adjacent to the curb) is currently signed as a loading zone from 8am to 5pm, Monday through Friday. When not in use as loading zone, this area currently operates as a de facto right-turn pocket. To mitigate AM and PM peak hour traffic impacts, the project applicant shall, prior to building occupancy permit, pay \$20,000 to the County of Santa Cruz to construct the following improvements:

- Through signage and restriping, convert the on-street loading zone on the south side of west leg (eastbound approach) into an eastbound right-turn pocket lane during peak hours, and optimize the signal phasing, cycle length, and splits.
- Restripe the existing bike lane to provide a right-turn with bike access, the lane should be combined into a 12-foot shared bike lane and right turn lane. The combined bike lane/turn lane treatment will include signage advising motorists and bicyclists of proper positioning within the lane.

Significance After Mitigation. Anticipated Existing Plus Project LOS at intersections #4 and #6 with implementation of Mitigation Measures TRA-1 and TRA-2 is shown in Table 3.8-7. With the implementation of the above improvements outlined in Mitigation Measures TRA-1 and TRA-2, the Soquel Drive/Robertson Street intersection would improve to LOS B in the AM and LOS D in the PM peak hours for Existing Plus Project, and Soquel Drive at Porter Street would improve to LOS C in the AM and LOS D in the PM peak hours for Existing Plus Project.

It is anticipated that, when the intersection of Soquel Drive/Robertson Street is signalized, Soquel Drive/Daubenbiss Avenue and Soquel Drive/Porter Street signal timings and coordination would be updated and optimized. Impacts to intersection level of service would



be reduced to a less than significant level for Existing Plus Project and Near-term Plus Project conditions with the incorporation of the above mitigation measures.

#	Intersection	Control Type	Mitigated Existing Plus Project Conditions					
			AM Peak Hour			PM Peak Hour		
			Movement	Delay	LOS	Movement	Delay	LOS
4	Soquel Dr / Robertson St ¹	Signal	Overall	16.5	B	Overall	49.0	D
6	Soquel Dr / Porter St ¹	Signal	Overall	34.1	C	Overall	36.4	D

Notes:

1. Analysis performed using HCM 2010 methodologies.
2. Delay indicated in seconds/vehicle.
3. SCC level of service (LOS) standard is D. Caltrans LOS standard is C.
4. Intersections that operate below maintaining agency's LOS standard are highlighted and shown in **bold**.

Source: Kimley Horn and Associates, 2017.

The complete cost to signalize the intersection of Soquel Drive at Robertson Street is estimated at \$373,612 in the 2017/2018 County of Santa Cruz Capital Improvement Program (CIP); however, updated cost estimates by the County of Santa Cruz Department of Public Works have placed the cost of the signalization closer to \$500,000. Because this signalization project is listed in the 2017/2018 CIP as unprogrammed, no funding for design or construction is currently available. The only available funding would be the project's fair share contribution of \$14,200 or 2.84% of the total unfunded improvement costs. Therefore, it is uncertain as to whether proposed Mitigation Measure TRA-1 could be implemented within the next five years. For this reason, the addition of project generated traffic trips to the intersection at Soquel Drive/Robertson Street (Intersection #4) in the PM peak hour under the Existing Plus Project and Near-term Plus Project conditions would be considered significant and unavoidable. If the County identifies and commits funding, then the mitigation measure TRA-1 would be feasible and the impact would be reduced to less than significant.

Currently Caltrans has no impact fee program in place to help mitigate traffic impacts on Highway 1 in Santa Cruz County. As a result, these additional trips impacting segments of Highway 1 cannot be mitigated by the proposed project and are considered significant and unavoidable.

#	Intersection	Control Type	Mitigated Near Term Plus Project Conditions					
			AM Peak Hour			PM Peak Hour		
			Movement	Delay	LOS	Movement	Delay	LOS
4	Soquel Dr / Robertson St ¹	Signal	Overall	11.9	B	Overall	19.4	B
6	Soquel Dr / Porter St ¹	Signal	Overall	35.4	D	Overall	39.0	D

Notes:

1. Analysis performed using HCM 2010 methodologies.
2. Delay indicated in seconds/vehicle.
3. SCC level of service (LOS) standard is D. Caltrans LOS standard is C.
4. Intersections that operate below maintaining agency's LOS standard are highlighted and shown in **bold**.

Source: Kimley Horn and Associates, 2017.



Anticipated Near Term Plus Project LOS at intersections #4 and #6 with implementation of Mitigation Measures TRA-1 and TRA-2 is shown in Table 3.8-8. With the implementation of the above improvements outlined in Mitigation Measures TRA-1 and TRA-2, the Soquel Drive at Robertson Street intersection would improve to LOS B in the AM and LOS B in the PM peak hours with project. Soquel Drive at Porter Street would improve to LOS D in the AM peak hour and LOS D in the PM peak hours with project. Impacts to intersection level of service would be reduced to a less than significant level for Near Term Plus Project conditions with the incorporation of the above mitigation measures. However, due to the potential infeasibility of Mitigation Measure TRA-1 due to a currently unidentified or unavailable source of funding, impacts would be significant and unavoidable.

Threshold 3: Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks

Impact TRA-3 The project would not affect any air traffic patterns or air traffic levels. Therefore, impacts would be Class IV, *no impact*.

The project site is located approximately 10 miles west-northwest of the Watsonville Municipal Airport and approximately 32 miles south of the San Jose International Airport. Further, the highest point of the project would be the dealership showroom at 33 feet six inches above finished grade. Therefore, the project would not impact air traffic patterns that would result in a substantial safety risk. Additionally, the project would not result in an increase in air traffic that would result in a substantial safety risk. Therefore, no impact would occur from project implementation.

Mitigation Measures. No mitigation measures are required.

Significance After Mitigation. There would be no impact without mitigation.

Threshold 4: Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)

Impact TRA-4 The project would not increase hazards due to any design features or incompatible uses. Therefore, impacts would be Class III, *less than significant*.

Vehicular access to the proposed project site would be available from both east and westbound Soquel Drive and from southbound 41st Avenue along the northern and eastern boundaries of the project site. The project would provide a new dedicated right-turn pocket along the northern project frontage of Soquel Drive that would have adequate capacity to accommodate project traffic. In addition, the access driveway on 41st Avenue would also have adequate capacity to accommodate project traffic. Further, both project driveways would provide adequate sight distance along both Soquel Drive and 41st Avenue. Therefore, the project would not create any hazardous design features that would substantially increase hazards within the project area.



Additionally, the project would involve retail commercial uses and would generate trips primarily from visitors coming to and from the dealership. These vehicle uses would be compatible with the current vehicle uses on the existing surrounding roadways. Therefore, the project would not increase hazards due to incompatible uses and impacts would be less than significant.

Mitigation Measures. No mitigation measures would be required.

Significance After Mitigation. Impacts would be less than significant without mitigation.

Threshold 5: Result in inadequate emergency access.

Impact TRA-5 The project would provide adequate emergency access. Therefore, impacts would be Class III, *less than significant*.

As discuss above, vehicular access to the proposed project site would be available from both east and westbound Soquel Drive and from southbound 41st Avenue along the northern and eastern boundaries of the project site. In addition, the new dedicated right-turn pocket along the northern project frontage of Soquel Drive would also enhance project access by improving the right-turn movement from eastbound Soquel Drive onto southbound 41st Avenue. Therefore, adequate emergency access to the project site would be provided. Further, project site plans would be subject to review and approval by Santa Cruz County to ensure adequate emergency access is provided. Impacts would be less than significant.

Mitigation Measures. No mitigation measures would be required.

Significance After Mitigation. Impacts would be less than without mitigation.

Threshold 6: Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities

Impact TRA-6 The project would provide pedestrian access from both Soquel Drive and 41st Avenue. In addition, existing Class II bicycle facilities along Soquel Drive and 41st Avenue provide bicycle access to the site. The Soquel Drive/41st Avenue intersection provides marked crossings for pedestrians and bikes on the intersection's south leg and east leg. Further, a transit stop is located within 320 feet of the project site. Therefore, impacts related to conflicts with policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities would be Class III, *less than significant*.

The project was evaluated to determine if it would adversely affect adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks) or generate pedestrian, bicycle, or transit travel demand that would not be accommodated by transit, bicycle, or pedestrian facilities and plans.



Employees and/or patrons choosing to walk to the site would not be adversely impacted based on pedestrian mobility, accessibility, or safety at the project site once frontage improvements are constructed. The project would also provide ADA compliant sidewalk facilities as part of its street frontage improvements. Only a few pedestrian and/or bicycle trips both in the weekday AM peak period and weekday PM peak period are anticipated for the project.

Employees and/or patrons choosing to bike to the site from Soquel Drive or 41st Avenue would not be adversely impacted based on bicyclist mobility, accessibility, or safety. Only a few pedestrian and/or bicycle trips both in the weekday AM peak period and weekday PM peak period are anticipated for the project. Existing Class II bicycle facilities along Soquel Drive and 41st Avenue provide bicycle access to the site. The Soquel Drive/41st Avenue intersection provides marked crossings for pedestrians and bikes on the intersection's south leg and east leg.

Employees and/or patrons of the development have the option of driving, taking transit, walking, or bicycling. Those that choose to take transit have the option of three transit lines that operate along Soquel Drive and 41st Avenue with bus stops near the project site. According to 2006-2010 U.S. Census data cited by the SCCRTC's Regional Transportation Plan, approximately 3 percent of Santa Cruz County residents use transit to travel to work. This typically represents the highest level of transit ridership during the day, with other periods being lower. If it is conservatively assumed (from the standpoint of transit demand) that 3 percent of the employees and patrons of the development use transit during the peak hours of the day, it represents approximately one passenger both in the weekday AM peak period and weekday PM peak period, which has negligible adverse impact on transit mobility, accessibility, or safety at any of the study intersections. Bus stops are located within 500 feet from the Project site. Therefore, the proposed project's impact on pedestrian, bicycle, and/or transit facilities is considered less than significant and no mitigation measures would be required.

Mitigation Measures. No mitigation measures would be required.

Significance After Mitigation. Impacts would be less than without mitigation.

d. Cumulative Impacts

Average daily trips (ADTs) were obtained from the Santa Cruz County Regional Transportation Commission (SCCRTC) and were used to estimate the growth from potential projects for the Cumulative 2035 conditions. The most recent available bi-directional ADTs, whose years vary across roadway segments in the County, were compared with historical ADTs for applicable roadways. Year 2035 turning movement volumes were calculated by adding the growth increment to the existing year (2016) traffic count to calculate the final adjusted forecasted movement volume. Under these methods, it was calculated that volumes along Soquel Drive and 41st Avenue within the Project vicinity would increase by 0.72 percent per annum, while volumes along 41st Avenue would increase by 0.53 percent per annum. The



derived growth rates were applied to both main and side street movements on respective corridors.

Cumulative traffic associated with the project and cumulative development could have potentially significant impacts on intersection and freeway segment operations within the project study area. Existing cumulative conditions intersection levels of service are summarized in Table 3.8-9.

Intersection Operations. The proposed project traffic assignments were added to the existing traffic volumes to obtain Cumulative Plus Project traffic volumes. Intersection levels of service are summarized in Table 3.8-10.

#	Intersection	Control Type	Cumulative Conditions					
			AM Peak Hour			PM Peak Hour		
			Movement	Delay	LOS	Movement	Delay	LOS
1	Soquel Dr / Rodeo Gulch Rd ¹	Signal	Overall	9.5	A	Overall	9.7	A
2	Soquel Dr / Project Driveway 1 ¹	Does Not Exist						
3	Soquel Dr / 41 st Ave ¹	Signal	Overall	49.2	D	Overall	41.8	D
4	Soquel Dr / Robertson St ¹	AWSC	Overall	82.4	F	Overall	118.4	F
5	Soquel Dr / Daubenbiss Ave ¹	Signal	Overall	15.7	B	Overall	5.2	A
6	Soquel Dr / Porter St ¹	Signal	Overall	85.7	F	Overall	114.5	F
7	41 st Ave / Project Driveway 2 ¹	Does Not Exist						
8	41 st Ave / Redwood Shopping Center ¹	Signal	Overall	13.2	B	Overall	16.7	B
9	41 st Ave / Hwy 1 NB Ramps ¹	Signal	Overall	20.9	C	Overall	16.4	B
10	41 st Ave / Hwy 1 SB Ramps ²	Signal	Overall	40.9	D	Overall	8.4	A

Notes:

1. Analysis performed using HCM 2010 methodologies.
2. Intersection #10 controller manages operations for two signalized intersections, therefore, analysis performed using HCM 2000 methodologies.
3. Delay indicated in seconds/vehicle.
4. SCC level of service (LOS) standard is D. Caltrans LOS standard is C.
5. Intersections that operate below maintaining agency's LOS standard are highlighted and shown in **bold**.

Source: Kimley Horn and Associates, 2017.

Based on Table 3.8-10 and the LOS standards described in Section 3.8.2 (a-b) (Methodology and Significance Thresholds), the following intersections are projected to operate at unacceptable levels of service under Cumulative Plus Project conditions.

Intersection #4 – Soquel Drive / Robertson Street (LOS F – AM and LOS F - PM). This intersection is under County jurisdiction. Under the Cumulative Plus Project scenario the proposed project would increase delay at this intersection, which already operates at an unacceptable LOS F during the AM and PM peak hours. Based on the County impact criteria, the proposed project would have a significant impact at this intersection and mitigation is required.

Intersection #6 – Soquel Drive / Porter Street (LOS F – AM and LOS F – PM). This intersection is under County jurisdiction. Under the Cumulative Plus Project scenario the proposed project would increase delay at this intersection, which already operates at an unacceptable LOS F



during the AM and PM peak hours. Based on the County impact criteria, the proposed project would have a significant impact at this intersection and mitigation is required.

Anticipated LOS at Intersection #4 with implementation of Mitigation Measure TRA-1, discussed above, is shown in Table 3.8-11. As shown in Table 3.8-11, this improvement would improve operations to an acceptable LOS B in the AM and LOS D in the PM peak hours. Delay would be reduced from 82.6 seconds to 19.9 seconds in the AM peak hour, and from 119.2 to 45.7 seconds in the PM peak hour. Therefore, this improvement would reduce the project impacts at this intersection to a less than significant level.

Table 3.8-10: Cumulative Plus Project Conditions Level of Service								
#	Intersection	Control Type	Cumulative Plus Project Conditions					
			AM Peak Hour			PM Peak Hour		
			Movement	Delay	LOS	Movement	Delay	LOS
1	Soquel Dr / Rodeo Gulch Rd ¹	Signal	Overall	9.5	A	Overall	9.8	A
2	Soquel Dr / Project Driveway 1 ¹	SSSC	Overall	0.1	A	Overall	0.3	A
			NB	18.3	C	NB	33.2	D
3	Soquel Dr / 41 st Ave ¹	Signal	Overall	46.4	D	Overall	32.2	C
4	Soquel Dr / Robertson St ¹	Signal	Overall	82.6	F	Overall	119.2	F
5	Soquel Dr / Daubenbiss Ave ¹	Signal	Overall	15.8	B	Overall	5.2	A
6	Soquel Dr / Porter St ¹	Signal	Overall	86.7	F	Overall	115.0	F
7	41 st Ave / Project Driveway 2 ¹	SSSC	Overall	0.1	A	Overall	0.2	A
			EB	10.4	B	EB	11.1	B
8	41 st Ave / Redwood Shopping Center ¹	Signal	Overall	13.2	B	Overall	16.8	B
9	41 st Ave / Hwy 1 NB Ramps ¹	Signal	Overall	21.1	C	Overall	16.5	B
10	41 st Ave / Hwy 1 SB Ramps ²	Signal	Overall	41.3	D	Overall	8.4	A

Notes:

1. Analysis performed using HCM 2010 methodologies.
2. Intersection #10 controller manages operations for two signalized intersections, therefore, analysis performed using HCM 2000 methodologies.
- 3.
4. Delay indicated in seconds/vehicle.
5. SCC level of service (LOS) standard is D. Caltrans LOS standard is C.
6. Intersections that operate below maintaining agency's LOS standard are highlighted and shown in **bold**.

Source: Kimley Horn and Associates, 2017.

Anticipated LOS at Intersection #6 with implementation of Mitigation Measure TRA-2, discussed above, is shown in Table 3.8-11. As shown in Table 3.8-11, this improvement would improve operations to an acceptable LOS D in both the AM and PM peak hours. Delay would be reduced from 86.7 seconds to 47.5 seconds in the AM peak hour, and from 115.0 to 52.7 seconds in the PM peak hour. Therefore, this improvement would reduce the project impacts at this intersection to a less than significant level.

Through the payment of Transportation Improvement Area (TIA) fees, the proposed project would mitigate incremental Cumulative impacts. The proposed project is responsible to pay a TIA fee to Santa Cruz County based on daily net new trips generated by the proposed project. These fees include a \$300 per trip Soquel Transportation Improvement Fee and a \$300 per trip Soquel Roadside Improvement Fee. Therefore, based on the estimate of 168 average daily net



new trips, the proposed project will be responsible to pay a total of \$100,800 in County improvement fees. These fees will cover the cost of the fair share payments calculated for Mitigation Measures TRA-1 and TRA-2.

With the implementation of Mitigation Measure TRA-2, Soquel Drive at Porter Street would improve to LOS D in both the AM and PM peak hours with project as shown in Table 3.8-11. With payment of the calculated TIA fees and implementation of the recommended mitigation measures, impacts to Cumulative conditions would be reduced to a less than significant level.

