



County of Santa Cruz

PLANNING DEPARTMENT

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

Date: October 19, 2021 **Application Number:** 201003
Project Name: Seacliff Village Hotel **Staff Planner:** Randall Adams

I. OVERVIEW AND ENVIRONMENTAL DETERMINATION

APPLICANT: Prakash Patel **APN(s):** 042-022-12
OWNER: Prakash Patel **SUPERVISORIAL DISTRICT:** 2

PROJECT LOCATION: Property located at the northeast corner of North Ave. and Broadway in Seacliff (at 270 North Ave.) within the community of Seacliff Village in unincorporated Santa Cruz County (Figure 1). Santa Cruz County is bounded on the north by San Mateo County, on the south by Monterey and San Benito counties, on the east by Santa Clara County, and on the south and west by the Monterey Bay and the Pacific Ocean.

SUMMARY PROJECT DESCRIPTION:

Proposal to construct a three story, 19 room hotel and to construct associated improvements.

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

- | | |
|---|---|
| <input type="checkbox"/> Aesthetics and Visual Resources | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Population and Housing |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Energy | <input checked="" type="checkbox"/> Transportation |
| <input checked="" type="checkbox"/> Geology and Soils | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> Hydrology/Water Supply/Water Quality | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Land Use and Planning | |

- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



MATT JOHNSTON, Environmental Coordinator

10/20/21

Date

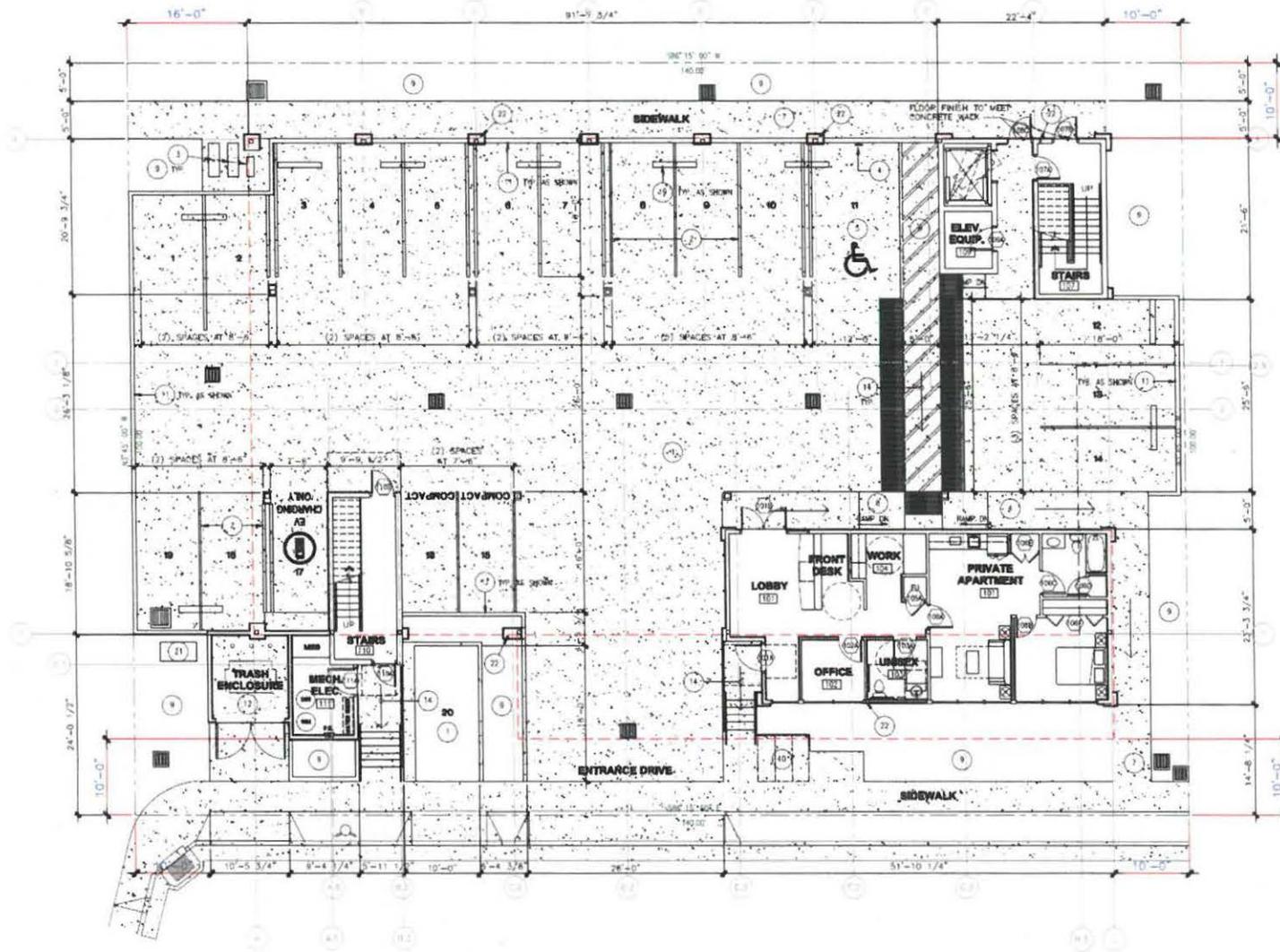


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Project Site Plan

Figure 2



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II. BACKGROUND INFORMATION

EXISTING SITE CONDITIONS:

