

CITY OF SANTA CRUZ  
**Negative Declaration**

The Administrator of Environmental Quality of the City of Santa Cruz has prepared this Negative Declaration for the following described project:

**Project:** Ocean Street Area Plan

**Application No.:** Not Applicable

**Project Location:** Along Ocean Street between Highway 17 and East Cliff Drive (see Figure 1 in attached Initial Study).

**Project Description:** The project consists of adoption and implementation of a proposed Ocean Street Area Plan, consistent with the City's *General Plan 2030* that calls for development of the Plan. The Area Plan describes and illustrates a 20-year vision along Ocean Street through the year 2030, and provides a framework for creating a more welcoming environment along the corridor. The plan includes policies and actions to supplement those in the General Plan, development and design standards and guidelines, and implementation steps to ensure a high quality of new development along the street, including streetscape enhancements and improved public access.

**Applicant:** City of Santa Cruz

**Applicant Address:** City of Santa Cruz Planning Department  
809 Center Street, Room 107, Santa Cruz, CA 95060

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The City of Santa Cruz Department of Planning and Community Development has reviewed the proposed project and has determined that the project, based on the Initial Study attached hereto, will not have a significant effect on the environment, and no mitigation measures are incorporated into the project. An Environmental Impact Report is not required pursuant to the California Environmental Quality Act of 1970. This environmental review process and Negative Declaration is done in accordance with the State CEQA Guidelines and the local City of Santa Cruz CEQA Guidelines and Procedures.

Juliana Rebagliati  
Administrator of Environmental Quality  
City of Santa Cruz, California



By: Ken Thomas, Principle Planner  
City of Santa Cruz  
Department of Planning and Community Development  
809 Center Street, Room 107  
Santa Cruz, CA 95060

4-15-13  
Date

**City of Santa Cruz  
Environmental Checklist Form/Initial Study**

**I. BACKGROUND**

1. **Project Title:** Ocean Street Area Plan
2. **Lead Agency Name and Address:**  
City of Santa Cruz Planning Department  
809 Center Street, Room 206  
Santa Cruz, CA 95060
3. **Contact Person and Phone Number:** Michelle King, (831) 420-5092
4. **Project Location:** The proposed project is located along the Ocean Street corridor in the City of Santa Cruz in Santa Cruz County (see Figure 1<sup>1</sup>).
5. **General Plan Designation:** Regional Visitor Commercial (RVC), Community Facilities (CF), Mixed-Use Medium Density (MXMD), Mixed-Use Visitor Commercial (MXVC), Low-Medium Density Residential (LM)
6. **Zoning:** C-C (Community Commercial); C-N (Neighborhood Commercial); P-F (Public Facilities); R-L (Multiple Residence – Low Density); RM (Multiple Residence – Medium Density)
7. **Other public agencies whose approval is required:** None are known for adoption for approval of the proposed area plan other than the City of Santa Cruz. Related future approvals include:
  - CALIFORNIA COASTAL COMMISSION: A portion of the plan area (most of the area south of Broadway Avenue) is located within the coastal zone. The City currently is updating its certified Local Coastal Plan (LCP), which will include the portion of Ocean Street located in the coastal zone. The updated LCP will be submitted to the California Coastal for recertification, and will include applicable provisions of the Ocean Street Area Plan.

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<sup>1</sup> All figures are included at the end of the document for ease of reference as some figures are referenced in several sections.

## II. ENVIRONMENTAL SETTING & PROJECT DESCRIPTION

### A. Environmental Setting

Ocean Street is an approximately 1.5-mile long, north-south roadway in the City of Santa Cruz that extends from Graham Hill Road, just north of the Highway 1/Highway 17 to East Cliff Drive adjacent to the San Lorenzo River at the south. The proposed Ocean Street Area Plan includes the 1.2 mile segment from Highway 17 onramps to East Cliff Drive as shown on Figure 1. Ocean Street is one of the City's primary arterial roadways, and it intersects with several of the City's major east-west streets, including Water Street, Soquel Avenue, and Broadway Avenue. It is the primary entry to Santa Cruz for visitors who arrive from Highway 17 and travel to the beach.

The configuration of Ocean Street north of Soquel Avenue is typically a wide, four-lane street with a center median, bicycle lanes and on-street parking. Ocean Street becomes narrower south of Soquel Avenue. Along the entire length of Ocean Street, there is limited landscaping and very little pedestrian-oriented street furniture.

The plan area includes a mix of land uses as summarized below, and the San Lorenzo River is located to the west of Ocean Street. The river is not visible from Ocean Street, although it can be seen from San Lorenzo Park as well as the bridges that cross the river. The top of the river's levee has a paved path that is used by pedestrians and bicyclists, except for a segment on the east side of the river between Soquel Avenue and Water Street.

The Ocean Street Area Plan (Plan) encompasses a total of 70 acres and is composed of almost 350 parcels, mostly along Ocean Street, although the Plan area also includes some properties facing major thoroughfares that intersect with Ocean Street, including Water Street and Soquel Avenue. The land ownership patterns in the Plan area consist mostly of many small parcels under separate ownerships. A mix of existing uses is found along Ocean Street, including hotels, commercial businesses, the County Government Center and residential uses.