#	Intersection	Mitigated Cumulative Plus Project Conditions					
		AM Peak Hour			PM Peak Hour		
		Movement	Delay	LOS	Movement	Delay	LOS
4	Soquel Dr / Robertson St ¹	Overall	19.9	B	Overall	45.7	D
6	Soquel Dr / Porter St ¹	Overall	47.5	D	Overall	52.7	D

Notes:

1. Analysis performed using HCM 2010 methodologies.
2. Delay indicated in seconds/vehicle.
3. SCC level of service (LOS) standard is D. Caltrans LOS standard is C.
4. Intersections that operate below maintaining agency's LOS standard are highlighted and shown in bold.

Source: Kimley Horn and Associates, 2017.

As shown in Table 3.8-11, with implementation of Mitigation Measure TRA-1 and Mitigation Measure TRA-2, discussed above, impacts of the proposed project would not be cumulatively considerable. However, the complete cost to signalize the intersection of Soquel Drive at Robertson Street is estimated at \$373,612 in the 2017/2018 County of Santa Cruz Capital Improvement Program (CIP) and recently updated cost estimates by the County of Santa Cruz Department of Public Works have placed the cost of the signalization closer to \$500,000. Because this signalization project is listed in the 2017/2018 CIP as unprogrammed, no funding for design or construction is currently available. The only available funding would be the project's fair share contribution of \$14,200 or 2.84% of the total unfunded improvement costs. Therefore, it is uncertain as to whether proposed Mitigation Measure TRA-1 could be implemented within the next five years. For this reason, the addition of project generated traffic trips to the intersection at Soquel Drive/Robertson Street (Intersection #4) in the PM peak hour under Cumulative Plus Project conditions would be considered significant and unavoidable. If the County identifies and commits funding then the mitigation would be feasible and the impacts would be reduced to less than significant.

Highway Segment Operations. The proposed project would add the following trips to Highway 1, which is already operating at unacceptable levels of service during both the AM and PM peak hours.

Highway 1 Segment North/West of 41st Avenue – Based on the trip generation and trip distribution, approximately negative five net new trips would travel northbound and four net new trips would travel southbound on Highway 1 in the AM peak hour. Likewise, approximately five net new trips would travel northbound and two net new trips would travel



southbound on Highway 1 in the PM peak hour. The transition between LOS C and LOS D is considered acceptable under Caltrans significance criteria, and LOS E and F are considered unacceptable. These segments currently operate at LOS F in both the AM and PM peak hours. Although the addition of five net new northbound trips and four net new southbound trips in the AM peak hour is minimal and would not reduce the level of service any further, any new trips added to Highway 1 at these segments is considered to be a significant impact requiring mitigation due to the existing unacceptable LOS F condition.

Currently Caltrans has no impact fee program in place to help mitigate traffic impacts on Highway 1 in Santa Cruz County. As a result, these additional trips impacting segments of Highway 1 cannot be mitigated by the proposed project and are considered significant and unavoidable.

Highway 1 Segment South/East of 41st Avenue - Based on trip generation and trip distribution, approximately two net new trips would travel northbound and negative four net new trips would travel southbound on Highway 1 in the AM peak hour. Likewise, approximately one net new trip would travel northbound and seven new trips would travel southbound on Highway 1 in the PM peak hour. The transition between LOS C and LOS D is considered acceptable under Caltrans significance criteria, and LOS E and F are considered unacceptable. These segments currently operate at LOS F in both the AM and PM peak hours. Although the addition of two net new northbound trips and four net new southbound trips in the AM peak hour, and one net new northbound trip and seven net new southbound trips in the PM peak hour is minimal and would not reduce the level of service any further, any new trips added to Highway 1 at these segments is considered to be a significant impact requiring mitigation due to the existing unacceptable LOS F condition.

Currently Caltrans has no impact fee program in place to help mitigate significant cumulative traffic impacts on Highway 1 in Santa Cruz County. As a result, these additional trips are considered to be cumulatively considerable and cannot be mitigated by the proposed project. Therefore, these impacts are considered Class I, *significant and unavoidable*.



Other CEQA Considerations

This section covers unique topics required to be addressed under the *State CEQA Guidelines* including growth-inducing effects and significant irreversible changes as set forth in *State CEQA Guidelines* Appendix F.

4.1 Growth Inducing Effects

The *State CEQA Guidelines* require a discussion of a project's potential to foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment, including, among others, ways in which a project could remove an obstacle to growth.

Growth inducement itself is not a direct environmental effect but has the potential to lead to environmental effects. These environmental effects may include increased demand on other community and public services and infrastructure. Depending upon the type, magnitude, and location of growth, it can result in significant adverse environmental effects. The project's growth-inducing potential is therefore considered significant if it could result in significant physical effects in one or more environmental issue area.

A project can have the potential to induce direct or indirect growth. A project would directly induce growth by resulting in construction of new housing that would result in new residents moving to an area, for example. If a project changed land use designations and zoning to accommodate a new use that is more intensive, such a project would be growth-inducing. It is important to note that direct forms of growth have secondary effects of expanding the size of local markets and attracting additional economic activity to the area. A project would indirectly induce growth by resulting in:

- Substantial new permanent employment opportunities, for example, commercial or industrial development;
- A construction effort with substantial short-term employment opportunities that indirectly stimulates the need for additional housing and services to support the new temporary employment demand; and/or
- Removal of an obstacle to additional growth and development, such as removing a constraint on a required public utility or service; for example, construction of a major water supply or sewer line with excess capacity through an undeveloped area.

Typically, the growth-inducing potential of a project would be considered significant if it fosters growth or a concentration of population above what is assumed in local and regional land use plans, or in projections made by regional planning authorities. Significant growth impacts could also occur if the project provides infrastructure or service capacity to



accommodate growth levels beyond those anticipated or forecasted by local or regional plans and policies.

4.1.1 Economic and Population Growth

As described in Section 2.0, *Project Description*, the project consists of an approximately 2.57 acre automotive dealership providing the sale and service of Nissan automobiles. The project proposes to construct a 12,551 square foot automobile dealership building with a separate 9,996 square foot automobile service building at the southwest corner of the intersection of Soquel Drive and 41st Avenue in Soquel. The site would provide 154 parking spaces to accommodate inventory as well as service and visitor parking.

It is anticipated that completion of the proposed project would result in an increase in the number of customers that would travel to the site based on estimated traffic trips (see Section 3.7 of this EIR). All utilities required for the development are currently on the project site. The project would not require the extension of any additional infrastructure or roads, or expansion of infrastructure that could facilitate development on other properties. Water supply and wastewater systems would be connected to infrastructure already developed to serve the existing onsite facilities. The proposed project does not include any new housing, roads, or other growth infrastructure.

The proposed automobile dealership would generate short-term employment opportunities during construction and long-term employment opportunities associated with the operation of the dealership. However, both temporary and long-term employment opportunities are expected to be filled from within the existing community, with a range of approximately 40 to 50 full-time employees. There would be approximately 19 employees on site during operating hours at any one time. Approximately 10 full-time employees currently work at the existing location on Soquel Avenue in Santa Cruz. Therefore, the net increase in employees in the region would be a maximum of 40 full-time employees. Therefore, construction of the project and operation of the facility would not be considered growth inducing and impacts related to direct or indirect population growth would be less than significant.

4.1.2 Removal of Obstacles to Growth

The proposed project would be located within the existing developed urban area of the Soquel community, which is served by existing roads and infrastructure. The project would not create the need for any upgrades to the area's existing water, sewer, circulation and drainage connection infrastructure that would facilitate development beyond the project site. A right-hand turn pocket on Soquel Drive is being proposed as part of the required frontage improvements, which is consistent with the County of Santa Cruz Plan Line for Soquel Drive at 41st Avenue. In addition, the project would contribute funds to construct a right-hand turn pocket on Soquel Drive at Porter Street as mitigation for AM and PM peak hour traffic impacts, and contribute funds towards signaling the stop-controlled intersection at Soquel Drive and Robertson Street, which is a signal improvement identified by the General Plan and by the



Soquel Village Plan. The proposed project would not provide for any major capacity-increasing transportation and circulation improvements. The County of Santa Cruz Department of Public Works, Santa Cruz County Regional Transportation Commission and/or Caltrans would be responsible for implementing identified and approved intersection improvement projects and any future highway or road capacity projects, and this proposed Nissan dealership project does not affect decisions about such improvements. No new roadways are proposed. The project can be considered redevelopment of a developed site within an urban area, which would not require the extension of extensive new infrastructure. In addition, the project would not remove any land use, zoning, or density restrictions that could be considered obstacles to growth.

Roadway Extensions/Improvements. The proposed project would have two primary access points from Soquel Drive and 41st Avenue for vehicles, pedestrians, and bicyclists. The primary access points would include a 28 foot- and 30 foot-wide driveway approach for ingress and egress on Soquel Drive and 41st Avenue, respectively. Consistent with the County of Santa Cruz Plan Line for Soquel Drive, the project would use approximately 15 feet for road right-of-way along the project frontage on Soquel Drive that would be used to construct a dedicated approximately 340 foot long right-turn pocket onto 41st Avenue from eastbound Soquel Drive (see Figure 2-3). The existing signal light arm and associated control cabinet located at the corner of Soquel Drive and 41st Avenue would also be relocated approximately 15 feet to the south to allow for the construction of the dedicated right-turn pocket. In addition, two PG&E power poles and associated street lights would also be relocated approximately 15 feet to the south to accommodate the proposed turn pocket. The project would also be conditioned to require installation of new curb gutter and standard ADA six-foot sidewalk along the entire project frontage of Soquel Drive and 41st Avenue. Specifically, the proposed project would provide a standard ADA six foot separated sidewalk along Soquel Drive from the project frontage west approximately 300 feet to connect with existing sidewalk per the approved plan line. The proposed project would also provide a standard ADA six foot separated sidewalk (where feasible, or contiguous sidewalk where necessary) along 41st Avenue from the project frontage south approximately 250 feet to connect with existing sidewalk at the traffic signal to Redwood Shopping Center per the approved plan line. Since now new access points would be provided from undeveloped areas or remote areas, the proposed mobility infrastructure would not be considered growth inducing.

In addition to the above-described improvements, the project would contribute towards the following off-site improvements:

- As part of Mitigation Measure TRA-1 (see Section 3.8, *Transportation/Traffic*), the project applicant would, prior to issuance of a building occupancy permit, pay \$14,200 (2.84% of the total unfunded improvement costs) toward the cost of construction of the following offsite improvements:
 - Install a traffic signal control.
 - On Soquel Drive, restripe the westbound approach to one left turn lane and one thru lane, consolidate north driveways and close the north leg (southbound approach),



converting the intersection to a signalized, three-directional intersection. Until north driveways are consolidated, the north leg will remain open to provide access to the building(s) using the existing driveway. The analysis evaluated this intersection with three approaches (i.e., a signalized “T” intersection with east, west, and south legs). Existing traffic volumes on the north approach are very low at (0 vehicles in the AM peak and 3 vehicles in the PM peak). The intersection would also operate acceptably should the County decide to construct a signalized four-way intersection instead (i.e., with east, west, south, and north legs).

- On Robertson Street, restripe the northbound approach from one lane to one left- and one right-turn lane. Limit the restriping to approximately 25 feet, due to the close spacing of the mobile home park driveway southwest of the intersection. The design for this improvement will be challenging and the designer should exercise care to ensure that northbound and southbound traffic can be safely accommodated. Analysis conservatively analyzed this intersection with one shared thru, left, and right lane.
- As part of Mitigation Measure TRA-2 (see Section 3.8 *Transportation/Traffic*) and prior to building occupancy permit, the project applicant will mitigate AM and PM peak hour traffic impacts by paying \$20,000 to the County of Santa Cruz to construct the following improvements:
 - Through signage and restriping, convert the on-street loading zone on the south side of west leg (eastbound approach) into an eastbound right-turn pocket lane during peak hours, and optimize the signal phasing, cycle length, and splits.
 - Restripe the existing bike lane to provide a right-turn with bike access, the lane should be combined into a 12-foot shared bike lane and right turn lane. The combined bike lane/turn lane treatment will include signage advising motorists and bicyclists of proper positioning within the lane.

None of these off-site improvements would require widening of Soquel Drive or 41st Avenue. Because these improvements are designed to improve traffic operations, they are not considered a growth-inducing effect of the project. It is possible that TRA-1 may be infeasible; and therefore, not required or implemented as discussed in Section 3.8, *Transportation/Traffic*. No other off-site improvements are identified as project-specific mitigation in Section 3.8, *Transportation/Traffic*.

Stormwater Infrastructure. Drainage Calculations prepared by Bowman & Williams, dated August 18, 2017 (Appendix E), have been reviewed for potential drainage impacts and accepted by the Department of Public Works (DPW) Drainage Section staff. The calculations show that the project has been designed to reduce the estimated peak flow to below predevelopment flow levels. The runoff rate from the property would be controlled by constructing hardscapes with permeable asphalt and maintaining landscaping areas around the perimeter of the site where feasible. Landscape areas would serve as biofiltration prior to discharging into neighboring drainage inlets.



Detention reservoirs within the permeable pavement would reduce increase runoff by providing sufficient storage to allow minimal infiltration back into the native soil. DPW staff have determined that existing storm water facilities are adequate to handle the increase in drainage associated with the project. Impacts would be considered less than significant.

Implementation of the proposed project would increase the amount of impervious surface area on the project site, potentially creating increased stormwater runoff that would require collection and discharge. Therefore, the proposed project would need to manage on-site stormwater. As described in Section 2.0, *Project Description*, proposed onsite drainage improvements would collect onsite stormwater via valley gutters, catch basins, storm drains, and biofiltration basins that would be infiltrated or would flow offsite into adjacent storm drain systems at the south end of the project site near the full service car wash. Stormwater control facilities would be designed such that post-development, off-site peak flow drainage from the project site would not be greater than pre-development peak flow drainage. On-site stormwater facilities would be sized to serve only the project stormwater runoff needs and would not be intended to serve other development outside the project site. Therefore, stormwater conveyance infrastructure and facilities to accommodate the project site would not be considered growth-inducing.

Wastewater Infrastructure. The proposed project would be served by a Santa Cruz County Sanitation District (SCCSD) sewer connection. The SCCSD noted in its will serve letter dated December 22, 2016, that there is no downstream capacity problem. Onsite wastewater facilities would be sized to serve only the project wastewater needs and would not be intended to serve other development outside of the proposed project. Therefore, wastewater conveyance infrastructure and facilities to accommodate the project site would not be considered growth inducing.

Water Infrastructure. The proposed project includes potable water provided via a connection to the Santa Cruz Water Department, operated by the City of Santa Cruz, which currently supplies domestic water primarily to the City of Santa Cruz, and the unincorporated communities of Live Oak and Soquel. The project would connect the Santa Cruz Water Department water system via an existing water mains located within both the 41st Avenue and Soquel Drive rights-of-way. The proposed on-site water lines would be sized to meet, but not exceed, the needs of the proposed project, and thus would not be considered growth-inducing. The proposed project does not involve construction of any water infrastructure that would serve development outside of the project site.

Implementation of the proposed project would not require expansion of water infrastructure. The proposed project would not result in the development of excess water capacity to serve any other development, and therefore would not be considered growth-inducing.

4.2 SIGNIFICANT AND IRREVERSIBLE ENVIRONMENTAL EFFECTS

The environmental effects of the proposed project are discussed in Section 4 of this EIR and are summarized in the executive summary. Section 15126.2(c) of the *State CEQA Guidelines*



requires a discussion of “significant irreversible environmental changes which would be caused by the proposed project should it be implemented”. Uses of nonrenewable resources during the initial and continued phases of a project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (e.g. a highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with a project. Irretrievable commitments of resources should be evaluated “to assure that such current consumption is justified.” These three CEQA-required categories of irreversible changes – changes in land use that commit future generations, irreversible damage from environmental accidents, and large commitment of nonrenewable resources – are discussed below.

4.2.1 Changes in Land Use that Commit Future Generations

As described previously, the proposed project would result in the redevelopment of seven currently developed parcels and one undeveloped parcel from commercial and non-conforming single-family residential to a commercial use. The site is designated Community Commercial (C-C), and is therefore planned for commercial development under the Santa Cruz General Plan. The project would involve an amendment to the County of Santa Cruz General Plan from C-C to Service Commercial (C-S).

The project would include an amendment to the Zoning District from the existing zoning designation, Neighborhood Commercial (C-2), to Service Commercial (C-4). As described in Section 3.6, *Land Use and Planning*, the proposed project would be consistent with applicable policies of the County of Santa Cruz 1994 General Plan with mitigation measures incorporated. The project would not result in the conversion of undeveloped land, but would redevelop existing developed parcels and provide urban infill. Therefore, the proposed project is consistent with the overall vision and policy direction of the General Plan, which envisions development on the site with commercial uses.

4.2.2 Irreversible Damage from Environmental Accidents

Potential environmental accidents of concern include those that would have adverse effects on the environment or public health due to the nature or quantity of material released during an accident and the receptors exposed to that release. Construction activities associated with development of the proposed project would involve some risk for environmental accidents. However, these activities would be monitored by the County of Santa Cruz, and state and federal agencies, and would follow professional industry standards and rigorous statutory requirements for safety and construction. As described in Section 3.5, *Hazards and Hazardous Materials*, implementation of the proposed project would involve limited quantities of miscellaneous hazardous substances, such as gasoline, diesel fuel, oils, solvents, paints; and chemicals used for automotive maintenance, cleaning, building maintenance, and landscaping supplies. Considering the types and minimal quantities of hazardous materials that would be used for the proposed project, accidental releases are unlikely. Adherence to applicable federal,



state, and local requirements would reduce damage to environmental accidents associated with the proposed project. As a result, the project would not pose a substantial risk of irreversible damage from environmental accidents.