Parcel Size (acres): 14,000 square feet
Existing Land Use: Vacant
Vegetation: Vacant/disturbed
Slope in area affected by project: 0 - 30% 31 - 100% N/A
Nearby Watercourse: Aptos Creek
Distance To: 1,700 feet

ENVIRONMENTAL RESOURCES AND CONSTRAINTS:

Water Supply Watershed:	Not mapped	Fault Zone:	Not mapped
Groundwater Recharge:	Not mapped	Scenic Corridor:	Not mapped
Timber or Mineral:	Not mapped	Historic:	Not mapped
Agricultural Resource:	Not mapped	Archaeology:	Not mapped
Biologically Sensitive Habitat:	Not mapped	Noise Constraint:	Not mapped
Fire Hazard:	Not mapped	Electric Power Lines:	N/A
Floodplain:	Not mapped	Solar Access:	Available
Erosion:	Not mapped	Solar Orientation:	Level
Landslide:	Not mapped	Hazardous Materials:	N/A
Liquefaction:	Low Potential	Other:	

SERVICES:

Fire Protection:	Aptos/La Selva FPD	Drainage District:	Zone 6
School District:	PVUSD	Project Access:	Broadway & North Ave.
Sewage Disposal:	Santa Cruz County Sanitation District	Water Supply:	Soquel Creek Water District

PLANNING POLICIES:

Zone District: VA (Visitor Accommodations)
General Plan: C-V (Visitor Accommodations) Special Designation: Site 4-B
Seacliff Village Plan

Urban Services Line: Inside Outside
Coastal Zone: Inside Outside

ENVIRONMENTAL SETTING AND SURROUNDING LAND USES:

Natural Environment

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

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

PROJECT BACKGROUND:

The subject property is located on the north side of North Avenue in the Seacliff Village and is currently vacant. Single family residential development is located to the east and the railroad right of way is located to the north. Mobile home parks are located to the west and south, with multi-family residential development located to the southeast. The roadways leading to the property (Broadway and North Avenue) are not currently maintained. The eastern side of Broadway serves as an informal parking area for the surrounding parcels.

The proposal is located within the area covered by the Seacliff Village Plan (SVP) and is designated as Site 4-b in the SVP. The site is designated for Type A (hotel/bed and breakfast) visitor accommodations uses, consistent with the Visitor Accommodations (VA) zone district and (C-V) General Plan land use designation.

A prior proposal for a three story 12 room hotel with a restaurant and gymnasium (Coastal and Commercial Development Permit 07-0002) was approved on the project site in 2009. The approval included amendments to the requirements for development of Site 4-b in the SVP. These amendments modified limitations on the types of commercial uses allowed on the site and removed restrictions on the maximum height and architectural design of the proposed hotel building. Although the development permit was not exercised, and has since expired,

the amendments to the SVP approved under 07-0002 remain in effect for Site 4-b of the Seacliff Village Plan.

DETAILED PROJECT DESCRIPTION:

This application is a proposal to construct a 3 story, 19 room hotel on a parcel approximately 14,000 square feet in area. (Attachment 1) The hotel rooms will be located on the second and third floors, with a small lobby, office, and managers apartment on the first floor. A common breakfast area, pantry, and laundry facilities would be located on the second floor. An uncovered deck is proposed on the roof, above the third floor, which would be set back from the roof edges while allowing ocean views from the deck area.

The access to the project would be from Broadway to the south of the subject property and North Avenue which fronts the property on the south side of the parcel. Existing pavement conditions along Broadway are in poor condition. Access improvements along Broadway would include improving the pavement surface and constructing a sidewalk along the west side of the roadway. The North Avenue right of way would also be improved with sidewalk on the north side where it fronts the subject property. An exception to the County Design Criteria will be required for the proposed improvements, due to the lack of full improvements on both sides of the street for Broadway and North Avenue. The parking area would be located on the ground floor and would be accessed from North Avenue. 20 parking spaces are proposed, including one accessible parking space.