Visitor-serving businesses, such as hotels and motels, are a key component of the corridor, primarily north of Broadway Avenue. There are other retail businesses along Ocean Street, including gas stations, restaurants and bars and various resident-serving retail shops and offices. Additionally, the County Government Center, where many of Santa Cruz County's offices are located, is in the center of the Plan area on the southwest corner of the Ocean Street / Water Street intersection. Other institutional uses in the area include the County Jail and several community organizations. There are several law offices near the court facilities at the County Government Center, as well as other office uses in the Plan area.

While most properties north of Broadway are developed with commercial, visitor-serving, office and institutional uses, the area south of Broadway is mostly developed with apartments and older single-family homes. As of August 2010, the portion of Ocean Street south of Broadway was one of the City's Code Compliance's target areas due to a history of code violations in that area. In addition to apartments on the lower portion of Ocean Street, apartments are found along Dakota Avenue west of Ocean Street near the County Government Center. The Plan area also is located adjacent to several residential neighborhoods to both the east and west.

## B. Project Description

### OVERVIEW

The project consists of adoption and implementation of a proposed “Ocean Street Area Plan.” The Area Plan describes and illustrates a community-driven 20-year vision along Ocean Street through the year 2030, and provides a framework for creating a more welcoming environment along the corridor. The plan includes policy guidance, development and design standards and guidelines, and implementation steps to ensure a high quality of new buildings along the street. The Plan identifies the land use designations for the area in the City’s recently adopted *General Plan 2030*, and includes additional policies and actions to supplement those in the General Plan.

### BACKGROUND

The City of Santa Cruz *General Plan 2030* was adopted in June 2012 after certification of an EIR on the plan. The General Plan contains a directive to “develop an Ocean Street Area Plan” (CD2.1.5). Other policies/actions in the *General Plan 2030* call out some elements of this area plan to include: creating a link between Ocean Street and the downtown (CD3.1.3) and identifying design standards and guidelines for new development and streetscape enhancements (CD4.4.1). Complementing this directive are the following General Plan policies and actions related to Ocean Street:

- CD2.1.9 Ensure that new commercial development and lodging contributes positively to the overall aesthetic character of Ocean Street and communicates the unique qualities and character of the city.
- CD4.1.2 Develop a citywide Directional Sign Program that specifically addresses the downtown, the beach, and Ocean Street.
- CD4.4 Improve the building design and streetscape along the Ocean Street corridor to emphasize its role as a gateway.
- ED1.2.1 Encourage transportation improvements and pedestrian activity along Ocean Street to stimulate economic vitality.
- ED1.9.4 Encourage creative and flexible approaches to parking supply along Ocean Street.

A draft plan was prepared based on a series of public meetings and public input. The preferred land use plan that was developed as a result of this process was then incorporated into the land use map for the *General Plan 2030* so that the new area plan would be consistent with the proposed General Plan. A draft Ocean Street Area Plan was completed in December 2010, and on July 26, 2011, the draft plan was accepted by the City Council for the purpose of proceeding with environmental review.

In contrast to the General Plan, which focuses on citywide policy issues, an Area Plan provides more focused policy direction for a smaller part of the City. Area Plans can address all of the topics that are covered in the General Plan, including land uses, community character and transportation. They can also propose streetscape improvements and provide design guidelines for new buildings. An area plan is adopted by resolution as an amendment to the general plan. It refines the policies of the general plan as they apply to a smaller

geographic area and is implemented by ordinances and other discretionary actions, such as zoning.

The City has adopted other Area Plans, including the Beach / South of Laurel Area Plan and the Seabright Area Plan. The *General Plan 2030* notes that in addition to a general plan, adopted area plans and design guidelines make major contributions to the City's overall character in several distinct parts of the City. Area Plans have also helped the City to ensure high quality of new development. The General Plan seeks to maintain the General Plan, as well as Master and Area Plans, as functioning documents that implement the community's goals and policies (CC1.1.5).

Generally, the proposed Ocean Street Area Plan identifies the following opportunities along Ocean Street that are addressed in the Plan:

- **Gateway Improvements.** Enhance the entrance to Ocean Street from Highway 17 as well as the connections to Downtown area from Water Street and Soquel Avenue.
- **Opportunity Sites.** There is potential to combine parcels and/or redevelop specified sites that would serve as a catalyst for future new development in the area.
- **Streetscape Enhancement.** Enhance the streetscape with sidewalk, median and street landscaping improvements and potential widening of parts of Ocean Street to provide more space for pedestrians and bicyclists as well as drivers.
- **San Lorenzo River Access.** Enhance access to the San Lorenzo River with improved signage and new pathways.

## PLAN ELEMENTS

The proposed Ocean Street Area Plan is organized in seven chapters. In addition to Introduction and Background chapters, the Plan includes a chapter for: Ocean Street Concept; Land Use; Goals, Policies and Actions; Implementation; and Design Standards and Guidelines. Key project elements are summarized in the following subsections.

The overall vision concept articulated in the draft plan is that:

*“By the year 2030, Ocean Street will become a beautiful, multifaceted gateway to Santa Cruz that reflects the City's unique and diverse character. Public art will create a distinctive sense of place as people enter the city, and the street itself will be an attractive tree-lined boulevard that provides a comfortable and safe place for people to walk. New on Ocean Street will reflect a high caliber of architectural design. They will provide space for a variety of local and franchise businesses, and they will create new places to work, live and visit. In addition, all parts of Ocean Street will have stronger connections to the San Lorenzo River.”*

The “Concept” chapter identifies urban design principles, streetscape improvements, vehicle circulation and parking, and pedestrian and bicycle amenities. Potential streetscape improvements include sidewalk widening, street widening south of Soquel Avenue, pedestrian amenities, and planting street trees. Figure 2 shows how some of the following urban design principles will be applied to specific parts of the Plan Area.