4.2.4 Commitment of Nonrenewable Resources

Consumption of nonrenewable resources includes issues related to increased energy consumption, conversion of agricultural lands, and lost access to mining reserves. Construction and operation of the proposed project would irreversibly commit construction materials and non-renewable energy resources. These energy resource demands would be used for construction, heating and cooling of buildings, transportation of people and goods, as well as lighting and other associated energy needs. Non-renewable and slowly renewable resources used by the project would include, but are not limited to: lumber and other forest products; sand and gravel; asphalt; petrochemical construction materials; steel; aluminum; copper; lead and other metals, water; electric and gas service.

Primary impacts related to consumption of non-renewable and slowly renewable resources are less than significant because the proposed project would not use unusual amounts of energy or construction materials. All buildings would be required to be in compliance with all applicable development codes and efficiency standards, including recent regulations that focus on conservation efforts.

Similar to other commercial projects of this nature, the commitment of limited, slowly renewable, and nonrenewable resources required for construction and operation of the proposed project would limit the availability of these resources for future generations or for other uses during the life of the project. Buildout of the project site would result in the commitment of land to commercial uses and the long-term commitment of other renewable and nonrenewable resources. However, the project would be required to comply with all applicable building and design requirements, including those set forth in Title 24 relating to energy conservation. In compliance with CALGreen, the state's Green Building Standards Code, the project would be required to reduce water consumption by 20%, divert 50% of construction waste from landfills, and install low pollutant-emitting materials.

For the above reasons, the project would not result in any significant impacts as it relates to a large, irreversible commitment of nonrenewable resources.

4.3 Energy Effects

The CEQA *Guidelines* Appendix F requires that EIRs include a discussion of the potential energy consumption and/or conservation impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful or unnecessary consumption of energy.

The proposed project would involve the use of energy during the construction and operational phases of the project. Energy use during the construction phase would be in the form of fuel consumption (e.g., gasoline and diesel fuel) to operate heavy equipment, light-duty vehicles,



machinery, and generators for lighting. In addition, temporary grid power may also be provided to any temporary construction trailers or electric construction equipment. Long-term operation of the proposed project would require permanent grid connections for electricity and natural gas service to power internal and exterior building lighting, and heating and cooling systems. In addition, the increase in vehicle trips associated with the project would increase fuel consumption within Santa Cruz County.

Electricity service for the proposed project would be provided by Pacific Gas and Electric (PG&E). In 2016 PG&E’s power mix consisted of approximately 33% renewable sources (wind, geothermal, solar, small hydro, and biomass) (PG&E 2017). Gas service would additionally be provided by PG&E.

California used 290,567 gigawatt-hours (GWh) of electricity in 2016 (California Energy Almanac, 2016) and 2,313,000 billion BTU of natural gas in 2015 (California Energy Almanac, 2015). Californians presently consume over 18 billion gallons of motor vehicle fuels per year (CEC, 2014 Integrated Energy Policy Report). The proposed project’s estimated motor vehicle fuel use is detailed in Table 4-1.

Vehicle Type	Percent of Vehicle Trips ¹	Annual Vehicle Miles Traveled ²	Average Fuel Economy (miles/gallon) ³	Total Annual Fuel Consumption (gallons)
Passenger Cars	49%	64,057	27.5	2,329
Light/Medium Trucks	42%	53,893	23.5	2,293
Heavy Trucks/Other	8%	10,736	7.7	1,394
Motorcycles	0.9%	1,195	50	2
Total	100%	129,881	--	6,018

¹ Percent of vehicle trips found in Table 4.3 “Trip Type Information” in CalEEMod output (see Appendix H)
² Mitigated annual VMT found in Table 4.2 “Trip Summary Information” in CalEEMod output (see Appendix H)
³ Average fuel economy provided by the United States Department of Transportation, Bureau of Transportation Statistics (2010).

Total estimated energy usage, including motor vehicle fuel, calculated using CalEEMod and shown in CalEEMod output files in Appendix H, is summarized and compared to state-wide usage in Table 4-2. The proposed project would make a minimal contribution to state-wide energy consumption in these categories.

The proposed project would also be subject to the energy conservation requirements of the California Energy Code (Title 24, Part 6, of the California Code of Regulations, *2016 Building Energy Efficiency Standards for Residential and Nonresidential Buildings*) and the California Green Building Standards Code (Title 24, Part 11 of the California Code of Regulations). The California Energy Code provides energy conservation standards for all new and renovated commercial and residential buildings constructed in California. The Code applies to the



building envelope, space-conditioning systems, and water-heating and lighting systems of buildings and appliances. The Code provides guidance on construction techniques to maximize energy conservation. Minimum efficiency standards are given for a variety of building elements, including appliances; water and space heating and cooling equipment; and insulation for doors, pipes, walls and ceilings. The Code emphasizes saving energy at peak periods and seasons, and improving the quality of installation of energy efficiency measures. The California Green Building Standards Code sets targets for: energy efficiency; water consumption; dual plumbing systems for potable and recyclable water; diversion of construction waste from landfills, and use of environmentally sensitive materials in construction and design, including ecofriendly flooring, carpeting, paint, coatings, thermal insulation, and acoustical wall and ceiling panels. Compliance with the 2016 Title 24 energy conservation requirements would ensure that energy is not used in an inefficient, wasteful, or unnecessary manner.

Table 4-2: Estimated Project-Related Energy Usage Compared to State-Wide Energy Usage

Form of Energy	Units	Annual Project-Related Energy Use	Annual State-Wide Energy Use	Project % of State-Wide Energy Use
Electricity	megawatts per hour	186.4 ¹	282,896,000 ²	0.000066%
Natural Gas	billion BTU	0.58 ¹	2,313,000 ³	0.000025%
Motor Vehicle Fuels	gallons	6,018 ⁴	18,019,000,000 ⁵	0.000033%

¹ CalEEMod output provided in the Air Quality Analysis (see Appendix H for calculation results); Table 5.2
² California Energy Commission, California Energy Almanac, 2013 Total Electricity System Power, data as of September 2014. Available: http://energyalmanac.ca.gov/electricity/total_system_power.html
³ California Energy Commission, California Energy Almanac, Overview of Natural Gas in California – Natural Gas Supply. Available: <http://energyalmanac.ca.gov/naturalgas/overview.html>
⁴ See Table 4-1
⁵ California Energy Commission, 2015 Integrated Energy Policy Report, Available: http://docketpublic.energy.ca.gov/PublicDocuments/15-IEPR-01/TN212017_20160629T154354_2015_Integrated_Energy_Policy_Report_Small_File_Size.pdf

4.4 Significant and Unavoidable Impacts

As proposed, the project would result in significant and unavoidable impacts to transportation/traffic as follows:

4.4.1 Highway 1 Segment North/West of 41st Avenue Existing and Near Term Operations

Based on the trip generation and trip distribution, approximately negative five net new trips would travel northbound on Highway 1 in the AM peak hour, and four net new trips would travel southbound on Highway 1 in the AM peak hour. Likewise, approximately five net new trips would travel northbound on Highway 1 in the PM peak hour, and two net new trips would travel southbound on Highway 1 in the PM peak hour. LOS D or better is acceptable under Caltrans significance criteria, and LOS E and F are considered unacceptable. These



segments currently operate at LOS F in both the AM and PM peak hours. Although the addition of five net new northbound trips and four net new southbound trips in the AM peak hour is minimal and would not reduce the level of service any further, any new trips added to Highway 1 at these segments is considered to be a significant impact requiring mitigation due to the existing unacceptable LOS F condition. As no feasible mitigation measure is available, this impact is significant and unavoidable.

4.4.2 Highway 1 Segment South/East of 41st Avenue Existing and Near Term Conditions

Based on trip generation and trip distribution, approximately two net new trips would travel northbound on Highway 1 in the AM peak hour, and negative four net new trips would travel southbound on Highway 1 in the AM peak hour. Likewise, approximately one net new trip would travel northbound on Highway 1 in the PM peak hour, and seven new trips would travel southbound on Highway 1 in the PM peak hour. LOS D or better is acceptable under Caltrans significance criteria, and LOS E and F are considered unacceptable. These segments currently operate at LOS F in both the AM and PM peak hours. Although the addition of two net new northbound trips and four net new southbound trips in the AM peak hour, and one net new northbound trip and seven net new southbound trips in the PM peak hour is minimal and would not reduce the level of service any further, any new trips added to Highway 1 at these segments is considered to be a significant impact requiring mitigation due to the existing unacceptable LOS F condition. As no feasible mitigation measure is available, this impact is significant and unavoidable.

4.4.3 Highway 1 Segments North/West and South/East of 41st Avenue Cumulative Conditions

See discussion above under Sections 4.4.2 and 4.4.3. Although the addition of two net new northbound trips and four net new southbound trips in the AM peak hour, and one net new northbound trip and seven net new southbound trips in the PM peak hour is minimal and would not reduce the level of service any further, any new trips added to Highway 1 at these segments is considered to be a significant impact requiring mitigation due to the existing unacceptable LOS F condition. As no feasible mitigation measure is available, this impact is significant and unavoidable.

4.4.4 Highway 1 Segments Determination for Existing, Near Term, and Cumulative Conditions

Currently, Caltrans has no impact fee program in place to assist in the mitigation of traffic impacts on Highway 1 in Santa Cruz County. As a result, these additional trips impacting both segments of Highway 1 at 41st Avenue cannot be mitigated by the proposed project; and therefore, are considered to be *significant and unavoidable*.



4.4.5 Soquel Drive at Robertson Street (Intersection #4) Existing, Near Term, and Cumulative Conditions

This existing all way stop controlled intersection is under County jurisdiction. Under the Existing Plus Project, Near Term Plus Project, and Cumulative Plus Project scenarios, the Proposed Project would increase delay at this intersection, which already operates at an unacceptable LOS E in the AM and LOS F during the PM. Although vehicle delay is slightly higher, no change in the Level of service would occur under any of the scenarios. However, due to the intersection currently operating at an unacceptable LOS E and F, the addition of vehicle trips is considered significant under County criteria requiring mitigation.

With the implementation of the improvements outlined in Mitigation Measures TRA-1, the Soquel Drive/Robertson Street intersection would improve to LOS B in the AM and LOS D in the PM peak hours for Existing Plus Project, improve to LOS B in the AM and LOS B in the PM peak hours for Near Term Plus Project, and LOS B in the AM and LOS D in the PM peak hours for Cumulative Plus Project. Impacts to intersection level of service would be reduced to a less than significant level for Existing Plus Project, Near-term Plus Project, and Cumulative Plus Project conditions with the incorporation of Mitigation Measure TRA-1.

However, the complete cost to signalize the intersection of Soquel Drive at Robertson Street is estimated at \$373,612 in the 2017/2018 County of Santa Cruz Capital Improvement Program (CIP). However, updated cost estimates by the County of Santa Cruz Department of Public Works have placed the cost of the signalization closer to \$500,000. Because this signalization project is listed in the 2017/2018 CIP as unprogrammed, no funding for design or construction is currently available. The only available funding would be the project's fair share contribution of \$14,200 or 2.84% of the total unfunded improvement costs. Therefore, it is uncertain as to whether proposed Mitigation Measure TRA-1 could be implemented within the next five years. For this reason, the addition of project generated traffic trips to the intersection at Soquel Drive/Robertson Street (Intersection #4) in the PM peak hour under the Existing Plus Project and Near-term Plus Project conditions would be considered significant and unavoidable. If the County identifies and commits funding then the Mitigation Measure TRA-1 would be feasible and the impacts would be reduced to less than significant.



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Section 5.0 Project Alternatives

As required by Section 15126.6(a) of the State of California CEQA Guidelines, this EIR examines alternatives to the Proposed Project that could feasibly achieve most of the basic project objectives, but would avoid or substantially lessen the project's significant environmental effects.

In identifying suitable alternatives, potential alternatives must be reviewed to determine whether they:

- Can avoid or substantially reduce significant environmental effects;
- Can attain most of the basic project objectives;
- Are potentially feasible; and
- Are reasonable and realistic.

CEQA provides the following additional guidance for discussing project alternatives:

- An EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives.
- An EIR is not required to consider alternatives that are infeasible. The term "feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, technological and legal factors.
- The EIR must focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project.
- The alternatives discussed should be ones that offer substantial environmental advantages over the proposed project.
- The EIR should briefly describe the rationale for selecting the alternatives to be discussed, as well as any alternatives that the lead agency considered but rejected.
- The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis and comparison with the proposed project.
- The alternatives analysis discussed must be reasonable, and selected to foster informed decision-making and public participation. An EIR need not consider an alternative where the effect cannot reasonably be ascertained or where the implementation is remote or speculative, because unrealistic alternatives do not contribute to a useful analysis.

Consistent with the above parameters, included in this analysis is the CEQA-required "No Project" alternative, which consists of a No Project/No Development Alternative. Four additional alternative include: Proposed Project with APN 030-121-34, Commercial Use Development Alternative; Mixed Use Development Alternative; and Offsite Auto Dealership Alternative. Both the Commercial Use and the Mixed Use development alternatives would be of a nature that would be consistent with the existing C-2 Community Commercial zoning,



and therefore analysis of the “no change of General Plan / zoning designation” is addressed by these two alternatives. The five alternatives were selected for analysis because they are either required by CEQA (no project) or advisable per CEQA case law (alternate location); or reasonably foreseeable (addition of APN 030-121-34 to either the proposed car dealership project and/or to also be re-designated and rezoned by the County of Santa Cruz to retain consistency with the surrounding parcels should the proposed project be approved); or are potentially feasible and may be able to reduce one or more of the significant adverse impacts associated with the Proposed Project. The alternatives are listed and summarized below, and subsequently discussed in greater detail within the impact analysis for each alternative:

- Alternative No. 1: No Project/No Development
- Alternative No. 2: Proposed Project with APN 030-121-34
- Alternative No. 3: Mixed Use Development
- Alternative No. 4: Commercial Development
- Alternative No. 5: Offsite Nissan Dealership

In conducting the alternatives analysis, as discussed previously, consideration must be given as to how, and to what extent, an alternative can meet the project’s basic objectives. The objectives for the project, as listed in Section 2.0, Project Description, are as follows:

1. To provide a conveniently located, attractively designed automotive dealership and service center that will offer a full range of automotive models and services that satisfy the demand for new car buying opportunities within unincorporated Santa Cruz County.
2. To provide Service Commercial development within an area currently designated as Community Commercial.
3. To combine multiple small parcels into one large parcel that can be developed to provide a greater community benefit.
4. To provide for the efficient redevelopment of an existing community commercial area that is currently underutilized with blighted properties, outdated commercial uses, and non-conforming uses.
5. To provide commercial tax revenues to the unincorporated County of Santa Cruz.

5.1 Alternatives Considered But Rejected

The following alternatives were considered but eliminated from further discussion for the reasons given below.

Section 15126.6 of the State of California CEQA Guidelines states that: *“An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed*



decision making and public participation. An EIR is not required to consider alternatives which are infeasible. ..The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.”

Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts. Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative.

The California Supreme Court, in *Citizens of Goleta Valley v. Board of Supervisors* (1990), indicated that a discussion of alternative sites is needed if the project “may be feasibly accomplished in a successful manner considering the economic, environmental, social, and technological factors involved” at another site. Several criteria form the basis of whether alternative sites need to be considered in detail. These criteria take the form of the following questions:

1. Could the size and other characteristics of another site physically accommodate the project?
2. Is another site reasonably available for acquisition?
3. Is the timing of carrying out development on an alternative site reasonable for the applicant?
4. Is the project economically feasible on another site?
5. What are the land use designation(s) of alternative sites?
6. Does the lead agency have jurisdiction over alternative sites? and
7. Are there any social, technological, or other factors, which may make the consideration of alternative sites infeasible?

No alternatives considered have been rejected.

5.2 Alternative No. 1: No Project/No Development Alternative

5.2.1 Description

The No Project/No Development Alternative assumes that the Proposed Project is not pursued, and that the project site remains in its current state at the time the Notice of Preparation was distributed (see Figures 3.1-1a and 3.1-1b). The project site is located on 2.6 acre property, which is currently developed with the exception of one 0.82 acre parcel. The alternative



assumes that the existing structures to include the commercial building, self-serve car wash, and single-family homes would remain. No automotive dealership would be constructed as proposed, which includes a 12,551 square foot automobile dealership with a separate 9,996 square foot automobile service building with associated parking, lighting, and landscaping.

5.2.2 Impacts

With the implementation of the No Project/No Development Alternative, the project site would remain in its current condition and not be redeveloped. Since the proposed development would not occur on the project site, impacts related to construction and long-term site disturbances, such as those related to air quality, cultural resources, hazards and hazardous materials, and noise would not occur. Also, since no additional employees and customers would be traveling to the project site as a result of the proposed development, impacts based on a per capita generation from new residents or employees resulting from the project would not occur under this alternative. These impacts include those primarily related to transportation/traffic. Existing Plus Project, Near-term Plus Project, and Cumulative Plus Project traffic trips generated by the Proposed Project would not occur; and therefore, would not impact the intersections of Soquel Drive at Robertson Street and Soquel Drive at Porter Street. In addition the added project generated traffic trips would not occur; and therefore would not impact Highway 1 north/west and south/east of 41st Avenue.