Grading will be required to prepare the site for development and to ensure that the site is properly drained. Grading volumes for the proposed building and parking area would be approximately 34 cubic yards (cut) and 355 cubic yards (fill), with 321 cubic yards to be imported to the site. Storm water drainage would be captured and treated on site in an underground retention/detention chamber. A new drainage line is proposed off site within the Broadway right of way to connect to existing subsurface storm drains located in Center Avenue. Utilities trenching and roadway grading is proposed to install road improvements within the Broadway and North Avenue rights of way.

III. ENVIRONMENTAL REVIEW CHECKLIST

A. AESTHETICS AND VISUAL RESOURCES

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

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

Discussion: The subject property is not located within a mapped scenic resource area. Additionally, the property is not visible from any public beach, designated scenic roadway, park, or other significant viewpoint.

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. No impact is anticipated.

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

Discussion: The project site is not located along a designated state scenic highway, a County-designated scenic road, public viewshed area, scenic corridor, or scenic resource area. Therefore, no impact is anticipated.

3. Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Discussion: The existing visual character setting is a vacant parcel within an urbanized area. The project is designed as an infill project within the Seacliff Village to be consistent with County Code sections that regulate height, bulk, density, setback, landscaping, and design of new structures in the County, including the Seacliff Village Plan and County Code Chapter 13.11, Site, Architectural and Landscape Design Review.

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

Discussion: The project would create an incremental increase in night lighting. However, this increase would be small, and would be similar in character to the lighting associated with the surrounding existing uses.

B. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

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| 2. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: The project site is zoned VA (Visitor Accommodations), 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.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 3. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

Discussion: 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.

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| 4. Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: No forest land occurs on the project site or in the immediate vicinity. See discussion under B-3 above. No impact is anticipated.

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| 5. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: The project site and surrounding area within Seacliff Village 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 the Seacliff Village area. Therefore, no impacts are anticipated.

C. AIR QUALITY

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

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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¹ Formerly known as the Monterey Bay Unified Air Pollution Control District (MBUAPCD).

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

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

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). Mobile source emissions constitute most operational emissions from this type of land use development project. However, emissions associated with buildout of this type of project is not expected to exceed any applicable MBARD thresholds. No stationary sources would be constructed that would be long-term permanent sources of emissions. Therefore, impacts to regional air quality as a result of long-term operation of the project would be less than significant.

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

The primary sources of ROG within the air basin are on- and off-road motor vehicles, petroleum production and marketing, solvent evaporation, and prescribed burning. The primary sources of NOx are on- and off-road motor vehicles, stationary source fuel combustion, and industrial processes. In 2010, daily emissions of ROGs were estimated at 63 tons per day. Of this, area-wide sources represented 49%, mobile sources represented 36%, and stationary sources represented 15%. Daily emissions of NOx were estimated at 54 tons per day with 69% from mobile sources, 22% from stationary sources, and 9% from area-wide sources. In addition, the region is "NOx sensitive," meaning that ozone formation due to local emissions is more limited by the availability of NOx as opposed to the availability of ROGs (MBUAPCD, 2013b).

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

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

Project construction may result in a short term, localized decrease in air quality due to generation of PM₁₀. However, standard dust control best management practices (BMPs), such as periodic watering, would be implemented during construction to avoid significant air quality impacts from the generation of PM₁₀.

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

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

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 3. <i>Expose sensitive receptors to substantial pollutant concentrations?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project site is located within the urban services line and is surrounded by existing residential development.

The proposed hotel project would not generate substantial pollutant concentrations. Emissions from construction activities represent temporary impacts that are typically short in duration. Impacts to sensitive receptors would be less than significant.

The proposed project is below the threshold to require a traffic impact study as indicated in the traffic memo prepared by Keith Higgins, dated June 3, 2021 (Attachment 2).

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

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

Discussion: Land uses typically producing objectionable odors include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses that would be associated with objectionable odors. Odor emissions from the proposed project would be limited to odors associated with vehicle and engine exhaust and idling from cars entering, parking, and exiting the facility. The project does not include any known sources of objectionable odors associated with the long-term operations phase.

During construction activities, only short-term, temporary odors from vehicle exhaust and construction equipment engines would occur. California ultralow sulfur diesel fuel with a maximum sulfur content of 15 ppm by weight would be used in all diesel-powered equipment, which minimizes emissions of sulfurous gases (sulfur dioxide, hydrogen sulfide, carbon disulfide, and carbonyl sulfide). As the project site is in a coastal area that contains coastal breezes off of the Monterey Bay, construction-related odors would disperse and dissipate and would not cause substantial odors. Construction-related odors would be short-term and would cease upon completion. Therefore, no objectionable odors are anticipated from construction activities associated with the project.

The project would not create objectionable odors affecting a substantial number of people; therefore, the project is not expected to result in significant impacts related to objectionable odors during construction or operation.