**Goals, Policies & Actions.** The Area Plan includes nine goals and 26 associated policies with accompanying actions that are intended to supplement those found in the *General Plan 2030*. They have been grouped into categories that correspond to chapters in General Plan as follows:

- **COMMUNITY DESIGN:**
  - GOAL CD-O1 *Well-designed buildings that create a unique character for Ocean Street.*
  - GOAL CD-O2 *New development that is compatible with adjacent neighborhoods.*
  - GOAL CD-O3 *An attractive streetscape that encourages pedestrian activity.*
  - GOAL CD-O4 *Unique art that creates a sense of identity for Ocean Street.*
- **LAND USE:**
  - GOAL LU-O1 *A variety of land uses that creates a vibrant, pedestrian-oriented street.*
  - GOAL LU-O2 *High-quality accommodations and meeting spaces for visitors.*
- **MOBILITY:**
  - GOAL M-O1 *A circulation system that functions well for pedestrians, bicyclists, transit, cars, trucks and emergency vehicles.*
  - GOAL M-O2 *An adequate supply of vehicle parking.*
  - GOAL M-O3 *Improved connections to popular destinations.*

Taken together, these policies and actions encourage development that is pedestrian-oriented and will enhance the overall architectural quality of buildings along Ocean Street and preserve existing homes and buildings identified as historic structures. The policies also require that new development incorporate transitions to the smaller scale of adjacent residential. Additionally, the policies and actions seek to improve and provide an attractive streetscape, including unique public art and gateway features, promote a mix of land uses and high-quality accommodations, and a well functioning circulation system for all users with adequate parking.

**Land Use and Development.** The Land Use chapter of the plan identifies land use designations for the area as set forth in the City's adopted *General Plan 2030*. The Area Plan does not propose changes to the General Plan land use designations, and notes that in the event of a conflict between the Area Plan and *General Plan 2030*, the land use designations in *General Plan 2030* shall govern. The General Plan land use designations or the Plan area include the following, which are illustrated on Figure 3:

- Regional Visitor Commercial (RVC), 0.25 to 3.5 FAR.
- Mixed-Use Medium Density (MXMD), 0.75 to 1.75 FAR, 10 to 30 du/ac.
- Mixed-Use Visitor Commercial (MXVC), 1.0 to 2.75 FAR, 0 to 55 du/ac.
- Community Facilities (CF), 0 to 2.5 FAR.
- Low-Medium-Density Residential (LM), 10.1 to 20 du/ac.

Different parts of Ocean Street are envisioned to accommodate a variety of uses and activities as summarized below.

- **North of Water Street:** Ocean Street will provide space for hotels, motels, restaurants and other visitor services, as well as mixed-use buildings with retail stores and services that benefit visitors and residents alike.

- **Water Street to Soquel Avenue:** The County Government Center will become the “heart of Ocean Street,” with a new public space where people can gather with a potential parking structure. A new hotel and conference center is identified in this area.
- **South of Soquel Avenue:** The residential neighborhood along Ocean Street will be strengthened. Mixed-use buildings will provide new places to live, along with retail stores and services that benefit neighborhood residents.

An “Illustrative Plan” is included in the draft Plan that shows properties where potential future redevelopment may occur, which is shown on Figure 4. The map is not intended to set development requirements for individual properties or dictate the precise form of new buildings, but provides an illustration of where development might occur.

The plan also identifies the following three “catalyst” sites as conceptual examples of how future new development on these key sites might occur. However, the actual type, amount or intensity of new development is not identified. The catalyst site locations are shown on Figures 2 and 4.

- **C-1: County Government Center.** The Plan indicates that this site could accommodate a bold new public space that reflects the civic importance of the site and creates a new place for people to gather. The Plan suggests potential development of a new parking garage on the existing surface parking lot with ground floor retail shops along Ocean Street and Water Street, creating greater interest for pedestrians. Near the property’s south edge, a new path could create a pedestrian connection from Ocean Street to San Lorenzo Park to help strengthen the link between these areas.
- **C-2: University Inn (currently the Paradox Hotel).** The Plan suggests that this site could be redeveloped as a first-class hotel and conference center, with a “signature tower” component that would create a distinctive architectural accent at the heart of Ocean Street. Parking could be onsite or shared with adjacent parking garages. A new pedestrian path along the southern edge of the property could create a more direct connection between Ocean Street and San Lorenzo Park.
- **C-3: Ocean Street and May Avenue Properties.** This area has frontage on both Ocean Street and May Avenue and could accommodate a mixed-use building facing Ocean Street, with apartments or condominiums located above ground-floor retail stores. Two-story townhomes along May Avenue would reinforce the block’s neighborhood character.

**Building Heights.** The proposed Area Plan establishes minimum and maximum building heights to be applied within the Plan Area as shown on Figure 5. The minimum heights refer to a building’s frontage on Ocean Street. For example, on properties where buildings must be 3 to 6 stories, a new building could have a 3-story frontage along Ocean Street and a 2-story portion away from the street. The Ocean Street Concept also calls for new development that respects the smaller-scale character of the residential neighborhoods adjacent to Ocean Street through reduced heights on upper floors towards the rear of the property and/or upper floor setbacks.