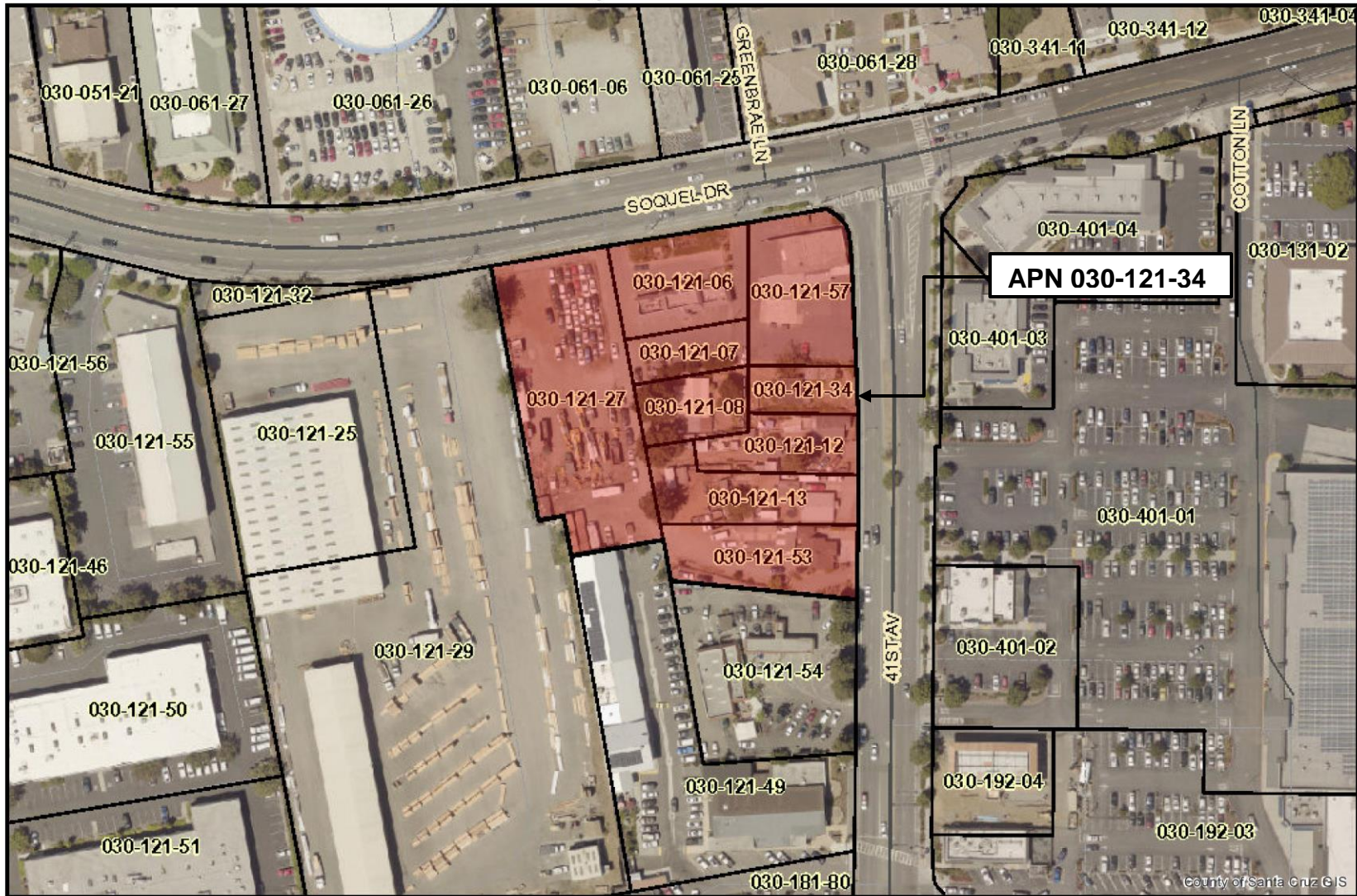
Overall, impacts resulting from the No Project/No Development Alternative would be less than for the Proposed Project. The improvement in Traffic LOS with the signalization of the intersection of Soquel Drive and Robertson Street would not occur, which is similar to the Proposed Project, if Mitigation Measure TRA-1 involving the signalization of the intersection of Soquel Drive/Robertson Street is assumed to be infeasible. In addition, the right-turn pocket proposed as Mitigation Measure TRA-2 at the intersection of Soquel Drive and Porter Street would not occur under the No Project/No Development Alternative resulting in a reduced level of service at that intersection. It should also be noted that frontage improvements to include a right-turn pocket from northbound Soquel Drive to 41st Avenue and separated sidewalks on both Soquel Drive and 41st Avenue would not occur under this alternative. Also, none of the project objectives would be achieved. In summary, this alternative would avoid the mitigated less than significant impacts and significant and unavoidable impacts identified in this EIR, but would not produce certain benefits of the project.

5.3 Alternative No. 2: Proposed Project with APN 030-121-34

5.3.1 Description

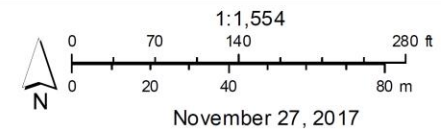
Under Alternative No. 2, development of the eight parcels included under the Proposed Project (Table 2-1) would occur as proposed with the addition of Assessor Parcel Number 030-121-34, for a total of nine parcels. The additional 0.123 acre (5,348 square foot) parcel is located on the eastern side of the Proposed Project area fronting on 41st Avenue (Figure 5-1). The

Proposed Project with APN 030-121-34



Alternative No. 2: Proposed Project with APN 030-121-34

Figure 5-1





addition of this parcel to the project area would increase the acreage from 2.568 acres to 2.691 acres. Two possible scenarios are possible under this alternative. Under the first, the parcel would not be added to the automotive dealership site, but the County would initiate and approve a re-designation and rezoning of the parcel to Service Commercial / C-4 if the dealership is approved, in order to maintain consistency of land use designation and a logical land use pattern in the immediate area. It is not foreseeable to identify how the parcel might be developed in the future; under this scenario it is assumed that the existing single-family structure and associated detached garage (which has been listed for sale for an extended time but with no change in its status) remains in its present condition. Under the second scenario, the parcel is added to the automotive dealership project and the parcel is re-designated and rezoned. Under that scenario, an existing 15 foot-wide access easement to be maintained under the Proposed Project, which extends from Soquel Drive to the western boundary of APN 030-121-34, would be abandoned and the existing dilapidated single-family structure and associated detached garage would be demolished. The additional parcel would be graded and paved to meet the grade of the surrounding parcels to provide approximately 20 additional parking spaces for vehicle inventory. The remainder of the analysis of this Alternative addresses the second scenario, as that is the one that would result in changes to the site (as opposed to simply changes to the General Plan and zoning maps, and with no change to the site conditions assumed).

5.3.2 Impacts

a. Aesthetics and Visual Resources

Impacts associated with Alternative No. 2 would be similar to those described for the Proposed Project in Section 3.1, *Aesthetics and Visual Resources*. As with the Proposed Project, this alternative would result in less than significant impacts related to the following: scenic resources; scenic resources along a state highway; the existing visual character of the site and its surroundings; and from the creation of a substantial source of light or glare. In addition, this alternative would result in an improvement to the existing visual character to the existing site and its surrounding area through the demolishing of the existing dilapidated single-family house that is located on APN 030-121-34. The removal and redevelopment of the parcel would remove an element of blight in the project area resulting in a beneficial effect.

b. Agricultural and Forestry Resources

Impacts associated with Alternative No. 2 would be similar to those described in Section 1.4.1, *Environmental Effects found not to be Significant, Agriculture and Forestry Resources*. Alternative No. 2 as well as the Proposed Project would result in no impact to prime farmland, unique farmland, and farmland of statewide importance, agricultural zoning, Williamson Act contract agricultural land, or timber resources. As under the Proposed Project, no impacts to agricultural and forestry resources would occur from the implementation of Alternative No. 2.



c. Air Quality

Under Alternative No. 2, air quality impacts would be similar to those described in Section 3.2, *Air Quality*. As under the Proposed Project, increased vehicle trips may degrade service levels at study area intersections such that carbon monoxide (CO) hotspots would be aggravated. Impacts related to CO hotspots would be Class II, less than significant with mitigation incorporated. Mitigation is outlined in the *Transportation/Traffic*, Section 3.8.2(c) of this EIR.

d. Biological Resources

Impacts associated with Alternative No. 2 would be similar to those in Section 1.4, *Environmental Effects found not to be Significant*, and described in Section 1.4.2 *Biological Resources*. As with the Proposed Project, Alternative No. 2 would result no impact to sensitive flora or fauna due to lack of suitable habitat, sensitive biotic communities due to existing urbanization, or the lack of mapped or federally protected wetlands. The site does provide potential nesting habitat for migratory birds as does the Proposed Project. Therefore, the proposed conditions of approval described in Section 1.4.2 *Biological Resources* would also apply to Alternative No. 2. In addition, Alternative No. 2 would not conflict with any local policies or ordinances protecting biological resources or with the provisions of any adopted Habitat Conservation Plan Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Overall, impacts under this alternative would be similar to the Proposed Project.

e. Cultural Resources

Under Alternative No. 2, impacts to cultural resources would be similar to those described in Section 3.3, *Cultural Resources*. As under the Proposed Project, construction associated with Alternative No. 2 would involve surface excavation, which has the potential to unearth and adversely impact previously unidentified archaeological resources. Mitigation is outlined in *Cultural Resources*, Section 3.3.2(b) of this EIR. Overall, impacts under this alternative would be similar to the Proposed Project.

f. Geology and Soils

Impacts associated with Alternative No. 2 would be similar to those in Section 1.4, *Environmental Effects found not to be Significant*, and described in Section 1.4.3 *Geology and Soils*. As with the Proposed Project, impacts related to seismically induced shaking, seismic related ground failure, erosion, and landslides would be less than significant under Alternative No. 2. Because this alternative would result in construction of the same number and sized structures at the project site, the same number of persons would be exposed to these hazards; and therefore, impacts would be similar to the Proposed Project. It is anticipated that compliance with applicable building codes would ensure impacts associated with this alternative would be less than significant as under the Proposed Project.



g. Greenhouse Gas Emissions

Under Alternative No. 2, impacts associated with greenhouse gas emissions would be similar to those described in Section 3.4, *Greenhouse Gas Emissions*. As with the Proposed Project, impacts related to greenhouse gas emissions would be less than significant. The addition of APN No. 030-121-34 would be used for parking of additional vehicle inventory. This alternative would result in the same number and sized structures as the Proposed Project; and therefore, impacts associated with greenhouse gas emissions would be similar to the Proposed Project and considered less than significant.

h. Hazards and Hazardous Materials

Under Alternative No. 2, impacts associated with hazards and hazardous materials would be similar to those described in Section 3.5, *Hazards and Hazardous Materials*. This alternative would add APN 030-121-34 to the project area proposed under the Proposed Project. A dilapidated single-family structure and associated detached garage are located on the property, which would need to be demolished prior to construction. Because the single-family house was constructed in 1932, it is highly likely that the structure would contain both lead based paints and asbestos materials that would require special consideration during demolition. Therefore, mitigation measures identified for the Proposed Project that are outlined in Section 3.5.2 (b) of this EIR, would reduce impacts associated with hazards and hazardous materials to a less than significant level under Alternative No. 2.

i. Hydrology and Water Quality

Impacts associated with Alternative No. 2 would be greater than those described for the Proposed Project in Section 1.4.4 *Hydrology and Water Quality* under *Environmental Effects found not to be Significant*. This alternative would add APN 030-121-34 to the project area proposed under the Proposed Project that would increase the impervious surface area over that of the Proposed Project. A dilapidated single-family structure and associated detached garage are located on APN 030-121-34, which would need to be demolished prior to construction. Under this alternative, an additional 5,348 square feet of impervious surface would be created from the additional pavement used for parking vehicle inventory.

Drainage Calculations prepared for the Proposed Project by Bowman & Williams, dated August 18, 2017 (Appendix E), have been reviewed for potential drainage impacts and accepted by the Department of Public Works (DPW) Drainage Section staff. The calculations show that the Proposed Project has been designed to reduce the estimated peak flow to below predevelopment flow levels. The runoff rate from the property would be controlled by constructing hardscapes with permeable asphalt and maintaining landscaping areas around the perimeter of the site where feasible. Landscape areas would serve as biofiltration prior to discharging into neighboring drainage inlets. These same project features intended to reduce the estimated peak flow to below predevelopment flow levels would also be applied to the added project area under this alternative.



As with the Proposed Project, detention reservoirs within the permeable pavement would reduce increased runoff by providing sufficient storage to allow minimal infiltration back into the native soil. DPW staff have determined that existing storm water facilities are adequate to handle the increase in drainage associated with the project. As with the Proposed Project, impacts would be considered less than significant. Similar to the Proposed Project, storm water control facilities would be designed such that post-development, off-site peak flow drainage from the project site would not be greater than pre-development peak flow drainage. Therefore, impacts to hydrology and water quality would be similar to those identified for the Proposed Project.

j. Land Use and Planning

This alternative would require a General Plan amendment and Zone change from Community Commercial (C-C) to Service Commercial (C-S), and Neighborhood Commercial (C-2) to Service Commercial (C-4), respectively as under the Proposed Project. As with the Proposed Project, Alternative No. 2 would be consistent with the General Plan policies related to land use, conservation and open space, public safety and noise, parks and recreation, public facilities, and community design. As under the Proposed Project, Alternative No. 2 would be consistent with the Circulation Element Policy 3.12.1; however, the second part of this policy is no longer being used by the County. The volume/capacity ratio 1% threshold for significance is no longer employed due to past case law nullifying that approach to determination of significance for cumulative impacts (see Section 3.8.2 of this EIR for a complete discussion). As a result, impacts associated with additional project-generated traffic trips at the intersections of Soquel Drive at Robertson Street and on Highway 1 would be considered significant and unavoidable as under the Proposed Project (unless TRA-1 is ultimately determined to be feasible through County identification and commitment of funding to implement the Soquel Drive/Robertson Street signalization project). Therefore, impacts would be similar to the Proposed Project.

k. Mineral Resources

As under the Proposed Project, The project area under Alternative No. 2 does not contain any mineral extraction operations or known deposits of minerals of statewide or local importance. Therefore, land use and development activities contemplated by the Proposed Project would not result in the loss of availability of minerals of statewide or local importance. Therefore, impacts would be similar to the Proposed Project.

l. Noise

The addition of APN 030-121-34 to the project area under Alternative No. 2 would not substantially change the noise generated from that of the Proposed Project during either the construction or operational phases of the project. Therefore, impacts would be similar to the Proposed Project and would remain less than significant with mitigation incorporated.



m. Population and Housing

Impacts associated with Alternative No. 2 would be similar to those in Section 1.4, *Environmental Effects found not to be Significant*, and described in Section 1.4.6 *Population and Housing*. As with the Proposed Project, Alternative No. 2 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.

As with the Proposed Project, Alternative No. 2 would not displace a substantial number of people since the homes that are to be demolished would be in common ownership and the site is designated for commercial uses. Though the project does not intend to construct new housing units, a condition or approval would require the payment of affordable housing impact fees to help offset the loss of housing. Therefore, impacts would be similar to the Proposed Project.

n. Public Services and Utilities

Impacts associated with Alternative No. 2 would be similar to those in Section 1.4, *Environmental Effects found not to be Significant*, and described in Section 1.4.7 *Public Services and Utilities*. As with the Proposed Project, Alternative No. 2 would result in a similar need for public services. The addition of APN 030-121-34 would not result in any substantial change in demand for public services and utilities. Therefore, impacts would be similar to the Proposed Project.

o. Recreation

Impacts associated with Alternative No. 2 would be similar to those in Section 1.4, *Environmental Effects found not to be Significant*, and described in Section 1.4.8 *Recreation*. As with the Proposed Project, Alternative No. 2 would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities, and impacts would be considered less than significant. In addition, as under the Proposed Project, Alternative No. 2 does not propose the expansion or construction of additional recreational facilities and no impact would occur. Therefore, impacts would be similar to the Proposed Project.

p. Transportation/Traffic

The addition of APN 030-121-34 to the project area under Alternative No. 2 would not substantially change the traffic trips generated from that of the Proposed Project during either the construction or operational phases of the project (see Table 3.8.3). The net new trip generation would be 168 daily trips, -5 AM peak hour trips (11 in/-16 out), and 26 PM peak hour trips (5 in/21 out), the same as for the Proposed Project. Table 3.8-3 presents the trip generation for the project. As with the Proposed Project, this alternative is anticipated to generate 728 average daily trips, 43 AM peak hour trips (33 in/10 out), and 59 PM peak hour trips (23 in/36 out).

The additional site acreage would only be used for parking additional vehicle inventory. As identified for the Proposed Project in Section 3.8 of the EIR, significant existing and near term



impacts would occur at the intersections of Soquel Drive/Robertson Street and Soquel Drive/Porter Street with the addition of project traffic. Impacts associated with Alternative No. 2 would be similar to those identified for the Proposed Project. As with the Proposed Project, mitigation would be required as feasible to reduce significant impacts to a less than significant level. Therefore, impacts would be similar to the Proposed Project and would remain less than significant with the incorporation of mitigation measures.

However, the complete cost to signalize the intersection of Soquel Drive at Robertson Street is estimated at \$373,612 in the 2017/2018 County of Santa Cruz Capital Improvement Program (CIP), and recently updated cost estimates by the County of Santa Cruz Department of Public Works have placed the cost of the signalization closer to \$500,000. Because this signalization project is listed in the 2017/2018 CIP as unprogrammed, no funding for design or construction is currently available. The only available funding would be the project's fair share contribution of the total unfunded improvement costs. Therefore, it is uncertain as to whether proposed Mitigation Measure TRA-1 could be implemented within the next five years. For this reason, the addition of Alternative No. 2 generated traffic trips to the intersection at Soquel Drive/Robertson Street (Intersection #4) in the PM peak hour under the Existing Plus Project, Near-term Plus Project, and Cumulative Plus Project conditions would be considered significant and unavoidable.