D. BIOLOGICAL RESOURCES

Would the project:

1. *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations,*

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

Discussion: Habitat for Special Status Species does not occur on the project site. A query was conducted of the California Natural Diversity Database (CNDDDB), maintained by the California Department of Fish and Wildlife, and there are no records of special status plant or animal species within the project site or in the vicinity of the project parcel. No special status species have been observed in the project area.

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| 2. Have a substantial adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations (e.g., wetland, native grassland, special forests, intertidal zone, etc.) or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: There is no mapped or designated riparian habitat or other sensitive natural community on or adjacent to the project site.

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| 3. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: There are no mapped or designated federally protected wetlands on or adjacent to the project site. Therefore, no impacts would occur from project implementation.

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| 4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: The project does not involve any activities that would interfere with the movements or migrations of fish or wildlife or impede use of a known wildlife nursery site.

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

Discussion: The project would not conflict with any local policies or ordinances.

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| 6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: The project would not conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impact would occur.

E. CULTURAL RESOURCES

Would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: The existing vacant property is not designated as a historic resource on any federal, state or local inventory. As a result, no impacts to historical resources would occur from project implementation.

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| 2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: No archaeological resources have been identified in the project area. Pursuant to SCCC section 16.40.040, if at any time in the preparation for or process of excavating or otherwise disturbing the ground, or any artifact or other evidence of a Native American cultural site which reasonably appears to exceed 100 years of age are discovered, the responsible persons shall immediately cease and desist from all further site excavation and comply with the notification procedures given in SCCC Chapter 16.40.040.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 3. Disturb any human remains, including those interred outside of dedicated cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: Impacts are expected to be less than significant. However, pursuant to section 16.40.040 of the SCCC, and California Health and Safety Code sections 7050.5-7054, if at any

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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time during site preparation, excavation, or other ground disturbance associated with this project, human remains are discovered, the responsible persons shall immediately cease and desist from all further site excavation and notify the Sheriff-Coroner and the Planning Director. If the coroner determines that the remains are not of recent origin, a full archaeological report shall be prepared, and representatives of local Native American Indian groups shall be contacted. If it is determined that the remains are Native American, the Native American Heritage Commission will be notified as required by law. The Commission will designate a Most Likely Descendant who will be authorized to provide recommendations for management of the Native American human remains. Pursuant to Public Resources Code section 5097, the descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. Disturbance shall not resume until the significance of the resource is determined and appropriate mitigations to preserve the resource on the site are established.

F. ENERGY

Would the project:

- 1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

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

The proposed project is below the threshold to require a traffic impact study as indicated in the traffic memo prepared by Keith Higgins, dated June 3, 2021 (Attachment 2).

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

Strategies for the Reduction of Energy Use and GHG Emissions

- Develop a Community Choice Aggregation (CCA) Program, if feasible.²
- Increase energy efficiency in new and existing buildings and facilities.
- Enhance and expand the Green Business Program.
- Increase local renewable energy generation.
- Public education about climate change and impacts of individual actions.
- Continue to improve the Green Building Program by exceeding the minimum standards of the state green building code (Cal Green).
- Form partnerships and cooperative agreements among local governments, educational institutions, nongovernmental organizations, and private businesses as a cost-effective way to facilitate mitigation and adaptation.
- Reduce energy use for water supply through water conservation strategies.

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

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

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

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

Discussion: AMBAG’s 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) recommends policies that achieve statewide goals established by CARB, the California Transportation Plan 2040, and other transportation-related policies and state

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

senate bills. The SCS element of the MTP targets transportation-related greenhouse gas (GHG) emissions in particular, which can also serve to address energy use by coordinating land use and transportation planning decisions to create a more energy efficient transportation system.

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

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

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

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

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

G. GEOLOGY AND SOILS

Would the project:

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

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| A. <i>Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| B. <i>Strong seismic ground shaking?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| C. <i>Seismic-related ground failure, including liquefaction?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| D. <i>Landslides?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

The project site is located outside of the limits of the State Alquist-Priolo Special Studies Zone or any County-mapped fault zone (County of Santa Cruz GIS Mapping, California Division of Mines and Geology, 2001). The project site is located approximately 6.6 mile(s) southwest of

the San Andreas fault zone, and approximately 4.3 mile(s) southwest of the Zayante fault zone. A geotechnical investigation for the project was performed by Quantum Geotechnical Inc., dated September 10, 2019 (Attachment 3). The report concluded that seismic shaking and potential liquefaction can be managed through proper structure and foundation design. The report has been reviewed and accepted by Environmental Planning staff (Attachment 4). Therefore, impacts associated with geologic hazards will be less than significant.

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

Discussion: Some potential for erosion exists during the construction phase of the project, however, this potential is minimal because the site is relatively level 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 stormwater pollution control plan (SCCC Section 7.79.100), which would specify detailed erosion and sedimentation control measures. The plan would include provisions for disturbed areas to be planted with ground cover and to be maintained to minimize surface erosion. Impacts from soil erosion or loss of topsoil would be considered less than significant.