**Streetscape Improvements.** The proposed Area Plan indicates that the City will continue to require a setback for new development along Ocean Street south of Soquel Avenue, and in the future, this setback may make it possible to widen this part of Ocean Street, so it can

accommodate wider sidewalks, street trees and bicycle lanes while also carrying additional vehicle traffic to San Lorenzo Boulevard. The City has already established Ocean Street as a major roadway with an 84-foot right-of-way (Municipal Code section 24.12.115), should widening be proposed in the future, and the City currently requires right-of-way dedications as part of new developments. According to the Plan, streetscape improvements will be designed and constructed in coordination with new development to widen sidewalks and provide a continuous canopy of street trees. The Plan also indicates that when Ocean Street is widened, bicycle lanes can be added in both directions. In the short term, a shared lane marking, also known as a “sharrow,” could potentially be added to Ocean Street’s southbound traffic lane south of Barson Street. Also, as previously indicated and shown on Figure 2, three new pedestrian routes are identified to provide new and enhanced access to the San Lorenzo River.

To beautify Ocean Street and make it a more welcoming entrance to Santa Cruz, Plan provides a conceptual plan for the following streetscape improvements:

- **North of Water Street:** Sidewalks will be widened to 12 feet, with shade trees lining the sidewalk.
- **Water Street to Soquel Avenue:** Sidewalks will be widened to 15 feet where possible, and trees will be planted on both sides of the street.
- **Soquel Avenue to San Lorenzo Boulevard:** A widened right-of-way will provide space for parking and bike lanes on both sides of the street, and could provide one additional lane for travel. Overhead utility lines will be moved underground, and shade trees will line the sidewalk. The Plan indicates that more analysis needed to determine the appropriate funding sources, implementation tools and phasing for these improvements.

**Design Principles, Standards & Guidelines.** The proposed Ocean Street Area Plan provides development and design standards and guidelines to achieve the following basic design principles:

- **Building Orientation** - Buildings should face onto public streets.
- **Pedestrian Emphasis** - Site planning, building design and landscaping of new development should maximize access and amenities for pedestrians.
- **Building Massing** – The massing, or three-dimensional volumetric form, of larger buildings should be broken into smaller components that relate to the human scale.
- **Neighborhood Context** - Development should enhance Ocean Street’s built form while acknowledging the scale of surrounding residential neighborhoods.
- **Building Components** - Buildings should have a base, a middle and a top, regardless of their architectural style or building type.
- **Façade Composition** -Building façades should incorporate design.

The development and design standards and guidelines address:

- *Commercial and Mixed-Use Design*
  - › Building location and orientation
  - › Pedestrian orientation
  - › Public and private open space areas
  - › Parking design and access, including parking structures



- › Building design, including facades, entries, doors, windows, awnings, roofs, building materials and colors
- › Landscape design
- › Signs
- *Residential Development Design*
  - › Building design, including massing, setbacks, facades, doors, windows, porches, building materials
  - › Landscape design
  - › Accessory structures, i.e., mailboxes, trash enclosures
  - › Parking
- *Gateways Design*
  - › Overall architecture
  - › Signs and public area

**Implementation.** The Implementation chapter of the Plan identifies a number of measures to implement the vision, goals and policies set forth in the plan. A key implementation measure will be Zoning Ordinance amendments, both for land use districts in accordance with the new *General Plan 2030* mixed-use land designations, as well as for parking requirements and density considerations. For example, graduated density zoning could be developed to encourage land assembly by allowing higher densities on larger sites, i.e., through setting a maximum lower density on smaller parcels that would increase with larger size parcels. It is expected that the Zoning Ordinance amendments necessary to implement the Ocean Street Area Plan will be drafted in the summer of 2013.

The plan also reviews assembly of parcels to help facilitate future mixed-use developments and working with retail business recruiters to attract new businesses to the area. Potential funding sources are identified including establishment of business improvement district, underground utility district, and/or assessment district, as well as development agreements, tax-increment financing, revenue bonds and development impact fees. Federal and/or state grant programs also may become available.

### III. ENVIRONMENTAL CHECKLIST

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

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

#### A. Instructions to Environmental Checklist

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

declaration. Section 15063(c)(3)(D). In this case a discussion should identify the following on attached sheets:

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

## **B. Use of Earlier Analyses**

In analyzing the proposed project, the City may consider whether existing environmental documents already provide an adequate analysis of potential environmental impacts as set forth in subsection A.5 above. An earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA provisions, if it can be determined that one or more effects have been adequately analyzed in an earlier EIR or negative declaration (State CEQA Guidelines section 15063(c)(3)(D)).

The City of Santa Cruz *General Plan 2030 EIR* (April 2012), which includes the Draft EIR volume (September 2011) and the Final EIR volume (April 2012), was certified by the Santa Cruz City Council on June 26, 2012. The General Plan EIR is a "program" EIR prepared pursuant to State CEQA Guidelines Section 15168, which reviewed environmental impacts associated with future development and buildout within the City's planning area that would be accommodated by the General Plan. As part of the overall estimated buildout, the EIR considered construction of approximately 1,090,000 square feet of commercial uses throughout the City to the year 2030 (SOURCE V.1c, page 3-13). Development potential was identified for specified neighborhoods throughout the City. For the Ocean Street area, which includes the area within the proposed Ocean Street Area Plan, development within the timeframe of the General Plan was estimated as 144 residential units, approximately 298,700 square feet of commercial uses, and approximately 87,500 square feet of office use.