In addition, impacts would occur to two segments of Highway 1 under Alternative No. 2 to include the segment North/West of 41st Avenue and the segment South/East of 41st Avenue as identified for the Proposed Project. These segments currently operate at LOS F in both the AM and PM peak hours. Similar to the Proposed Project, the new trips added to Highway 1 would be considered significant requiring mitigation. Currently Caltrans has no impact fee program in place to help mitigate traffic impacts on Highway 1 in Santa Cruz County. As a result, these additional trips impacting segments of Highway 1 cannot be mitigated by Alternative No 2 or the Proposed Project and are considered significant and unavoidable. Therefore, impacts would be similar to the Proposed Project, remaining significant and unavoidable for the Highway 1 segments.

q. Tribal Cultural Resources

Impacts associated with Alternative No. 2 would be similar to those in Section 1.4, *Environmental Effects found not to be Significant*, and described in Section 1.4.9 *Tribal Cultural Resources*. As with the Proposed Project, 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. This additional parcel was included in the notification due to the future possibility that it would also be proposed for a General Plan amendment and rezoning. 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. As a result, 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 implementation of Alternative No. 2. Therefore, impacts associated with Alternative No. 2 would be similar to the Proposed Project.

r. Conclusion

Alternative No. 2, the Proposed Project with addition of APN 030-121-34, would be very similar to the Proposed Project. All of the issue areas would be similar to the Proposed Project with the exception of aesthetics and visual resources. The inclusion of APN 030-121-34 would enable redevelopment of that parcel allowing the removal of the dilapidated single family structure on the parcel. This would be a significant visual improvement to the existing condition of the site resulting in an improvement to the entire project area. This alternative would meet all of the project objectives outlined in Section 2.5 of this EIR.

5.4 Alternative No. 3: Commercial Use Development

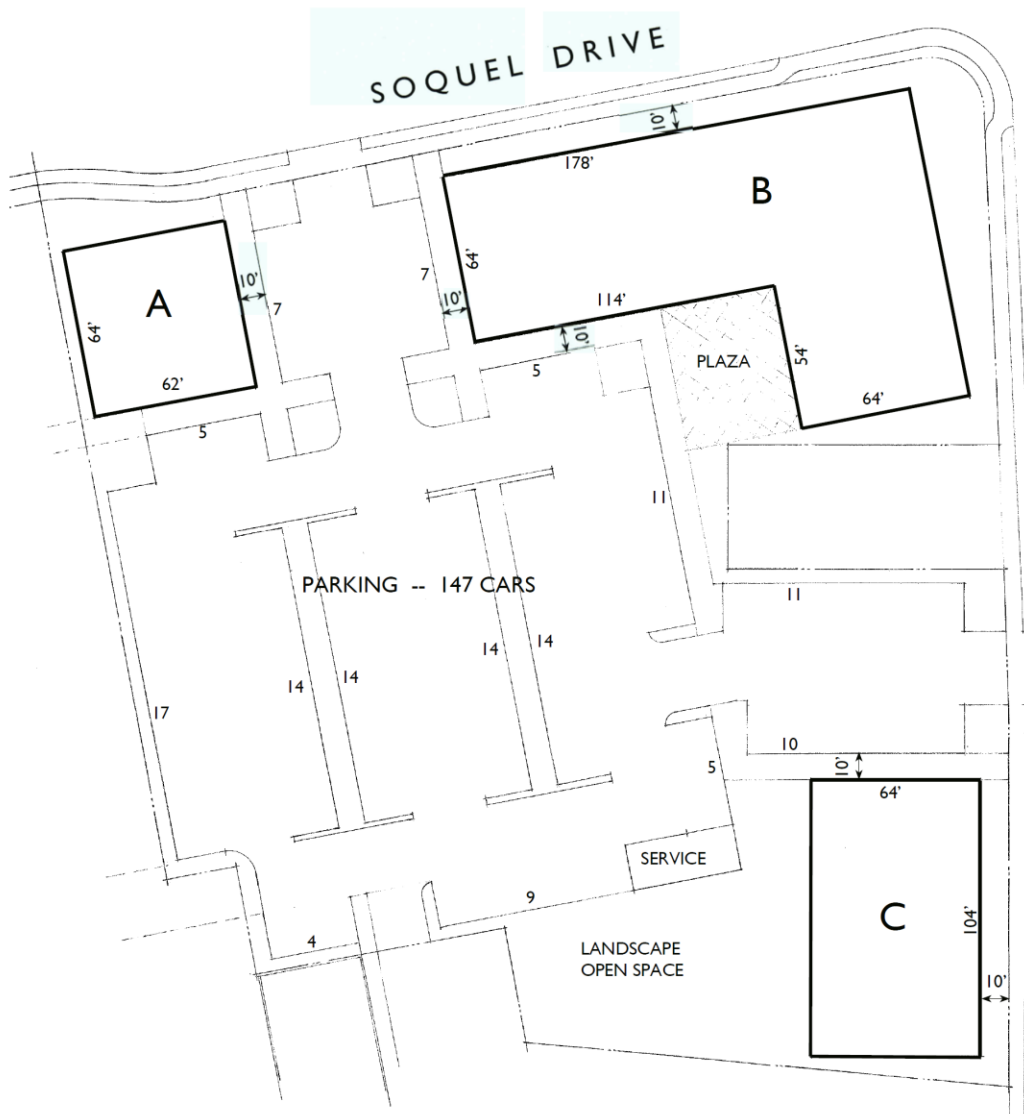
5.4.1 Description

Under the Commercial Use Development (Alternative No. 3), no General Plan Amendment or Zone change would occur. The site would maintain its existing General Plan Land Use Designation of Community Commercial (C-C) and Zoning of Community Commercial (C-2). The Commercial Use Development concept, prepared with the assistance of a local design consultant, consists of 36,100 square feet of commercial space, with three separate buildings to include: Building A – single story with 3,968 square feet; Building B – first floor with 14,848 square feet and second floor with 10,628 square feet for a total square footage of 25,476 square feet; and Building C – single story with 6,656 square feet (Figure 5-2). A total of 147 parking spaces would be proposed to meet the demand of the proposed commercial use. Two vehicle access points would be provided as for the Proposed Project. One would be provided from eastbound Soquel Drive and one from southbound 41st Avenue. As with the Proposed Project, frontage improvements would include new curb gutter and standard ADA six-foot sidewalk along the entire project frontage of Soquel Drive and 41st Avenue. As under the Proposed Project, the Commercial Use Development Alternative would also provide approximately 15-foot for road right-of-way along the project frontage on Soquel Drive that would be required to construct a dedicated approximately 340 foot long right-turn pocket onto 41st Avenue from eastbound Soquel Drive. The Commercial Use Development Alternative would likely support a 4,000 square foot restaurant in addition to 36,100 square feet of commercial retail.

5.4.2 Impacts

a. Aesthetics and Visual Resources

This alternative would likely result in the construction of approximately 36,100 square feet of two-story commercial-retail buildings along the frontages of both Soquel Drive and 41st Avenue within the project site. Access to the project site would be similar to that of the Proposed Project. Figure 5-3 provides a visual simulation looking southwest towards the



SOQUEL DRIVE AT 41ST AVENUE -- NISSAN SITE

COMMERCIAL USE OPTION

SITE AREA	110,571 SF NET
ESTIMATED PARKING DEMAND	147 CARS
NON-RESIDENTIAL FLOOR AREA	36,100 SF
RESTAURANT	4,000 SF
GENERAL	32,100 SF

THE GRAPHIC BUILDING FOOTPRINTS SHOWN ARE 64' X 398' OR 25,472 SF, GROSS

BUILDING A	[ALL NON-RESIDENTIAL]
FIRST FLOOR	3,968 SF
TOTAL	3,968 SF
BUILDING B	[ALL NON-RESIDENTIAL]
FIRST FLOOR	14,848 SF
SECOND FLOOR	10,628 SF
TOTAL	25,476 SF
BUILDING C	[ALL NON-RESIDENTIAL]
FIRST FLOOR	6,656 SF
TOTAL	6,656 SF

Alternative No. 3: Commercial Use Development

Figure 5-2



Alternative No. 3: Commercial Use Development Photo Simulation

Figure 5-3



project site of what a potential commercial development may look like under Alternative No. 3. As depicted in Figure 5-3, public views from both Soquel Drive and 41st Avenue would be dominated by the commercial building frontages that are setback from the frontage property line approximately 10 feet. This building setback would be in contrast to the Proposed Project where building setbacks along the site frontages range from 15 feet at the service center along Soquel Drive to approximately 155 feet at the showroom along 41st Avenue. It should also be noted that due to the minimum setback under Alternative No. 3, only minimal area for landscaping along the project frontage would be available, unlike under the Proposed Project. In addition, the parking area for the commercial development would likely be placed behind the commercial buildings shielding much of the public views of the associated parking lot and lighting, unlike under the Proposed Project. Although visual impacts from Alternative No. 3 would be less than significant, due to the minimum setback of the associated structures, visual impacts could be considered greater by some individuals under this alternative than for the Proposed Project.

b. Agricultural and Forestry Resources

Under Section 1.4, *Environmental Effects found not to be Significant*, and described in Section 1.4.1 *Agriculture and Forestry Resources*, the Proposed Project would not result in impacts to prime farmland, unique farmland, and farmland of statewide importance, agricultural zoning, Williamson Act contract agricultural land, or timber resources. As under the Proposed Project, no impacts to agricultural and forestry resources would occur from Alternative No. 3, the Commercial Use Development Alternative. Therefore, impacts would be similar to those of the Proposed Project.

c. Air Quality

Under Alternative No. 3, impacts to air quality would be greater than those described in Section 3.2, *Air Quality*. As under the Proposed Project, this alternative would result in less than significant impacts related to consistency with the Air Quality Management Plan (AQMP), construction-related emissions, CO hotspots, toxic air contaminants, and odors. It is assumed that the construction of 36,100 square feet of retail commercial would result in greater construction emissions than the development of the Proposed Project. The development of 36,100 square feet of retail commercial would result greater area and energy source emissions through the project operation as a result of increased electricity use and natural gas consumption. In addition, this alternative would result in nearly a 400 percent increase in net new operational vehicle trips versus the Proposed Project. Overall, net emissions from construction and operations of this alternative would be expected to result in greater impacts to air quality as compared to those of the Proposed Project.

d. Biological Resources

Impacts associated with Alternative No. 3 would be similar to those in Section 1.4, *Environmental Effects found not to be Significant*, and described in Section 1.4.2 *Biological Resources*. As with the Proposed Project, Alternative No. 3 would not result in impacts to

sensitive flora or fauna due to lack of suitable habitat, sensitive biotic communities due to existing urbanization, and the lack of mapped or federally protected wetlands. The site does provide potential nesting habitat for migratory birds as does the Proposed Project. Therefore, the proposed conditions of approval described in Section 1.4.2 *Biological Resources* would also apply to Alternative No. 3. In addition, Alternative No. 3 would not conflict with any local policies or ordinances protecting biological resources or with the provisions of any adopted Habitat Conservation Plan Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Overall, impacts under this alternative would be similar to the Proposed Project.

e. Cultural Resources

Under Alternative No. 3, impacts to cultural resources would be similar to those described in Section 3.3, *Cultural Resources*. As under the Proposed Project, construction associated with Alternative No. 3 would involve surface excavation, which has the potential to unearth and adversely impact previously unidentified archaeological resources. Mitigation is outlined in *Cultural Resources*, Section 3.3.2(b) of this EIR. Overall, impacts under this alternative would be similar to the Proposed Project.

f. Geology and Soils

Impacts associated with Alternative No. 3 would be similar to those in Section 1.4, *Environmental Effects found not to be Significant*, and described in Section 1.4.3 *Geology and Soils*. As with the Proposed Project, impacts related to seismically induced shaking, seismic related ground failure, erosion, and landslides would be less than significant under Alternative No. 3. Because this alternative would result in construction of additional square footage of commercial buildings at the project site, an increase in the number of persons would be exposed to these hazards; and therefore, impacts would be greater than under the Proposed Project. However, it is anticipated that compliance with applicable building codes would ensure impacts associated with this alternative would be less than significant as under the Proposed Project.

g. Greenhouse Gas Emissions

Under Alternative No. 3, impacts associated with greenhouse gas emissions would be greater than those described in Section 3.4, *Greenhouse Gas Emissions*. An increase in vehicle trips and square footage of the structures associated with this alternative would generate additional greenhouse gas emissions during both construction and operations over those for the Proposed Project. However, as with the Proposed Project, impacted related to greenhouse gas emissions would be less than significant.

h. Hazards and Hazardous Materials

Under Alternative No. 3, impacts associated with hazards and hazardous materials would be similar to those described in Section 3.5, *Hazards and Hazardous Materials*. This alternative would likely result in the construction of approximately 36,100 square feet of two-story



commercial-retail buildings along the frontages of both Soquel Drive and 41st Avenue within the project site. As with the Proposed Project, this alternative would result in the demolition of four residential homes and associated structures at the project site, which may contain asbestos and/or lead. Property records obtained from the County of Santa Cruz Assessors Office stated that structures within the planning area were constructed between 1915 and 1948. The Phase I Environmental Site Assessment prepared by Sierra Delta Consultants LLC on April 21, 2016 (Attachment J) excluded ACMs (asbestos-contained materials) and LBPs (lead based paints) from the evaluation. Mitigation is outlined in *Hazards and Hazardous Materials*, Section 3.5.2(b) of this EIR. Overall, impacts under this alternative would be similar to the Proposed Project.

i. Hydrology and Water Quality

Impacts associated with Alternative No. 3 would be similar to those in Section 1.4, *Environmental Effects found not to be Significant*, and described in Section 1.4.4 *Hydrology and Water Quality*. As with the Proposed Project, this alternative would not violate water quality or waste discharge requirements; substantially deplete groundwater supplies or interfere substantially with groundwater recharge; substantially alter the existing drainage pattern of the site or area; or create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems, or provide substantial additional sources of polluted runoff. Overall, impacts to hydrology and water quality would be similar to the Proposed Project under this alternative.

j. Land Use and Planning

This alternative would not require a General Plan amendment and Zone change as would be required under the Proposed Project. The General Plan land use designation and Zone would remain as Community Commercial (C-C) and Neighborhood Commercial (C-2), respectively. Changing a land use designation and/or zoning is not itself considered a potentially significant impact, as amendment processes exist within the Santa Cruz County Code and the subject existing and proposed land use designations are not considered mechanisms that mitigate adverse environmental effects. As with the Proposed Project, Alternative No. 3 would be consistent with the General Plan policies related to land use, conservation and open space, public safety and noise, parks and recreation, public facilities, and community design. As under the Proposed Project, Alternative No. 3 would be consistent with the Circulation Element Policy 3.12.1; however, the second part of this policy is no longer being used. The volume/capacity ratio 1% threshold for significance is no longer employed due to past case law nullifying that approach to determination of significance for cumulative impacts (see Section 3.8.2 of this EIR for a complete discussion). As a result, impacts associated with additional project-generated traffic trips at the intersections of Soquel Drive at Robertson Street and on Highway 1 would be considered significant and unavoidable as under the Proposed Project (unless TRA-1 is ultimately determined to be feasible through County identification and commitment of funding to implement the Soquel Drive/Robertson Street signalization project). Therefore, impacts would be similar to the Proposed Project.

k. Mineral Resources

Impacts associated with Alternative No. 3 would be similar to those in Section 1.4, *Environmental Effects found not to be Significant*, and described in Section 1.4.5 *Mineral Resources*. As with the Proposed Project, the project area does not contain any mineral extraction operations or known deposits of minerals of statewide or local importance. Therefore, land use and development activities contemplated by the Alternative No. 3 would not result in the loss of availability of minerals of statewide or local importance. No impacts would occur.

l. Noise

Under Alternative No. 3, impacts associated with noise would be similar to those described in Section 3.7, *Noise* with the exception of construction-related noise. Given the additional square footage of structures from that provided under the Proposed Project (13,500 square feet), construction-related noise would likely have a longer duration; and therefore would be slightly increased from that of the Proposed Project. As under the Proposed Project temporary construction-related noise impacts would be reduced to a less than significant level with the incorporation of mitigation measures. Mitigation is outlined in *Noise*, Section 3.7.2(b) of this EIR. Overall, impacts under this alternative would be slightly increased to the Proposed Project.

m. Population and Housing

Impacts associated with Alternative No. 3 would be similar to those in Section 1.4, *Environmental Effects found not to be Significant*, and described in Section 1.4.6 *Population and Housing*. As with the Proposed Project, this alternative 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. Therefore, impacts would be less than significant as described under the Proposed Project.

n. Public Services and Utilities

Impacts associated with Alternative No. 3 would be similar to those in Section 1.4, *Environmental Effects found not to be Significant*, and described in Section 1.4.7 *Public Services and Utilities*. As with the Proposed Project, Alternative No. 3 represents an incremental contribution to the need for services, and any potential increase would be minimal. Moreover, Alternative No. 3 would be required to meet all standards and requirements identified by the local fire agency or California Department of Forestry, as applicable, and be required to pay all school, park, and transportation fees to be used to offset any incremental increase in demand for school and recreational facilities and public roads. Impacts would be considered less than significant.

o. Recreation

Impacts associated with Alternative No. 3 would be similar to those in Section 1.4, *Environmental Effects found not to be Significant*, and described in Section 1.4.8 *Recreation*.