3. *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

Discussion: The geotechnical and/or geologic report(s) cited above (see discussion under G-1) states that potential for liquefaction can be managed through proper foundation design and the report did not identify a significant potential for damage caused by any of the other noted hazards.

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

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

5. *Have soils incapable of adequately supporting the use of septic tanks, leach fields, or alternative waste water disposal*

systems where sewers are not available for the disposal of waste water?

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

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 6. Directly or indirectly destroy a unique paleontological resource or site of unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: No unique paleontological resources or sites or unique geologic features are known to occur in the vicinity of the project. A query was conducted of the mapping of identified geologic/paleontological resources maintained by the County of Santa Cruz Planning Department, and there are no records of paleontological or geological resources in the vicinity of the project parcel. No direct or indirect impacts are anticipated.

H. GREENHOUSE GAS EMISSIONS

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

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

See discussion under F-2 above, regarding the Santa Cruz County Climate Action Strategy (CAS).

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
2. <i>Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: See the discussion under H-1 above. No significant impacts are anticipated.

I. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

1. <i>Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The project would not create a significant hazard to the public or the environment. No routine transport or disposal of hazardous materials is proposed. However, during construction, fuel would be used for construction equipment at the project site. Best management practices would be used to ensure that no impacts would occur. Impacts are expected to be less than significant.

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

3. <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The Valencia Elementary School is located at 250 Aptos School Road, approximately 0.75 miles to the northeast of the project site. Although fueling of equipment is likely to occur within the staging area, BMPs to contain spills would be implemented. No impacts are anticipated.

4. <i>Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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create a significant hazard to the public or the environment?

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

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project is not located within two miles of a public airport or public use airport. No impact is anticipated.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 7. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under Wildfire Question T-2 below. The project is not located in a State Responsibility Area, a Very High Fire Hazard Severity Zone, or a County-mapped Critical Fire Hazard Area. Additionally, the project design incorporates all applicable fire safety code requirements and includes fire protection devices as required by the local fire agency and is unlikely to exacerbate wildfire risks. Impacts would be less than significant.

J. HYDROLOGY, WATER SUPPLY, AND WATER QUALITY

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. Violate any water quality standards or waste discharge requirements or | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

otherwise substantially degrade surface or ground water quality?

Discussion: As a proposed visitor accommodations use, the project would not discharge runoff either directly or indirectly into a public or private water supply. However, runoff from this project may contain small amounts of chemicals and other household contaminants, such as pathogens, pesticides, trash, and nutrients. No commercial or industrial activities are proposed that would contribute contaminants. Potential siltation from the project would be addressed through implementation of erosion control BMPs. No water quality standards or waste discharge requirements would be violated and surface or ground water quality would not otherwise be substantially degraded. Impacts would be less than significant.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 2. <i>Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project would obtain water from the Soquel Creek Water District (SqCWD) and would not rely on private well water. Although the project would incrementally increase water demand, the SqCWD has indicated that adequate supplies are available to serve the project (Attachment 5). The project is not located in a mapped groundwater recharge area or water supply watershed and will not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Impacts would be less than significant.

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

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 3. <i>Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| A. <i>result in substantial erosion or siltation on- or off-site;</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| B. <i>substantially increase the rate or amount of surface runoff in a manner</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

which would result in flooding on- or offsite;

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| C. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or; | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| D. impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion: The project will not alter the course of any stream or river and will include the construction of new subsurface drainage line from the site to the public storm drain in Center Avenue.

A drainage plan was prepared for the proposed Project. The County Department of Public Works Stormwater Management Section staff has reviewed and approved the proposed drainage plan. As a component of the proposed off-site road improvements, additional permeable surfaces will be required where feasible in conformance with the County Design Criteria. The project will not substantially alter the existing drainage pattern of the site in a manner that would result in erosion or siltation, or an increase in runoff from the site.

Drainage calculations prepared by RI Engineering Inc., dated October 28, 2020, have been reviewed for potential drainage impacts and accepted by the County Department of Public Works Stormwater Management Section staff. The calculations show that, while project improvements will increase runoff, the additional runoff from the property would be controlled through the construction of detention and retention facilities. These drainage improvements have been designed to ensure that post development runoff rates do not exceed pre-development levels. Through implementation of the project drainage plan, drainage-related impacts are anticipated to be less than significant.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 4. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

Flood Hazards:

According to the Federal Emergency Management Agency (FEMA) National Flood Insurance Rate Map, dated September 29, 2017, no portion of the project site lies within a flood hazard zone, and there would be no impact.