The proposed Ocean Street Area Plan will be adopted as an amendment to the General Plan, but it does not dictate new land use designations or patterns. Its primary purpose is to provide design and development guidance for future structures and streetscape improvements. As such, adoption and implementation of the Plan will not directly or indirectly result in new development as further discussed below in the Introduction to section VI. However, it is noted that the *General Plan 2030* EIR does evaluate impacts of future development throughout the City, including the Ocean Street area, and is on file at the City's Planning and Community Development Department, 809 Center Street, Room 107, Santa Cruz, California from 8:00 AM to 12:00 PM and 1 to 5 PM, Monday through Thursday and Friday mornings from 8:00 AM to 12:00 PM. The documents are also available for review on the City of Santa Cruz Planning Department's website at: <http://www.cityofsantacruz.com/index.aspx?page=348>.

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

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

<b>ENVIRONMENTAL IMPACTS Issues (and Supporting Information Sources):</b>	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓
<b>5. CULTURAL RESOURCES. Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?				✓
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?				✓
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓
d) Disturb any human remains, including those interred outside of formal cemeteries?				✓
<b>6. GEOLOGY AND SOILS. Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> <li>i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (V.lc)</li> <li>ii. Strong seismic ground shaking?</li> <li>iii. Seismic-related ground failure, including liquefaction?</li> <li>iv. Landslides? (V.lc-Figure 4.10-3)</li> </ul>				✓   ✓ ✓ ✓
b) Result in substantial soil erosion or the loss of topsoil?				✓
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				✓
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (V.10)				✓

<b>ENVIRONMENTAL IMPACTS Issues (and Supporting Information Sources):</b>	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓
<b>7. GREENHOUSE GAS EMISSIONS. Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				✓
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				✓
<b>8. HAZARDS AND HAZARDOUS MATERIALS. Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				✓
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				✓
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ miles of an existing or proposed school?				✓
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (V.lc-Figure 4.6-1)				✓



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

<b>ENVIRONMENTAL IMPACTS Issues (and Supporting Information Sources):</b>	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>10. LAND USE AND PLANNING. Would the project:</b>				
a) Physically divide an established community?				✓
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				✓
c) Conflict with any applicable Habitat Conservation Plan or Natural Community Conservation Plan?				✓
<b>11. MINERAL RESOURCES. Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (V.1)				✓
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				✓
<b>12. NOISE: Would the project:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?				✓
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?				✓
c) Substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				✓
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				✓
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

<b>ENVIRONMENTAL IMPACTS Issues (and Supporting Information Sources):</b>	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>13. POPULATION AND HOUSING. Would the project:</b>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✓
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓
<b>14. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or need for new or physical altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:</b>				
a) Fire protection?				✓
b) Police protection?				✓
c) Schools?				✓
d) Parks?				✓
e) Other public facilities?				✓
<b>15. RECREATION. Would the project:</b>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✓
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓
<b>16. TRANSPORTATION/TRAFFIC. Would the project:</b>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				✓
b) Conflict with an applicable congestion management program, including, but not limited to level of service standard and travel demand measures, or other				✓

<b>ENVIRONMENTAL IMPACTS Issues (and Supporting Information Sources):</b>	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
standards established by the county congestion management agency for designated roads or highways?				
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?				✓
d) Substantially increase hazards due to a design feature (for example, sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment)?				✓
e) Result in inadequate emergency access?				✓
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				✓
<b>17. UTILITIES AND SERVICE SYSTEMS. Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				✓
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction or which could cause significant environmental effects?				✓
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				✓
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				✓
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				✓
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				✓
g) Comply with federal, state, and local statutes and regulations related to solid waste?				✓

<b>ENVIRONMENTAL IMPACTS Issues (and Supporting Information Sources):</b>	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>18. MANDATORY FINDINGS OF SIGNIFICANCE. Would the project:</b>				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				✓
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects.)				✓
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				✓

## DISCUSSION OF ENVIRONMENTAL EVALUATION

See Section VI--ENVIRONMENTAL EVALUATION for discussion.

## IV. DETERMINATION

On the basis of this initial evaluation:

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



Ken Thomas, Principle Planner

4-15-13

Date

## V. REFERENCES AND DATA SOURCE LIST

1. City of Santa Cruz General Plan and EIR.
  - a) June 26, 2012. Adopted. *General Plan 2030*.
  - b) April 2012. "City of Santa Cruz *General Plan 2030* Final EIR."
  - c) September 2011. "City of Santa Cruz *General Plan 2030* Draft EIR."

Initial Study Preparation: Strelow Consulting and City of Santa Cruz Planning and Community Development Department.

## VI. ENVIRONMENTAL EVALUATION

### INTRODUCTION & OVERVIEW OF IMPACTS

As defined in the State CEQA Guidelines (section 15382 [pursuant to Public Resources Code sections 21083 and 21068]), a "significant effect on the environment" is:

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

Section 15064(d) of the State CEQA Guidelines indicates that an evaluation of significant effects "shall consider direct physical changes in the environment which may be caused by the project and reasonably foreseeable indirect physical changes in the environment which may be caused by the project." This section further specifies that an indirect physical change in the environment is a physical change in the environment which is not immediately related to the project, but which is caused indirectly by the project. An indirect physical change is to be considered only if that change is a reasonably foreseeable impact which may be caused by the project.