As with the Proposed Project, Alternative No. 3 would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities. Impacts would be considered less than significant.

As with the Proposed Project, Alternative No. 3 does not propose the expansion or construction of additional recreational facilities. No impact would occur.

p. Transportation/Traffic

Alternative No. 3 assumes a commercial-only development project consisting of approximately 4,000 square feet of restaurant space, 10,628 square feet of office, and 21,504 square feet of retail for a total of 36,100 square feet. Similar to the Proposed Project, trip credits would be provided for existing uses. Table 5-1 shows the trip generation estimates. After including trip credits for existing on-site uses, this alternative would generate 625 net new trips. Of these, 17 would occur in the AM peak hour and 46 in the PM peak hour.

Table 5-1: Alternative No. 3 – Commercial Use Development Trip Generation								
Land Use	Size	Units	Daily Trip Rate	Daily Trips	AM Peak Hour Rate	AM Peak Hour Trips (IN/OUT)	PM Peak Hour Rate	PM Peak Hour Trips (IN/OUT)
Existing Conditions (Trip Credits)								
Single-Family Detached Housing (LU 210)	4	DU	9.52	38	0.75	3 (1/2)	1.00	4 (3/1)
Paint Store (5/23/17 Counted Study*)	4.053	KSF	65.38	265	8.64	35 (17/18)	0.99	4(1/3)
Car Wash (5/23/17 Counted Study*)	6	Wash Stalls	42.83	257	1.67	10 (4/6)	4.17	25 (14/11)
Total				560		48 (22/26)		33 (18/15)
Alternative No. 3 – Commercial Use Development Conditions								
Restaurant (LU 932)	4.000	KSF	127.15	508	10.81	43 (24/19)	9.85	39 (23/16)
Office (LU 710)	10.628	KSF	11.03	117	1.56	17 (15/2)	1.49	16 (3/13)
Retail (LU 826)	21.472	KSF	44.32	952	0.96	21 (10/11)	2.71	58 (26/32)
ITE Internal Reduction				-392		-16 (-8/-8)		-34 (-18/-16)
				1,185		65 (41/24)		79 (34/45)
Net Alternative No. 3 – Commercial Use Development Trip Generation								
Net Alternative No. 3 – Commercial Use Trip Generation				625		17 (19/-2)		46 (16/30)
Net Proposed Project (Auto Dealership) Trip Generation				168		-5 (11/-16)		26 (5/21)
Difference (Alternative No 3 to Proposed Project)				457		22 (8/14)		20 (11/9)
Notes:								
* Counted study data on Tuesday 5/23. The study counted 24-hours of the in and out trips of the Kings Paint & Paper store as well as the Car Wash for each of the three driveways that access the existing site. The AM and PM peak hours of the adjacent signalized intersection of 41 st Avenue & Soquel Drive was used.								
Source: Kimley Horn and Associates, 2017.								

As compared to the Proposed Project, Alternative No. 3 would result in a net additional 457 daily trips, 22 AM peak hour trips, and 20 PM peak hour trips. This alternative would result in significantly more traffic on the roadway network; more than three times the number of

daily trips (as compared to the Proposed Project) and longer delays at study intersections during the AM and PM peak hours under all future conditions.

For Alternative No. 3, impacts to the significantly impacted intersections of Soquel Drive at Robertson Street and Soquel Drive at Porter Street would be greater than the Proposed Project during both the AM and PM peak hours. However, it is expected that the addition of Alternative No. 3 generated trips would result in similar levels of service at both the intersection of Soquel Drive and Robertson Street, and Soquel Drive and Porter Street with the incorporation of Mitigation Measures TRA-1 and TRA-2.

However, the complete cost to signalize the intersection of Soquel Drive at Robertson Street is estimated at \$373,612 in the 2017/2018 County of Santa Cruz Capital Improvement Program (CIP), and recently updated cost estimates by the County of Santa Cruz Department of Public Works have placed the cost of the signalization closer to \$500,000. Because this signalization project is listed in the 2017/2018 CIP as unprogrammed, no funding for design or construction is currently available. The only available funding would be the project's fair share contribution of the total unfunded improvement costs for this alternative. Therefore, it is uncertain as to whether proposed Mitigation Measure TRA-1 could be implemented within the next five years. For this reason, the addition of Alternative No. 3 generated traffic trips to the intersection at Soquel Drive/Robertson Street (Intersection #4) in both the AM and PM peak hours under the Existing Plus Project, Near-term Plus Project, and Cumulative Plus Project conditions would be considered significant and unavoidable.

As under the Proposed Project, Alternative No. 3 would be consistent with the Circulation Element Policy 3.12.1; however, the second part of this policy is no longer being used by the County. The volume/capacity ratio 1% threshold for significance is no longer employed due to past case law nullifying that approach to determination of significance for cumulative impacts (see Section 3.8.2 of this EIR for a complete discussion). As a result, impacts associated with additional project-generated traffic trips on Highway 1 under this alternative would be considered significant and unavoidable as under the Proposed Project. Therefore, impacts to transportation/traffic would be of the same class, but of greater magnitude under this alternative.

q. Tribal Cultural Resources

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. As a result, 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 implementation of this alternative.



r. Conclusion

Under Alternative No. 3, Commercial Development, eleven of the impact areas would be similar to the Proposed Project and six would result in greater impacts than the Proposed Project. Overall, impacts under Alternative No. 3 would increase. This alternative would satisfy two out of five project objectives outlined in Section 2.5 of this EIR. It would not meet objectives 1 through 3 due to a proposed retail-commercial development rather than an automotive dealership as under the Proposed Project.

5.5 Alternative No. 4: Mixed Use Development

5.5.1 Description

Under the Mixed Use Development (Alternative No. 4), no General Plan Amendment or Zone change would occur. The site would maintain its existing General Plan Land Use Designation of Community Commercial (C-C) and Zone of Community Commercial (C-2). The Mixed Use Development concept was formulated with the assistance of a local design consultant, and includes 21,000 square feet of commercial space and 21,000 square feet of residential consisting of three separate buildings to include:

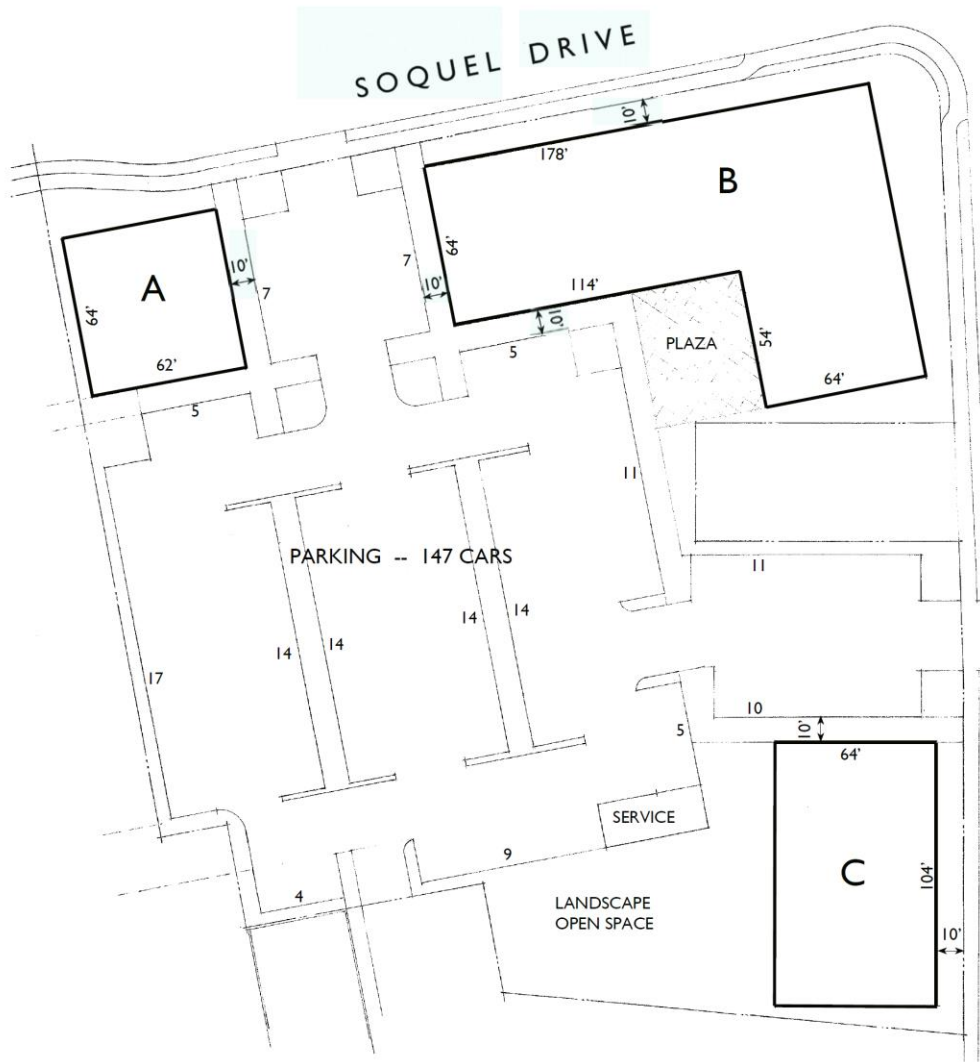
Building A: Single story with 3,968 square feet of retail commercial;

Building B: First floor retail commercial with 10,576 square feet and 4,272 square feet of residential, and second floor with 14,848 square feet of residential for a total square footage of 29,696 square feet; and

Building C: First floor retail commercial with 6,456 square feet and 200 square feet of residential, and second floor with 14,848 square feet of residential for a total square footage of 8,336 square feet (Figure 5-4).

A total of 28 housing units would occur within the residential portion of the project. A total of 147 parking spaces would be proposed to meet the demand (144 spaces) of the mixed use project alternative. Two vehicle access points would be provided as for the Proposed Project. One would be provided from eastbound Soquel Drive and one from southbound 41st Avenue.

As with the Proposed Project, frontage improvements would include new curb gutter and standard ADA six-foot sidewalk along the entire project frontage of Soquel Drive and 41st Avenue. As under the Proposed Project, the Mixed Use Development Alternative would also provide approximately 15-feet for road right-of-way along the project frontage on Soquel Drive that would be required to construct a dedicated approximately 340 foot long right-turn pocket onto 41st Avenue from eastbound Soquel Drive. The Mixed Use Development Alternative would likely support a 3,000 square foot restaurant in addition to 18,000 square feet of commercial retail and 21,000 square feet of residential (used for 28 units averaging 750 square feet).



SOQUEL DRIVE AT 41ST AVENUE -- NISSAN SITE

MIXED USE OPTION

SITE AREA	110,571 SF NET
ESTIMATED PARKING DEMAND	144 CARS (147 SPACES SHOWN)
NON-RESIDENTIAL FLOOR AREA	21,000 SF
RESTAURANT	3,000 SF
GENERAL	18,000 SF
RESIDENTIAL FLOOR AREA	21,000 SF
28 DU'S @ 750 SF	
ONE BEDROOM	
PARKING @ 2 / DU	
TOTAL GROSS BUILDING AREA	42,000 SF

THE GRAPHIC BUILDING FOOTPRINTS SHOWN ARE 64' X 398' OR 25,472 SF, GROSS.

BUILDING A [ALL NON-RESIDENTIAL]

FIRST FLOOR	3,968 SF
TOTAL	3,968 SF

BUILDING B

FIRST FLOOR RESIDENTIAL	4,272 SF
FIRST FLOOR NON-RESIDENTIAL	10,576
SECOND FLOOR RESIDENTIAL	14,848
TOTAL	29,696 SF

BUILDING C

FIRST FLOOR RESIDENTIAL	200 SF
FIRST FLOOR NON-RESIDENTIAL	6,456
SECOND FLOOR RESIDENTIAL	1,680
TOTAL	8,336 SF

Alternative No. 4: Mixed Use Development

Figure 5-4



5.5.2 Impacts

a. Aesthetics and Visual Resources

This alternative would likely result in the construction of two-story mixed use (commercial-retail/multi-family residential) buildings along the frontages of both Soquel Drive and 41st Avenue within the project site. Access to the project site would be similar to that of the Proposed Project. Figure 5-3 provides a visual simulation looking southwest towards the project site of what a potential commercial development may look like under Alternative No. 3. The aesthetics and location of Alternative No. 4 could be similar to Alternative No. 3 but with the upper floors used for residential units. As depicted in Figure 5-3, public views from both Soquel Drive and 41st Avenue would be dominated by the commercial/residential building frontages that are setback from the frontage property line approximately 10 feet. This building setback is in contrast to the Proposed Project where building setbacks along the frontage range from 15 feet at the service center along Soquel Drive to approximately 155 feet at the showroom along 41st Avenue (see Figure 3.1-2). In addition, the parking area for the mixed use development would likely be placed behind the proposed buildings shielding much of the public views of the associated parking lot and lighting unlike the Proposed Project. Although impacts from Alternative No. 4 would be less than significant, due to the minimum setback of the associated structures, visual impacts could be considered greater by some individuals under this alternative than the Proposed Project.

b. Agricultural and Forestry Resources

Under Section 1.4, *Environmental Effects found not to be Significant*, and described in Section 1.4.1 *Agriculture and Forestry Resources*, the Proposed Project would not result in impacts to prime farmland, unique farmland, and farmland of statewide importance, agricultural zoning, Williamson Act contract agricultural land, or timber resources. As under the Proposed Project, no impacts to agricultural and forestry resources would occur from Alternative No. 4, the Mixed Use Development Alternative. Therefore, impacts would be similar to those of the Proposed Project.

c. Air Quality

Under Alternative No. 4, impacts to air quality would be greater than those described in Section 3.2, *Air Quality*. As under the Proposed Project, this alternative would result in less than significant impacts related to consistency with the Air Quality Management Plan (AQMP), construction-related emissions, CO hotspots, toxic air contaminants, and odors. It is assumed that the construction of 21,000 square feet of retail commercial/restaurant and 21,000 square feet of multi-family residential would result in greater construction emissions to the development of the Proposed Project. The development of 42,000 square feet of mixed use would result in greater area and energy source emissions through the project operation as a result of increased electricity use and natural gas consumption. In addition, this alternative would result in a 226 percent increase in net new operational vehicle trips versus the Proposed



Project. Overall, net emissions from construction and operations of this alternative would be expected to result in greater impacts to air quality as those of the Proposed Project.

d. Biological Resources

Impacts associated with Alternative No. 4 would be similar to those in Section 1.4, *Environmental Effects found not to be Significant*, and described in Section 1.4.2 *Biological Resources*. As with the Proposed Project, Alternative No. 4 would not result in impacts to sensitive flora or fauna due to lack of suitable habitat, sensitive biotic communities due to existing urbanization, and the lack of mapped or federally protected wetlands. The site does provide potential nesting habitat for migratory birds as does the Proposed Project. Therefore, the proposed conditions of approval described in Section 1.4.2 *Biological Resources* would also apply to Alternative No. 4. In addition, Alternative No. 4 would not conflict with any local policies or ordinances protecting biological resources or with the provisions of any adopted Habitat Conservation Plan Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Overall, impacts under this alternative would be similar to the Proposed Project.

e. Cultural Resources

Under Alternative No. 4, impacts to cultural resources would be similar to those described in Section 3.3, *Cultural Resources*. As under the Proposed Project, construction associated with Alternative No. 4 would involve surface excavation, which has the potential to unearth and adversely impact previously unidentified archaeological resources. Mitigation is outlined in *Cultural Resources*, Section 3.3.2(b) of this EIR. Overall, impacts under this alternative would be similar to the Proposed Project.

f. Geology and Soils

Impacts associated with Alternative No. 4 would be similar to those in Section 1.4, *Environmental Effects found not to be Significant*, and described in Section 1.4.3 *Geology and Soils*. As with the Proposed Project, impacts related to seismically induced shaking, seismic related ground failure, erosion, and landslides would be less than significant under Alternative No. 4. Because this alternative would result in construction of additional square footage of commercial buildings at the project site, an increase in the number of persons would be exposed to these hazards; and therefore, impacts would be greater than under the Proposed Project. However, it is anticipated that compliance with applicable building codes would ensure impacts associated with this alternative would be less than significant as under the Proposed Project.

g. Greenhouse Gas Emissions

Under Alternative No. 4, impacts associated with greenhouse gas emissions would be greater than those described in Section 3.4, *Greenhouse Gas Emissions*. An increase in vehicle trips and square footage of the structures associated with this alternative would generate additional greenhouse gas emissions during both construction and operations over those for the Proposed



Project. However, as with the Proposed Project, impacted related to greenhouse gas emissions would be less than significant.

h. Hazards and Hazardous Materials

Under Alternative No. 4, impacts associated with hazards and hazardous materials would be similar to those described in Section 3.5, *Hazards and Hazardous Materials*. This alternative would likely result in the construction of approximately 21,000 square feet of retail commercial/restaurant and 21,000 square feet of multi-family residential buildings along the frontages of both Soquel Drive and 41st Avenue within the project site. As with the Proposed Project, this alternative would result in the demolition of four residential homes and associated structures at the project site, which may contain asbestos and/or lead. Property records obtained from the County of Santa Cruz Assessors Office stated that structures within the planning area were constructed between 1915 and 1948. The Phase I Environmental Site Assessment prepared by Sierra Delta Consultants LLC on April 21, 2016 (Attachment J) excluded ACMs (asbestos-contained materials) and LBPs (lead based paints) from the evaluation. Mitigation is outlined in *Hazards and Hazardous Materials*, Section 3.5.2(b) of this EIR. Overall, impacts under this alternative would be similar to the Proposed Project.