Tsunami and Seiche Zones:

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

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

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

The project site is located approximately 0.25 miles inland on a marine terrace elevated 110 feet above sea level and is not expected to be affected by any potential tsunamis or seiches. In addition, no impact from a mudflow is anticipated. Therefore, the impact would be less than significant.

5. *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

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

The County is working closely with water agencies to implement the Sustainable Groundwater Management Act (SGMA) of 2014. There are three groundwater basins in the County that are subject to SGMA, the Santa Margarita Basin, the Santa Cruz Mid-County Basin, and the Pajaro Valley Basin. The project is located in the Mid-County water basin. In 2016, Soquel Creek Water District (SqCWD), Central Water District (CWD), County, and City of Santa Cruz adopted a Joint Powers Agreement to form the Santa Cruz Mid-County Groundwater Agency for management of the Mid-County Basin under SGMA. The Groundwater Sustainability Plan written by the Groundwater Agency was approved by the Department of Water Resources in June 2021. The Plan outlines an approach to reach sustainability by 2040 which relies on

projects including a purified recycled water and an aquifer storage and recovery project to provide additional supply to the Basin. Projects and Management Actions included in the Plan originated through the SqCWD Community Water Plan and the City of Santa Cruz Water Supply Augmentation Strategy.

As required by state law, each of the County’s water agencies serving more than 3,000 connections must update their Urban Water Management Plans (UWMPs) every five years, with the most recent updates completed in 2021. This project falls within the Soquel Creek Water District service area. SqCWD is anticipating that water use through 2040 will see a modest increase from currently levels but will remain lower than levels seen in 2010. The project is also consistent with efforts by SqCWD to reduce impacts on water supply from new development. SqCWD has implemented a Water Demand Offset (WDO) Program, initiated in 2003, which allows development within the District boundaries to continue, conserving water and to avoiding further impacts to the groundwater basin. It requires new development to offset their projected water demand by funding new conservation or supply projects within the District and/or retrofitting water wasting fixtures within the District service area. The project proponents have retrofitted toilets and paid a deposit for fees to offset the new water demand from this project. SqCWD also requires all new landscaping to conform to water efficient landscaping standards to further reduce water demand from irrigated landscapes. A conditional water will-serve letter has been issued by Soquel Creek Water District. (Attachment 5)

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

K. IN ADDITION TO THE PLANS DESCRIBED ABOVE, THE PROJECT WILL COMPLY WITH SCCC CHAPTERS 13.13 (WATER CONSERVATION – WATER EFFICIENT LANDSCAPING), 7.69 (WATER CONSERVATION) AND 7.70 (WATER WELLS), AS WELL AS CHAPTER 7.71 (WATER SYSTEMS) SECTION 7.71.130 (WATER USE MEASUREMENT AND REPORTING).LAND USE AND PLANNING

Would the project:

1. *Physically divide an established community?*

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

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project would not cause a significant environmental impact due to a conflict with any land use plan, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. No impacts are anticipated.

L. MINERAL RESOURCES

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 2. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

M. NOISE

Would the project result in:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

local general plan or noise ordinance, or applicable standards of other agencies?

Discussion:

County of Santa Cruz General Plan

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

- Policy 6.9.7 Construction Noise. Require mitigation of construction noise as a condition of future project approvals.

The General Plan also contains the following table, which specifies the maximum allowable noise exposure for stationary noise sources (operational or permanent noise sources) (Table 2).

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

Notes:
 1 As determined at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards may be applied to the receptor side of noise barriers or other property line noise mitigation measures.
 2 Applies only where the receiving land use operates or is occupied during nighttime hours
 3 Sound level measurements shall be made with "slow" meter response.
 4 Sound level measurements shall be made with "fast" meter response
 5 Allowable levels shall be raised to the ambient noise levels where the ambient levels exceed the allowable levels. Allowable levels shall be reduced to 5 dB if the ambient hourly Leq is at least 10 dB lower than the allowable level.
 Source: County of Santa Cruz 1994

County of Santa Cruz Code

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

- (A) No person shall make, cause, suffer, or permit to be made any offensive noise.
- (B) "Offensive noise" means any noise which is loud, boisterous, irritating, penetrating, or unusual, or that is unreasonably distracting in any other manner such that it is likely to disturb people of ordinary sensitivities in the vicinity of such noise, and includes, but is not limited to, noise made by an individual alone or by a group of people engaged in any business, activity, meeting, gathering, game, dance, or amusement, or by any appliance, contrivance, device, tool, structure, construction, vehicle, ride, machine, implement, or instrument.

(C) The following factors shall be considered when determining whether a violation of the provisions of this section exists:

(1) Loudness (Intensity) of the Sound.