The proposed project consists of adoption and implementation of the proposed Ocean Street Area Plan along the Ocean Street road corridor between Highway 17 and East Cliff Drive. The Plan has been prepared in accordance with policies and actions established in the City's *General Plan 2030*, which call for the preparation of the Ocean Street Area Plan with accompanying design standards and guidelines. The Area Plan references and incorporates the General Plan's land use designations for the area, but does not change or alter any General Plan designations. Proposed policies in the Area Plan promote a mixture of retail shops, offices, residential uses and visitor services (LU-O1.2), while retaining the County Government Center as the heart of Ocean Street (LU-O1.1). However, the proposed plan primarily sets forth design and development standards to improve the visual quality of the street and future development, and thus would not directly or indirectly result in new development or related impacts on the physical environment.

The proposed Area Plan does identify potential development sites (see Figure 4), but indicates that such identification is not intended to set development requirements for individual properties or dictate the precise form of new buildings, but only provide an illustration of where development might occur. The plan does identify three “catalyst” sites and potential land uses on these sites that could help encourage future redevelopment in the Plan area, but the actual type, amount or intensity of new development is not identified. The specific potential development referenced in the draft Area Plan includes the following, and Policy LU-O2.1 and accompanying Action LU-O2.1.1 also support development of a hotel on the former University Inn site.

- a) Development of a new parking garage at the County Government Building,
- b) New hotel and conference center on the former University Inn property;
- c) Mixed-use development (residential and commercial) near Water Street and May Avenue;
- d) Widening of Ocean Street south of Soquel Avenue with pedestrian and bicycle facilities; and
- e) Development of three new pedestrian routes to the San Lorenzo River.

While the proposed Plan offers some concepts for potential development on key “catalyst” sites, the Plan does not change General Plan land use designations nor does it specify the amount or intensity of development that could occur, and the Area Plan defers to the *General Plan 2030* to guide land use and intensity. Many of the potential street, landscaping and access improvements identified in the proposed Plan would be implemented as part of future development. Thus, the proposed Ocean Street Area Plan would not result in reasonably foreseeable indirect physical impacts relating to future development in the Plan area. Additionally, the referenced site for a hotel and conference center (the former University Inn) was remodeled in 2012 after preparation of the draft Area Plan, and is now operating as a new hotel with conference facilities – the Paradox Inn. Although, opportunities for further redevelopment could occur in the future, given the facility’s recent renovation, it is not reasonably foreseeable that a new major facility will be reconstructed on this site. The City has already established Ocean Street as a major roadway with an 84-foot right-of-way (Municipal Code section 24.12.115), should widening be proposed in the future. The Plan also indicates that more analysis needed to determine the appropriate funding sources, implementation tools and phasing for these street improvements.

Furthermore, potential buildout of the Ocean Street area has been addressed in the *General Plan 2030* EIR. The General Plan EIR estimated potential buildout that could occur by the year 2030 throughout the City. For the Ocean Street area, development within the timeframe of the General Plan was estimated as 144 residential units, approximately 298,700 square feet of commercial uses, and approximately 87,500 square feet of office use. Future development projects in the Plan area would be subject to City approvals, including project-specific environmental review.

The following sections focus on potential impacts of the proposed policies, actions, and development standards and guidelines set forth in the proposed Area Plan. Potential indirect impacts of future development for those uses specifically supported in the overall concept for Ocean Street are not considered reasonably foreseeable and attributed to the proposed project. Overall buildout that could occur in the area, including the “catalyst” sites and uses identified in the Area Plan have been addressed in the certified *General Plan 2030* EIR.



## 1. Aesthetics.

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

- *Eliminate or substantially adversely affect a scenic vista or scenic resources, including visually prominent trees, rock outcrops, or historic buildings along a state scenic highway;*
- *Substantially degrade the existing visual character or quality of the site and surroundings, i.e., be incompatible with the scale or visual character of the surrounding area; or*
- *Create a new source of substantial light or glare.*

(a) Scenic Views. The project area is located along the length of Ocean Street. According to maps developed for the City's *General Plan 2030* and included in the General Plan EIR, the project area is not within a mapped panoramic view. The area is characterized by a mix of urban commercial and residential development, and there are no scenic views in the area. Distant views of the roller coaster at the Boardwalk are available along Ocean Street south of Broadway Avenue.

The project consists of adoption and implementation of an Area Plan for the Ocean Street corridor that primarily sets forth development and design standards and guidelines for new development and streetscape, pedestrian and other improvements along Ocean Street to improve the visual quality of the street and future development. The adoption and implementation of the Plan will not directly or indirectly result in new development that would result in impacts to scenic resources. Potential improvements and development concepts supported by the Area Plan would not have an impact on scenic views as none exist within the project area north of Broadway Avenue. The views of the Boardwalk down Ocean Street south of Broadway would not be affected by future streetscape improvements or development in the area, and would be further opened up should street widening occur in this area as envisioned in the plan.

(b) Scenic Resources. The project area is a developed urban area, and does not contain scenic resources. The proposed plan includes development and design guidelines for improvement of the streetscape appearance along Ocean Street, including landscaping improvements. The project would not directly or indirectly result in development that would lead to impacts on scenic resources.