i. Hydrology and Water Quality

Impacts associated with Alternative No. 4 would be similar to those in Section 1.4, Environmental Effects found not to be Significant, and described in Section 1.4.4 *Hydrology and Water Quality*. As with the Proposed Project, this alternative would not violate water quality or waste discharge requirements; substantially deplete groundwater supplies or interfere substantially with groundwater recharge; substantially alter the existing drainage pattern of the site or area; or create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems, or provide substantial additional sources of polluted runoff. Overall, impacts to hydrology and water quality would be similar to the Proposed Project under this alternative.

j. Land Use and Planning

This alternative would not require a General Plan amendment and Zone change as would be required under the Proposed Project. The General Plan land use designation and Zone would remain as Community Commercial (C-C) and Neighborhood Commercial (C-2), respectively. Changing a land use designation and/or zoning is not itself considered a potentially significant impact, as amendment processes exist within the Santa Cruz County Code and the subject existing and proposed land use designations are not considered mechanisms that mitigate adverse environmental effects. As with the Proposed Project, Alternative No. 4 would be consistent with the General Plan policies related to land use, conservation and open space, public safety and noise, parks and recreation, public facilities, and community design. As under the Proposed Project, Alternative No. 4 would be consistent with the Circulation Element Policy 3.12.1; however, the second part of this policy is no longer being used by the County. The volume/capacity ratio 1% threshold for significance is no longer employed due



to past case law nullifying that approach to determination of significance for cumulative impacts (see Section 3.8.2 of this EIR for a complete discussion). As a result, impacts associated with additional project-generated traffic trips at the intersections of Soquel Drive at Robertson Street and on Highway 1 would be considered significant and unavoidable as under the Proposed Project (unless TRA-1 is ultimately determined to be feasible through County identification and commitment of funding to implement the Soquel Drive/Robertson Street signalization project). Therefore, impacts would be similar to the Proposed Project.

k. Mineral Resources

Impacts associated with Alternative No. 4 would be similar to those in Section 1.4, *Environmental Effects found not to be Significant*, and described in Section 1.4.5 *Mineral Resources*. As with the Proposed Project, the project area does not contain any mineral extraction operations or known deposits of minerals of statewide or local importance. Therefore, land use and development activities contemplated by the Alternative No. 4 would not result in the loss of availability of minerals of statewide or local importance. No impacts would occur.

l. Noise

Under Alternative No. 4, impacts associated with noise would be greater than those described in Section 3.7, *Noise*. Given the additional square footage of structures from that provided under the Proposed Project (19,500 square feet), construction-related noise would likely have a longer duration; and therefore would be slightly increased from that of the Proposed Project. As under the Proposed Project temporary construction-related noise impacts would be reduced to a less than significant level with the incorporation of mitigation measures. Mitigation is outlined in *Noise*, Section 3.7.2(b) of this EIR. The addition of 28 multifamily residential units to the project site under this alternative would result in potentially significant noise impacts to those residences that are associated with traffic noise from adjacent roadways. It is anticipated that site design and standard construction practices required under the California Building Code would reduce potential noise impacts to a less than significant level. Overall, impacts under this alternative would be greater than those of the Proposed Project.

m. Population and Housing

Impacts associated with Alternative No. 4 would be similar to those in Section 1.4, *Environmental Effects found not to be Significant*, and described in Section 1.4.6 *Population and Housing*. As with the Proposed Project, this alternative 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. Therefore, impacts would be less than significant as described under the Proposed Project.

n. Public Services and Utilities

Impacts associated with Alternative No. 4 would be greater than those in Section 1.4, *Environmental Effects found not to be Significant*, and described in Section 1.4.7 *Public*



Services and Utilities. As with the Proposed Project, Alternative No. 4 represents small increase in the need for services. The construction of approximately 28 residential units would increase the demand for public services and utilities of that of the Proposed Project. It should be noted that Alternative No. 4 would be required to meet all standards and requirements identified by the local fire agency or California Department of Forestry, as applicable, and be required to pay all school, park, and transportation fees to be used to offset any incremental increase in demand for school and recreational facilities and public roads. Although greater than under the Proposed Project, impacts would be considered less than significant.

o. Recreation

Impacts associated with Alternative No. 4 would be greater than those in Section 1.4, *Environmental Effects found not to be Significant*, and described in Section 1.4.8 *Recreation*. Although Alternative No. 4 has the potential to increase the use of existing neighborhood and regional parks or other recreational facilities, the payment of park fees by the project would be used to offset any incremental increase in demand for recreational facilities. Impacts would be considered less than significant.

As with the Proposed Project, Alternative No. 4 does not propose the expansion or construction of additional recreational facilities. No impact would occur.

p. Transportation/Traffic

Alternative No. 4 assumes a horizontally and vertically mixed-use commercial and residential development project consisting of 3,000 square feet of restaurant space, 18,000 square feet of retail, and 28 multi-family residential units (21,000 square feet). Similar to the Proposed Project, trip credits would be provided for existing uses. Table 5-2 shows the trip generation estimates. After including trip credits for existing on-site uses, this alternative would generate 380 net new trips. Of these, -5 would occur in the AM peak hour and 26 in the PM peak hour.

As compared to the proposed Project, Alternative No. 4 would result in a net additional 212 daily trips, and the same number of peak hour trips (0 additional AM and PM peak hour trips). This alternative would result in more traffic on the roadway network (a 126 percent increase as compared to the Proposed Project) and longer delays at study intersections throughout the day.

For Alternative No. 4, impacts to the significantly impacted intersections of Soquel Drive / Robertson Street and Soquel Drive / Porter Street would be similar to the Proposed Project during the AM and PM peak hours, assuming implementation of the applicable mitigation measures. Impacts from Alternative No. 4 would be greater than those described in Section 3.8 *Transportation/Traffic* of this EIR.

However, the complete cost to signalize the intersection of Soquel Drive at Robertson Street is estimated at \$373,612 in the 2017/2018 County of Santa Cruz Capital Improvement Program (CIP), and recently updated cost estimates by the County of Santa Cruz Department of Public Works have placed the cost of the signalization closer to \$500,000.



Table 5-2: Alternative No. 4 – Mixed Use Development Trip Generation								
Land Use	Size	Units	Daily Trip Rate	Daily Trips	AM Peak Hour Rate	AM Peak Hour Trips (IN/OUT)	PM Peak Hour Rate	PM Peak Hour Trips (IN/OUT)
Existing Conditions (Trip Credits)								
Single-Family Detached Housing (LU 210)	4	DU	9.52	38	0.75	3 (1/2)	1.00	4 (3/1)
Paint Store (5/23/17 Counted Study*)	4.053	KSF	65.38	265	8.64	35 (17/18)	0.99	4(1/3)
Car Wash (5/23/17 Counted Study*)	6	Wash Stalls	42.83	257	1.67	10 (4/6)	4.17	25 (14/11)
Total				560		48 (22/26)		33 (18/15)
Alternative No. 4 – Mixed Use Development Conditions								
Restaurant (LU 932)	3.000	KSF	127.15	382	10.81	32 (18/14)	9.85	30 (18/12)
Retail (LU 826)	18.000	KSF	44.32	798	0.96	17 (8/9)	2.71	49 (22/27)
Apartment (LU 220)	28	DU	6.65	188	0.51	14 (3/11)	0.62	17 (11/6)
ITE Internal Reduction				-428		-20 (-10/-10)		-37 (-19/-18)
				940		43 (19/24)		59 (32/27)
Net Mixed Use Development Trip Generation								
Net Alternative No. 4 – Mixed Use Trip Generation				380		-5 (-3/-2)		26 (14/12)
Net Proposed Project (Auto Dealership) Trip Generation				168		-5 (11/-16)		26 (5/21)
Difference (Alternative No 4 to Proposed Project)				212		0 (-14/14)		0 (9/-9)
Notes:								
* Counted study data on Tuesday 5/23. The study counted 24-hours of the in and out trips of the Kings Paint & Paper store as well as the Car Wash for each of the three driveways that access the existing site. The AM and PM peak hours of the adjacent signalized intersection of 41 st Avenue & Soquel Drive was used.								
Source: Kimley Horn and Associates, 2017.								

Because this signalization project is listed in the 2017/2018 CIP as unprogrammed, no funding for design or construction is currently available. The only available funding would be the project’s fair share contribution of the total unfunded improvement costs for this alternative. Therefore, it is uncertain as to whether proposed Mitigation Measure TRA-1 could be implemented within the next five years. For this reason, the addition of Alternative No. 4 generated traffic trips to the intersection at Soquel Drive/Robertson Street (Intersection #4) in the PM peak hour under the Existing Plus Project, Near-term Plus Project, and Cumulative Plus Project conditions would be considered significant and unavoidable.

As under the Proposed Project, Alternative No. 4 would be consistent with the Circulation Element Policy 3.12.1; however, the second part of this policy is no longer being used. The volume/capacity ratio 1% threshold for significance is no longer employed due to past case law nullifying that approach to determination of significance for cumulative impacts (see Section 3.8.2 of this EIR for a complete discussion). As a result, impacts associated with additional project-generated traffic trips on Highway 1 under this alternative would be considered significant and unavoidable as under the Proposed Project. Therefore, impacts to transportation/traffic would be of the same Class, but of a greater magnitude under this alternative for overall daily trips (but no differences in AM or PM peaks as compared to the Proposed Project).



q. Tribal Cultural Resources

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. As a result, 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 implementation of this alternative.

r. Conclusion

Under Alternative No. 4, Mixed Use Development, eight of the impact areas would be similar to the Proposed Project, eight would result in greater impacts than the Proposed Project, and one impact area would result in lesser impacts. Overall, impacts under Alternative No. 4 would be greater than those outlined for the Proposed Project. This alternative would satisfy two out of five project objectives outlined in Section 2.5 of this EIR. It would not meet objectives 1 through 3 due to a proposed mixed use development rather than an automotive dealership as under the Proposed Project.

5.6 Alternative No. 5: Offsite Nissan Dealership

5.6.1 Description

Alternative 5, an alternative offsite location for the proposed dealership, assumes a location south of Highway 1 at the southwest corner of Soquel Avenue and Chanticleer Avenue in Live Oak (Figure 5-5). The site is not currently owned by the project applicant. The site address is 2505 Chanticleer Avenue (APN 029-013-54). The offsite alternative proposes similar improvements as the Proposed Project, although the site is over one-half acre smaller in size and the scale of improvements and/or car sales area would need to be reduced by about 20% to fit the site. The 1.92 acre site is currently designated Service Commercial (C-S) under the County of Santa Cruz General Plan and zoned *Light Industrial* (M-1). The site contains one abandoned and dilapidated single-family residential structure that is blighted. The remainder of the project site is undeveloped vacant land. As with the Proposed Project, a Zone change would be required to change the Zone district from M-1 to *Commercial Services* (C-4) in order to accommodate the proposed automobile sales and service use, but no change to the General Plan would be required because C-4 zoning would be consistent with the existing General Plan land use designation of Service Commercial (C-S).

This conceptual project alternative would involve demolition of the existing dilapidated single-family structure and construction of a new automobile dealership and automobile service department, with improvements about 20% reduced in size as compared to the Proposed Project. The project would also include installation of new underground utilities, site



Alternative No. 5: Offsite Nissan Dealership Location

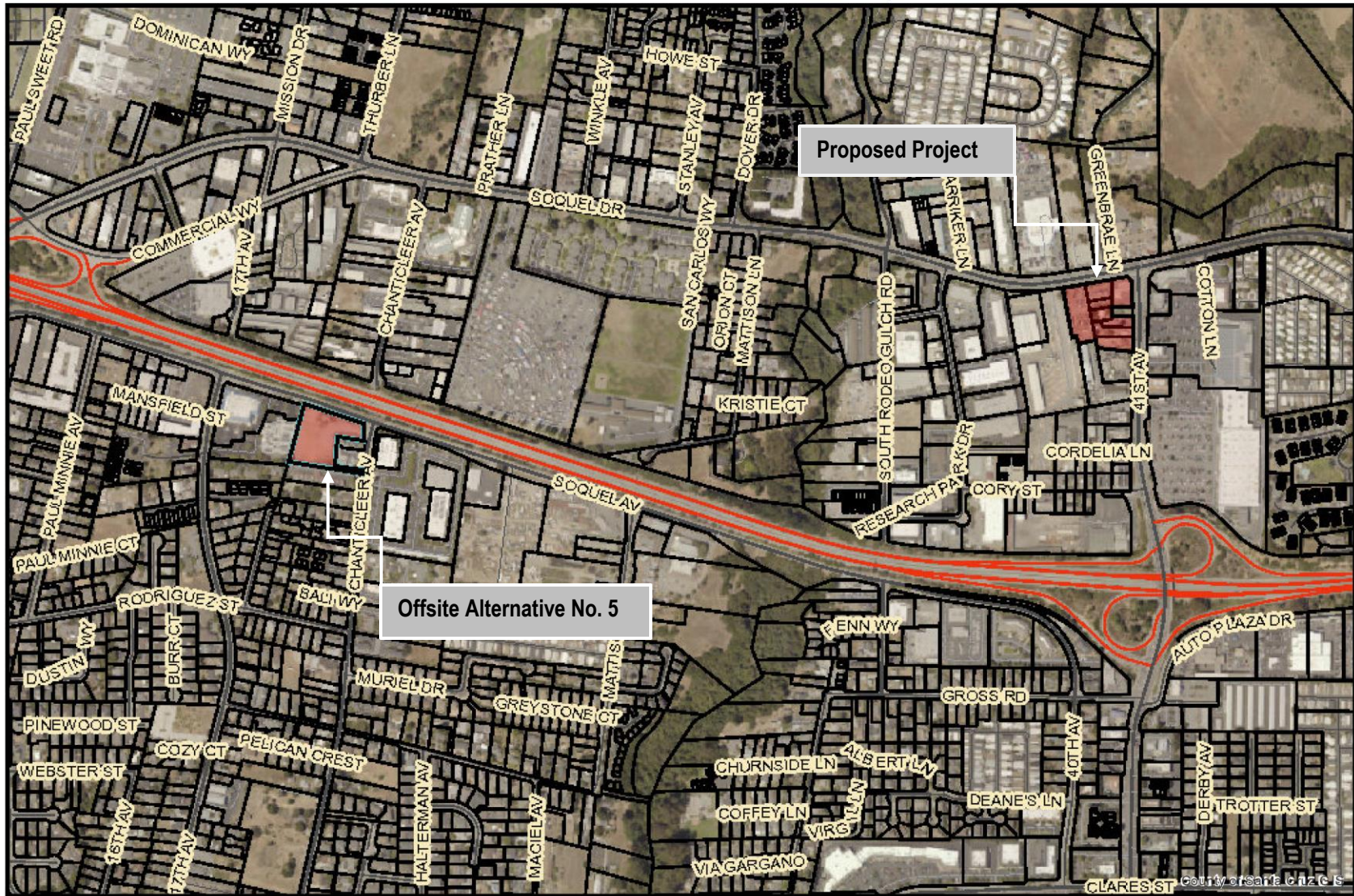
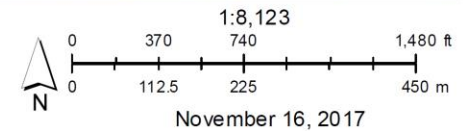


Figure 5-5





drainage improvements, comprehensive landscape plan, and parking lot resulting in approximately 70,000 square feet of impervious area. Grading volumes would be minimal due to the relatively level site conditions.