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

- (i) Clearly discernible at a distance of 150 feet from the property line of the property from which it is broadcast; or
- (ii) In excess of 75 decibels at the edge of the property line of the property from which the sound is broadcast, as registered on a sound measuring instrument meeting the American National Standard Institute's Standard S1.4-1971 (or more recent revision thereof) for Type 1 or Type 2 sound level meters, or an instrument which provides equivalent data.

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

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

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

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

- (2) Pitch (frequency) of the sound, e.g., very low bass or high screech;
- (3) Duration of the sound;
- (4) Time of day or night;
- (5) Necessity of the noise, e.g., garbage collecting, street repair, permitted construction activities;

- (6) The level of customary background noise, e.g., residential neighborhood, commercial zoning district, etc.; and
- (7) The proximity to any building regularly used for sleeping purposes. [Ord. 5205 § 1, 2015; Ord. 4001 § 1, 1989]

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

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

The project would not result in a permanent substantial increase in the ambient noise level. The noise generated by the project as a visitor accommodations use would be similar to the noise generated by the adjacent residential uses. The main source of ambient background noise in the project area is traffic noise along Center Avenue. However, the project would not result in a substantial increase in vehicular trips along Center Avenue. Impacts are expected to be less than significant.

- 2. *Generation of excessive groundborne vibration or groundborne noise levels?*

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

- 3. *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

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

N. POPULATION AND HOUSING

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

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

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

Discussion: The project would not displace any existing housing. No impact would occur.

O. PUBLIC SERVICES

Would the project:

1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Other public facilities; including the maintenance of roads? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion (a through e):

Fire

The subject property is located in the Aptos/La Selva Fire Protection District who have reviewed and approved the proposed hotel project. No new facilities would need to be constructed as a result of this project.

Police

The subject property is located in the County of Santa Cruz Sheriff protection area. The subject property would be served by the Santa Cruz County Sheriff Department with offices located in Aptos and Live Oak. No new facilities would need to be constructed or existing services expanded as a result of this project.

Schools

The subject property is located in the Pajaro Valley School District. No new facilities would need to be constructed or existing services expanded as a result of this project.

Parks

The subject property is located in the vicinity of several parks and schools which can be used as parks. The subject property would be served by McGregor Park, located approximately 0.1 miles away to the northwest and Seacliff State Beach, located approximately 0.25 miles to the south.

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.

P. RECREATION

Would the project:

1. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

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

2. *Does the project include recreational facilities or require the construction or*

expansion of recreational facilities which might have an adverse physical effect on the environment?

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

Q. TRANSPORTATION

Would the project:

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

Discussion:

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

The project would create a small incremental increase in traffic on nearby roads and intersections. The proposed project is below the threshold to require a traffic impact study as indicated in the traffic memo prepared by Keith Higgins, dated June 3, 2021 (Attachment 2). The traffic memo states that the project’s estimated trip generation is expected to include about 83 daily trips with 10 AM peak hour trips and 10 PM peak hour trips. This is less than the 20-peak hour trip threshold that would require a traffic impact analysis.

The project includes a request for a Roadway/Roadside Exception for road improvements that vary from the County of Santa Cruz Department of Public Works Design Criteria. The existing pavement surface along Broadway and North Avenue is in poor condition and roadside improvements are lacking. The applicant proposes to resurface Broadway and North Avenue and to provide a sidewalk and gutter on one side of the roadway. The Department of Public Works has reviewed and accepted the proposed roadway design.

For the reasons stated above, impacts would be less than significant.

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

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

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

The project consists of a 19 room visitor accommodations use and would generate approximately 83 new trips per day as documented in traffic memo prepared by Keith Higgins, dated June 3, 2021 (Attachment 2), which is less than the screening threshold of 110 net new trips and is considered a less-than-significant impact.

3. *Substantially increase hazards due to a geometric design feature (e.g., sharp*

curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Discussion: The project consists of a new visitor accommodations use on a vacant parcel. Road improvements are proposed which would require a Roadway/Roadside Exception to vary from the County of Santa Cruz Department of Public Works Design Criteria. The existing pavement surface along Broadway and North Avenue is in poor condition and roadside improvements are lacking. The applicant proposes to resurface Broadway and North Avenue and to provide a sidewalk and gutter on one side of the roadway. The Department of Public Works has reviewed and accepted the proposed roadway design. No increase in hazards would occur from project design or from incompatible uses. Impacts would be less than significant.

4. Result in inadequate emergency access?

Discussion: The project's roadway design has been reviewed and approved by the Department of Public Works and would not result in inadequate access for emergency vehicles. Impacts would be less than significant.