(c) Effects on Visual Character of Surrounding Area. Ocean Street is a primary entry into the City for visitors from Highway 17. The visual character of the area is one a developed urban area with a mix of commercial uses north of Broadway Avenue with the County Government Center and adjacent Paradox Hotel (former University Inn) being the largest buildings. A street median and some street trees are present. There is no distinctive signage, public art or architecture at the gateway-entrance from Highway 17. The following descriptions provide further detail of the visual character of the area as taken from the draft Area Plan.

Ocean Street north of Soquel Avenue is typically a wide, four-lane street with a center median and sidewalks. At many intersections, the planted median is replaced by a left-turn lane for vehicles. On-street parking and bicycle lanes are also provided. Ocean Street

becomes narrower south of Soquel Avenue. Between Soquel Avenue and Barson Street, the street continues to accommodate two lanes of traffic in each direction, but there is no median, on-street parking or bicycle lanes.

Along the entire length of Ocean Street, there is very little pedestrian-oriented street furniture. Benches and trash cans typically are found only at bus stops. The street lights on Ocean Street have a very simple “cobra head” design and rise far above the ground, where they can light the roadway. Ocean Street’s existing landscape palette is varied. The existing sidewalk widths constrain the ability to provide a continuous canopy of street trees, and trees are therefore sparse along the sidewalk on many parts of Ocean Street. Wider street medians are planted with large, distinctive redwood trees. Narrower medians are planted with smaller trees, such as the Hollywood Juniper. Other landscaping is found within the setback areas of individual buildings, including planted buffers between sidewalks and parking lots.

Although buildings in the Plan Area vary widely in character, many were constructed during the mid-20th century. These buildings typically have very simple forms, with limited articulation and ornamentation. These buildings also have few human-scaled elements, such as awnings and pedestrian-oriented signage. Residential buildings in and around the Plan Area are a mixture of pre-World War II one- and two-story homes, along with postwar duplexes and multi-family dwellings that differ drastically from the older homes in their rooflines, massing and ornamentation. Newer condominium developments provide more varied architectural detail, such as Mission-style embellishments along the roofline.

The buildings along Ocean Street north of Broadway are a mixture of two to three-story hotels and motels along with one-story retail establishments with varying setbacks from the street along with surface parking lots that front onto Ocean Street. The notable exception is the five-story County Building.

The area south of Broadway Avenue is characterized by a mix of older, primarily single-story residential units with some motels and retail commercial uses. Existing motels are three stories in height. There are also a few Victorian homes in this area along Ocean, but most of the units are older, one-story, single-family homes. The views along this segment of Ocean Street are characterized by development, sparse landscaping and power pole and utility lines that frame the view.

*Impact Analysis.* The proposed Ocean Street Area Plan provides a range of policies and actions, as well as development and design standards and guidelines that will serve to help enhance and improve the visual character along Ocean Street. Policies and Actions in the City’s *General Plan 2030* specifically call for new development that contributes positively to the aesthetic character of Ocean Street (CD2.1.9, CD4.4, CD4.4.1), and specifically calls for development of Design Guidelines as part of an Ocean Street Area Plan. The proposed Area Plan policies and actions supplement those in the *General Plan 2030*, and generally seek to improve the visual quality and character along Ocean Street as summarized in Table 1.

Similarly, the Area Plan provides detailed development and design standards and guidelines that address building placement and design, landscaping, and street improvements to enhance visual quality along Ocean Street. Future development

accommodated by the *General Plan 2030* would be evaluated for consistency with these design standards and guidelines. The Area Plan indicates that a parking garage may be suitable on the surface parking lot of the County Government Center, and the design standards and guidelines specifically address this type of structure (B.4.3) to ensure appropriate designs and pedestrian-oriented uses along street frontages.

**TABLE 1**  
**Proposed *Ocean Street Area Plan* Policies & Actions**  
**that Avoid or Reduce Aesthetics Impacts**

Type of Measure / Action	Policies / Actions
WELL DESIGNED DEVELOPMENT	<ul style="list-style-type: none"> <li>• Encourage pedestrian-oriented development to enhance architectural quality of buildings: CD-O1.1</li> <li>• Require developments to follow Design Standards &amp; Guidelines in Area Plans: CD-O1.2</li> <li>• Encourage assembly of small parcels into larger sites to allow for high-quality development: CD-)1.3</li> </ul>
AVOID DEGRADATION OF VISUAL CHARACTER OF EXISTING NEIGHBORHOODS	<ul style="list-style-type: none"> <li>• Require new development to incorporate transitions to smaller scale of adjacent residential neighborhoods: CD-O2.1</li> </ul>
ATTRACTIVE STREETScape	<ul style="list-style-type: none"> <li>• Encourage development to pedestrian environment: CD-O3.1</li> <li>• Improve appearance of Ocean Street: CD-03.2</li> <li>• Promote creation of distinctive entrance to Ocean Street from Highway 17 and gateways to Downtown: CD-)4.1</li> </ul>

Overall, with implementation of the Plan policies, actions, and design and development standards and guidelines, the Plan would not directly or indirectly result in a substantial degradation of the visual character of the surrounding area. The Area Plan does propose minimum and maximum height limits as shown on Figure 5. The minimum heights refer to a building’s frontage on Ocean Street. For example, on properties where buildings must be three to six stories, a new building could have a 3-story frontage along Ocean Street and a 2-story portion away from the street. This would result in potential increased heights for select areas and properties. Under existing zone district regulations, buildings could be built as 2- or 2½ stores in the neighborhood commercial and residential zones (RL and RM), respectively. Structures in the community commercial zone could be three stories in height, as could residential projects in the RM zone with more than three units. Buildings in the public facilities zone could be 50 feet in height for structures within commercial districts, which is equivalent to approximately four stories.