5.6.2 Impacts

a. Aesthetics

The alternative site location (Alternative No. 5) is currently undeveloped with the exception of one abandoned and dilapidated single family structure located at the front of the 1.92 acre site near Soquel Avenue. The remainder of the relatively flat site is currently undeveloped and devoid of most vegetation. The blighted single family structure is highly visible from Highway 1, a scenic corridor. A chain-link fence is all that separates Highway 1 from the Soquel Avenue right-of-way. Development of the site with an automotive dealership would result in views from Highway 1 that are similar to those views from 41st Avenue for the Proposed Project. Development of the dealership on this offsite location would result in views from Highway 1. However, the existing site is highly blighted and redevelopment of the site as an automotive dealership would be considered beneficial to the view corridor. Therefore, impacts would be considered similar to those of the Proposed Project, in that blighting conditions are addressed and new improvements implemented after design review and approval by the County of Santa Cruz.

b. Agricultural and Forestry Resources

Under Section 1.4, *Environmental Effects found not to be Significant*, and described in Section 1.4.1 *Agriculture and Forestry Resources*, the Proposed Project would not result in impacts to prime farmland, unique farmland, and farmland of statewide importance, agricultural zoning, Williamson Act contract agricultural land, or timber resources. As under the Proposed Project, no impacts to agricultural and forestry resources would occur from Alternative No. 5, the Offsite Nissan Dealership Alternative. Therefore, impacts would be similar to those of the Proposed Project.

c. Air Quality

Under Alternative No. 5, impacts to air quality would be greater than those described in Section 3.2, *Air Quality*. It should be noted however, that this alternative would result in less than significant impacts related to consistency with the Air Quality Management Plan (AQMP), construction-related emissions, CO hotspots, toxic air contaminants, and odors as under the Proposed Project. Construction of a smaller-sized dealership building and service center (about 20% smaller) would result in reduced construction emissions to that of the Proposed Project. The development of these structures would also result in reduced area and energy source emissions through the project operation as a result of similar electricity use and natural gas consumption. These reductions due to smaller size of the project do not change the class of impact for those factors as compared to the proposed project. Although involving a smaller scale project, this alternative would result in a greater increase in net new operational vehicle trips compared to the Proposed Project due to the lack of existing onsite vehicle trips



to be offset/credited. Overall, net emissions from construction and operations of this alternative would be expected to result in greater impacts to air quality as compared to those of the Proposed Project.

d. Biological Resources

Impacts associated with Alternative No. 5 would be similar to those in Section 1.4, *Environmental Effects found not to be Significant*, and described in Section 1.4.2 *Biological Resources*. As with the Proposed Project, Alternative No. 5 would not result in impacts to sensitive flora or fauna due to lack of suitable habitat, sensitive biotic communities due to existing urbanization, and the lack of mapped or federally protected wetlands. Due to the lack of vegetation on the site unlike the Proposed Project, potential nesting habitat for migratory birds is not anticipated. However, the potential does exist for roosting bats in the abandoned single family structure. Therefore, the proposed conditions of approval described in Section 1.4.2 *Biological Resources* would also apply to Alternative No. 5 with the exception of migratory birds. In addition, Alternative No. 5 would not conflict with any local policies or ordinances protecting biological resources or with the provisions of any adopted Habitat Conservation Plan Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Overall, impacts under this alternative to biological resources would be slightly superior to the Proposed Project.

e. Cultural Resources

Under Alternative No. 5, impacts to cultural resources would be reduced from those described in Section 3.3, *Cultural Resources*. The offsite alternative is not mapped on the County of Santa Cruz GIS database for archaeological or historical resources, and although the onsite single-family structure was built in 1942, the conditions is so dilapidated that it has no integrity and could not reasonably be saved; and therefore, would not be eligible for listing. As under the Proposed Project, construction associated with Alternative No. 5 would involve surface excavation, which would have a very low potential to unearth and adversely impact previously unidentified archaeological resources due to the lack of mapped resources. Overall, impacts under this alternative to cultural resources would be superior to the Proposed Project.

f. Geology and Soils

Impacts associated with Alternative No. 5 would be similar to those in Section 1.4, *Environmental Effects found not to be Significant*, and described in Section 1.4.3 *Geology and Soils*. As with the Proposed Project, impacts related to seismically induced shaking, seismic related ground failure, erosion, and landslides would be less than significant under Alternative No. 5. Because this alternative would result in construction of a similar square footage of commercial buildings at the project site, no increase in the number of persons exposed to these hazards would be expected. Therefore, impacts would be similar to the Proposed Project. In addition, it is anticipated that compliance with applicable building codes would ensure impacts associated with this alternative would be less than significant as under the Proposed Project.



g. Greenhouse Gas Emissions

Under Alternative No. 5, impacts associated with greenhouse gas emissions would be greater than those described in Section 3.4, *Greenhouse Gas Emissions*. An increase in net vehicle trips associated with this alternative would generate additional greenhouse gas emissions during operations over those for the Proposed Project. Due to the lack of existing homes and businesses on the site, fewer offsets would be available and net vehicle trips generated would be 572 versus 168 for the Proposed Project. This would be an increase of 404 trips. Emissions generated during construction are expected to be similar. Although, impacts related to greenhouse gas emissions would be less than significant, impacts would be greater than those described for the Proposed Project.

h. Hazards and Hazardous Materials

Under Alternative No. 5, impacts associated with hazards and hazardous materials would be similar to those described in Section 3.5, *Hazards and Hazardous Materials*. Similar to the Proposed Project, this alternative would result in the demolition of one residential home, which may contain asbestos and/or lead. Property records obtained from the County of Santa Cruz Assessors Office stated that the structure within the offsite project area was constructed in 1942. Mitigation would be similar to that which is outlined in *Hazards and Hazardous Materials*, Section 3.5.2(b) of this EIR. Overall, impacts under this alternative would be similar to the Proposed Project.

i. Hydrology and Water Quality

Impacts associated with Alternative No. 5 would be similar to those in Section 1.4, Environmental Effects found not to be Significant, and described in Section 1.4.4 Hydrology and Water Quality. As with the Proposed Project, this alternative would not violate water quality or waste discharge requirements; substantially deplete groundwater supplies or interfere substantially with groundwater recharge; substantially alter the existing drainage pattern of the site or area; or create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems, or provide substantial additional sources of polluted runoff. Overall, impacts to hydrology and water quality would be similar to the Proposed Project under this alternative.

j. Land Use and Planning

This alternative would require a Zone change from Neighborhood Commercial (C-2) to Service Commercial (C-4) as under the Proposed Project. No General Plan amendment would be required. Changing zoning is not itself considered a potentially significant impact, as amendment processes exist within the Santa Cruz County Code and the subject existing and proposed zonings are not considered mechanisms that mitigate adverse environmental effects. As with the Proposed Project, Alternative No. 5 would be consistent with the General Plan policies related to land use, conservation and open space, public safety and noise, parks and recreation, public facilities, and community design. As under the Proposed Project, Alternative No. 5 would be consistent with the Circulation Element Policy 3.12.1; however,



the second part of this policy is no longer being used. The volume/capacity ratio 1% threshold for significance is no longer employed due to past case law nullifying that approach to determination of significance for cumulative impacts (see Section 3.8.2 of this EIR for a complete discussion). Because this alternative is located on a frontage road bordering Highway 1, nearly all of the trips to and from the site would have to travel east and west on Soquel Avenue, significantly affecting the intersections of Chanticleer Avenue, 17th Avenue, Soquel Drive, and Gross Road, as well as Gross Road and 41st Avenue. Impacts associated with additional project-generated traffic trips on Highway 1 and potentially one or more of the affected intersections would be considered significant and unavoidable, which would be similar Proposed Project. Overall, impacts related to land use and planning would be similar to the Proposed Project.

k. Mineral Resources

Impacts associated with Alternative No. 5 would be similar to those in Section 1.4, *Environmental Effects found not to be Significant*, and described in Section 1.4.5 *Mineral Resources*. As with the Proposed Project, the project area does not contain any mineral extraction operations or known deposits of minerals of statewide or local importance. Therefore, land use and development activities contemplated by the Alternative No. 5 would not result in the loss of availability of minerals of statewide or local importance. No impacts would occur.

l. Noise

The offsite project area location under Alternative No. 5 would not substantially change the noise generated from that of the Proposed Project during either the construction or operational phases of the project. It should be noted that the existing ambient noise levels on the offsite alternative site are between 65 and 75 dB due to the close proximity to Highway 1. Alternative 5 is in close proximity to numerous sensitive receptors to the south and southwest of the site. As a result, there is a greater likelihood that temporary noise impacts may occur during project construction. Due to the elevated ambient noise levels at the site, significant operational noise impacts would not be anticipated. Therefore, impacts would be greater than the Proposed Project, but would remain less than significant with mitigation incorporated.

m. Population and Housing

Impacts associated with Alternative No. 5 would be similar to those in Section 1.4, *Environmental Effects found not to be Significant*, and described in Section 1.4.6 *Population and Housing*. As with the Proposed Project, Alternative No. 5 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.

As with the Proposed Project, Alternative No. 5 would not displace a substantial number of people since the house that would be demolished is dilapidated and abandoned and the site is designated for light industrial/commercial uses. Though the project does not intend to construct new housing units, a condition or approval would require the payment of affordable



housing impact fees to offset any loss of housing. Therefore, impacts would be similar to the Proposed Project.

n. Public Services and Utilities

Impacts associated with Alternative No. 5 would be similar to those in Section 1.4, Environmental Effects found not to be Significant, and described in Section 1.4.7 Public Services and Utilities. As with the Proposed Project, Alternative No. 5 would result in a similar need for public services. The offsite alternative would not result in any substantial change in demand for public services and utilities, although the assumed level of improvements is about 20% smaller than the scale of the Proposed Project. Therefore, impacts would be slightly reduced, but of the same Class as the Proposed Project.

o. Recreation

Impacts associated with Alternative No. 5 would be similar to those in Section 1.4, *Environmental Effects found not to be Significant*, and described in Section 1.4.8 *Recreation*. As with the Proposed Project, Alternative No. 5 would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities, and impacts would be considered less than significant. In addition, as under the Proposed Project, Alternative No. 5 does not propose the expansion or construction of additional recreational facilities and no impact would occur. Therefore, impacts would be similar to the Proposed Project.

p. Transportation/Traffic

Alternative No. 5 assumes an alternative site for the Proposed Project, located at the southwest corner of Soquel Avenue and Chanticleer Avenue (APN 029-013-54). This parcel is 1.92 acres in size and currently contains one uninhabitable single-family residential structure. Because this alternative site is 20% smaller than the Project site (2.5 acres), 80% of the Proposed Project square footage ($22,547 \times 80\% = 18,038$ square feet) was assumed to calculate trip generation estimates. Trip credits for the one single-family residential structure were given. Table 5-3 shows the trip generation estimates.

After including trip credits for the existing single-family residential unit, this alternative would generate 572 net new trips. Of these, 34 would occur in the AM peak hour and 46 in the PM peak hour. As compared to the Proposed Project, this alternative would result in a net additional 404 daily trips, 39 AM peak hour trips, and 20 PM peak hour trips.

As compared to the Proposed Project, this alternative would result in significantly more traffic on the roadway network. Because this Alternative No. 5 site is located on a frontage road bordering Highway 1, nearly all of trips to and from this site would have to travel east and west on Soquel Avenue, significantly affecting the intersections of Chanticleer Avenue, 17th Avenue, Soquel Drive, and Gross Road, as well as Gross Road and 41st Avenue. Based on field observations, these intersections already experience very high traffic volumes during the PM weekday and weekend periods, particularly at the intersections of Soquel Avenue/Soquel Drive, Soquel Avenue/Gross Road, and Gross Road/41st Avenue. Implementation of the



Proposed Project at the Alternative No. 5 location would further impact these already significantly impacted roadway intersections, and there are no identified feasible mitigation measures that would improve those intersections and roads, meaning that impacts would be significant and unavoidable during peak hours at these three intersections.

Table 5-3: Alternative No. 5 – Offsite Nissan Dealership Trip Generation								
Land Use	Size	Units	Daily Trip Rate	Daily Trips	AM Peak Hour Rate	AM Peak Hour Trips (IN/OUT)	PM Peak Hour Rate	PM Peak Hour Trips (IN/OUT)
Existing Conditions (Trip Credits)								
Single-Family Detached Housing (LU 210)	4	DU	9.52	10	0.75	1 (0/1)	1.00	4 (3/1)
Total				10		48 (22/26)		33 (18/15)
Alternative No. 5 – Offsite Nissan Dealership Conditions								
Automobile Sales (LU 841)	18.038	KSF	32.3	582	1.92	35 (26/9)	2.62	47 (19/28)
Total				582		35 (26/9)		47 (19/28)
Net Alternative No. 5 – Offsite Nissan Dealership Trip Generation								
Net Alternative No. 5 – Offsite Nissan Dealership Trip Generation				572		34 (26/9)		26 (14/12)
Net Proposed Project (Auto Dealership) Trip Generation				168		-5 (11/-16)		26 (5/21)
Difference (Alternative No 5 to Proposed Project)				404		39 (15/25)		20 (13/7)
<i>Source: Kimley Horn and Associates, 2017.</i>								

As under the Proposed Project, Alternative No. 5 would be consistent with the Circulation Element Policy 3.12.1; however, the second part of this policy is no longer being used by the County. The volume/capacity ratio 1% threshold for significance is no longer employed due to past case law nullifying that approach to determination of significance for cumulative impacts (see Section 3.8.2 of this EIR for a complete discussion). As a result, impacts associated with additional project-generated traffic trips on Highway 1 under this alternative would be considered significant and unavoidable as under the Proposed Project. Therefore, impacts to transportation/traffic would be of the same Class, but of greater magnitude and affecting more intersections under this alternative.

q. Tribal Cultural Resources

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. As a result, no Tribal Cultural Resources are known to occur in or near this alternative project area. Therefore, no impact to the significance of a Tribal Cultural Resource is anticipated from implementation of this alternative.



r. Conclusion

Under Alternative No. 5, Offsite Nissan Dealership, nine of the impact areas would be similar to the Proposed Project, four would result in greater impacts than the Proposed Project, and four impact areas would result in lesser impacts. Overall, impacts under Alternative No. 5 would be greater than those outlined for the Proposed Project. This alternative would satisfy two out of five project objectives outlined in Section 2.5 of this EIR. It would not meet objectives 2 through 4 due to the single-parcel offsite location that is currently designated as Service Commercial rather than Community Commercial.

5.7 Environmentally Superior Alternative

CEQA Section 15126.6(e)(2) requires the identification of the environmentally superior alternative among the options studied. When the “no project” alternative is determined to be environmentally superior, CEQA also requires identification of the environmentally superior alternative among the development options.

5.7.1 Alternative No. 1: No Project/No Development

Under the No Project/No Development Alternative, certain impacts would be eliminated or reduced primarily due to the lack of development and maintenance of the existing condition. This alternative would not provide any of the beneficial impacts of the Proposed Project such as improvement to visual/aesthetic conditions and improvements to Soquel/41st intersection, and would not meet any of the project objectives.

5.7.2 Alternative No. 2: Proposed Project with Addition of APN 030-121-34

Under Alternative No. 2, the Proposed Project with Addition of APN 030-121-34, most of the impact areas would be similar to those of the Proposed Project with the exception of aesthetics and visual resources, which would be improved under Alternative No. 2. The addition of APN 030-121-34 would reduce existing visual blight in the project area by the removal of the onsite dilapidated single family structure and associated detached garage. Redevelopment of the parcel would be considered a visual improvement to the overall project area. This alternative would meet all of the project objectives outlined in Section 2.5 of this EIR.

5.7.3 Alternative No. 3: Community Commercial Development Alternative

Under Alternative No. 3, Community Commercial Development, impacts would be increased for the areas of aesthetics and visual resources, air quality, geology and soils, greenhouse gas emissions, noise, and transportation/traffic from those of the Proposed Project. However, this alternative would have similar impacts to agricultural and forestry resources, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services and utilities, recreation, and tribal cultural resources. Overall, impacts under Alternative No. 3 would increase as compared to those of the Proposed Project. This alternative would satisfy three out of five project objectives outlined in Section 2.5 of this EIR. It would not meet objectives



1 and 2 due to this alternative providing a retail-commercial development rather than an automotive dealership as provided under the Proposed Project.

5.7.4 Alternative No. 4: Mixed Use Development

Under Alternative No. 4, Mixed Use Development, impacts would be increased for the areas of aesthetics and visual resources, air quality, geology and soils, greenhouse gas emissions, noise, public services and utilities, recreation, and transportation/traffic. This alternative would have similar impacts to agricultural and forestry resources, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, mineral resources, land use and planning, population and housing, and tribal cultural resources. Overall, impacts under Alternative No. 4 would increase over the Proposed Project. This alternative would satisfy three out of five project objectives outlined in Section 2.5 of this EIR. It would not meet objectives 1 and 2 due to providing a

mixed use development rather than an automotive dealership as provided under the Proposed Project.

5.7.5 Alternative No. 5: Offsite Nissan Dealership

Under Alternative No. 5, Offsite Nissan Dealership, impacts would be increased for the areas of air quality, greenhouse gas emissions, noise, and transportation/traffic. However, impacts would be reduced for the areas of biological resources, and cultural resources. Additionally, this alternative would have similar impacts to aesthetics and visual resources, agricultural and forestry resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services and utilities, recreation, and tribal cultural resources. Overall, impacts under Alternative No. 5 would increase over the Proposed Project. This alternative would satisfy two out of five project objectives outlined in Section 2.5 of this EIR. It should be noted however that objectives 2 through 4 would be irrelevant due to the offsite alternative having an existing Service Commercial General Plan land use designation and the absence of multiple small parcels to be combined, as under the Proposed Project.

5.7.6 Environmentally Superior Alternative

Alternative No. 2, Proposed Project with APN 030-121-34 can be considered the *environmentally superior alternative* because it would reduce most environmental impacts and meet all of the project objectives.

Table 5-4 lists each of the potentially significant impacts that have been identified for the Proposed Project, and then also shows the level of impact for the impact area under each of the alternatives with an indication of whether the impact is the same or very similar (=), is either superior (+), or inferior (-) under the alternative than the Proposed Project.



Table 5-4: Comparison of Environmental impacts of the Alternatives in Relation to the Proposed Project

	Environmental Topic	Proposed Project	Alternative				
			No. 1 No Project/No Development	No. 2 Proposed Project with APN 030-121-34	No. 3 Commercial Use Development	No. 4 Mixed Use Development	No. 5 Offsite Nissan Dealership
a.	Aesthetics and Visual Resources	=	-	+	-	-	=
b.	Agricultural and Forestry Resources	=	=	=	=	=	=
c.	Air Quality	=	+	=	-	-	-
d.	Biological Resources	=	+	=	=	=	+
e.	Cultural Resources	=	+	=	=	=	+
f.	Geology and Soils	=	+	=	-	-	=
g.	Greenhouse Gas Emissions	=	+	=	-	-	-
h.	Hazards and Hazardous Materials	=	-	=	=	=	=
i.	Hydrology and Water Quality	=	+	=	=	=	=
j.	Land Use	=	=	=	=	=	=
k.	Mineral Resources	=	=	=	=	=	=
l.	Noise	=	+	=	-	-	-
m.	Population and Housing	=	+	=	=	=	=
n.	Public Service/Utilities	=	-	=	=	-	+
o.	Recreation	=	=	=	=	-	=
p.	Transportation/Traffic	=	+	=	-	-	-
q.	Tribal Cultural Resources	=	=	=	=	=	=
r.	Overall	=	+	+	-	-	-

Notes:
 + Superior to the Proposed Project.
 - Inferior to the Proposed Project.
 = Same or very similar to the Proposed Project.



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References and List of Preparers

6.1 References

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