R. TRIBAL CULTURAL RESOURCES

1. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

A. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources Code section 5020.1(k), or

B. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Discussion: The proposal consists of a new 19 room visitor accommodations use on a vacant parcel within the Urban Services Line. Section 21080.3.1(b) of the California Public Resources Code (AB 52) requires a lead agency formally notify a California Native American tribe that is traditionally and culturally affiliated within the geographic area of the discretionary project when formally requested. As of this writing, no California Native American tribes traditionally and culturally affiliated with the Santa Cruz County region have formally requested a consultation with the County of Santa Cruz (as Lead Agency under CEQA) regarding Tribal Cultural Resources. However, no Tribal Cultural Resources are known to occur in or near the project area. Therefore, no impact to the significance of a Tribal Cultural Resource is anticipated from project implementation.

S. UTILITIES AND SERVICE SYSTEMS

Would the project:

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

Discussion:

Water

The project would connect to an existing municipal water supply. Soquel Creek Water District has determined that adequate supplies are available to serve the project (Attachment 5), and no new facilities are required to serve the project. Impacts would be less than significant.

Wastewater

Municipal wastewater treatment facilities are available and have capacity to serve the project. The Santa Cruz County Sanitation District has provided a will-serve letter (Attachment 7). No new wastewater facilities are required to serve the project. Impacts would be less than significant.

Stormwater

The project includes a proposal to extend an 18 inch storm drain from the project site down Broadway to Center Avenue where it would connect with existing storm drain facilities. Drainage calculations prepared by RI Engineering Inc., dated October 28, 2020 (Attachment 6) show that the additional runoff from the property would be controlled on site through the

construction of detention and retention facilities. The County Department of Public Works Stormwater Management staff have reviewed the drainage information and have determined that downstream storm facilities are adequate to handle the increase in drainage associated with the project. Impacts would be less than significant.

Electric Power

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

The proposed site is previously undeveloped and not currently served by electric power. Electric power service is available adjacent to the project site and a new distribution line would connect the property to the local distribution network. However, no substantial environmental impacts will result from the additional improvements; impacts will be less than significant.

Natural Gas

PG&E serves the urbanized portions of Santa Cruz County with natural gas.

The proposed site is previously undeveloped and not currently served by natural gas. Natural gas lines are available adjacent to the project site and a new distribution line would connect the property to the local distribution network. However, no environmental impacts will result from the additional improvements; impacts will be less than significant.

Telecommunications

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

Telecommunication lines are available adjacent to the property and new telecommunication lines would connect the property to the local network. However, no substantial environmental impacts from this work are anticipated, and impacts will be less than significant.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 2. <i>Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

All the main aquifers in this County, the primary sources of the County’s potable water, are in some degree of overdraft. This project is within the Santa Cruz Mid-County Groundwater Basin which is currently in a state of critical overdraft. Overdraft is manifested in several ways including 1) declining groundwater levels, 2) degradation of water quality, 3) diminished stream base flow, and/or 4) seawater intrusion. To address this overdraft, the Santa Cruz Mid-County Groundwater Agency is working with the water supply agencies and the County to implement the approved Groundwater Sustainability Plan for the Basin which will bring the Basin into sustainability no later than the year 2040. More information is provided under the response to Question J-5. The Soquel Creek Water District has indicated that, consistent with their Urban Water Management Plan and the Groundwater Sustainability Plan for the Basin, adequate water supplies are available to serve the project and has issued a will-serve letter for the project, subject to the payment of fees and charges in effect at the time of service (Attachment 5). The development would also be subject to the water conservation requirements in Chapter 7.69 (Water Conservation) and 13.13 (Water Conservation—Water Efficient Landscaping) of the County Code and the policies of section 7.18c (Water Conservation) of the General Plan. Therefore, existing water supplies would be sufficient to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts would be less than significant.

3. *Result in determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Discussion: The Santa Cruz County Sanitation District has indicated that adequate capacity in the sewer collection system is available to serve the project and has issued a sewer service availability letter for the project, subject to the payment of fees and charges in effect at the time of service (Attachment 7). Therefore, existing wastewater collection/treatment capacity would be sufficient to serve the project. Impacts would be less than significant.

4. *Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

Discussion: Due to the small incremental increase in solid waste generation by the project during construction and operations, the impact would not be significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 5. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

T. WILDFIRE

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

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

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

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 2. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

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

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 3. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

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

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 4. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

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

U. MANDATORY FINDINGS OF SIGNIFICANCE

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal community or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory were considered in the response to each question in Section III (A through T) of this Initial Study. As a result of this evaluation, there is no substantial evidence that significant effects associated with this project would result. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 2. Does the project have impacts that are individually limited, but cumulatively considerable? (“cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

projects, and the effects of probable future projects)?

Discussion: In addition to project specific impacts, this evaluation considered the project's potential for incremental effects that are cumulatively considerable. As a result of this evaluation, there were determined to be no potentially significant cumulative effects associated with this project. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

3. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

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

IV. REFERENCES USED IN THE COMPLETION OF THIS INITIAL STUDY

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