Table 2 summarizes locations of potential building height increases. Except for the County Building and adjacent hotel, provisions in the proposed Area Plan could result in structural height increases of one-half to one story for future buildings located next to residential neighborhoods, although an increase of 1½ stories could occur in a small area north and south of Broadway Avenue and east of Ocean Street. These areas are designated for mixed uses under the General Plan and specific zone district regulations

are being developed, which could result in change in height limitations. Additionally, under existing zoning regulations, building heights also can be increased with a Planned Development (PD) Permit. The PD regulations allow a variation in height not to exceed one story or twenty percent of height limit (in feet) established in the district in which the project is proposed. Thus, most of the heights envisioned in the Ocean Street Area Plan could also result with approval of a PD permit. The exception is the County Government Center and adjacent hotels and residential area along Dakota Avenue, which are identified for potential heights of seven and six stories, respectively. However, these sites are not located adjacent to residential neighborhoods, and the County Center and adjacent hotel site in particular are identified as a catalyst sites for future redevelopment of the area.

**TABLE 2**  
*Ocean Street Area Plan- Potential Changes in Height Limits*

Location	Existing Zoning & Height Limits	Proposed Heights	Potential Change
West of Ocean Street Between Moona and Water Street	CC District 3 stories/40 feet	2 to 4 stories	1 story
East of Ocean Street South of Water Street & North of Leonard Street	CC District 3 stories/40 feet	2 to 4 stories	1 story
West of Ocean Street Water Street to Dakota Avenue	PF District 50 feet In commercial areas	3 to 7 stories	2 stories over existing County Building height
West of Ocean Street Dakota Avenue to Branciforte Creek	RM District 3 stories/35 feet with 3+ units	3 to 6 stories	1 stories
West of Ocean Street Branciforte Creek to Water Street	CC District 3 stories/40 feet	1 to 3 stories	3 stories
East of Ocean Street Just north of Leonard Street to just north of Soquel Avenue	RL District 2½ stories/30 feet	1 to 3 stories	½ story
East & West of Ocean Street Just north of Soquel to just south of Broadway	CC District 3 stores/40 feet	2 to 4 stories	1 story
East of Ocean Street Properties north and south of Broadway and east of Ocean St frontage properties	RL District 2½ stories/30 feet	2 to 4 stories	1½ story

While, it is not expected that future building heights would substantially increase beyond what may already be allowed pursuant to existing Zoning Ordinance regulations, the policies, actions, design principles and design guidelines set forth in the Plan specifically address design transitions to ensure compatibility with adjacent

neighborhoods. Policy CD-O2.1 requires new development on Ocean Street to incorporate transitions to the smaller scale of adjacent residential neighborhoods. This will be further defined and set forth in Zoning Ordinance amendments for the new mixed-use land use designations established in the *General Plan 2030*, and as required by the proposed Area Plan (Cd-O2.2.).

The “design principles” set forth in the “Concept” chapter of the Area Plan indicate that new development should be compatible with existing neighborhoods and scale of surrounding residential neighborhoods. To address neighborhood compatibility, the Plan indicates that new development will incorporate the following:

- **Height Transitions.** The height and bulk of new buildings will be reduced adjacent to residential neighborhoods to create a transition in scale.
- **Upper Floor Setbacks.** Buildings will be designed to incorporate setbacks on upper floors facing the street, so as to avoid an overly tall appearance.
- **Rear Setbacks.** Where the rear of a multi-story building faces a residential neighborhood, rear setbacks will create a buffer between taller buildings on the corridor and homes in the adjacent neighborhood. These setbacks will be facilitated by new requirements to place building frontages at the back of the adjacent sidewalk.
- **Screening.** Fences and landscaping at rear property lines will provide visual screening between new development and adjacent homes.
- **Parking and Loading.** Surface parking and loading areas will be located behind buildings, improving the appearance of the corridor.

The Ocean Street Concept also calls for new development that respects the smaller-scale character of the residential neighborhoods adjacent to Ocean Street. According to the draft Plan, to accomplish this, taller buildings may need reduced heights on upper floors towards the rear of the property and/or upper floor setbacks, creating a transition in scale from Ocean Street to the surrounding neighborhoods. Figure 6 provides an illustration of this principle. On small, shallow properties next to residential neighborhoods, lower overall height limits would be necessary to create this transition in scale, since there is less space for this transition to occur.

Furthermore, the “Design Standards and Guidelines” element of the Area Plan specifically includes a basic design principle to enhance Ocean Street’s built form, while acknowledging the scale of surrounding residential neighborhoods. The Design Guidelines also indicate that to avoid creating nuisances such as noise, light intrusion, invasion of privacy and traffic, the location of all uses should be coordinated with existing development on adjoining properties (B.1.1.3). More detailed requirements for building heights will be defined through updates to the Zoning Ordinance, including requirements for where buildings must have setbacks on upper floors and height transitions to adjacent properties.

With application of the proposed goals, policies, actions and design standards and guidelines to future developments in the Plan area, there would be no significant impacts on the visual character of surrounding areas as a result of potential changes in permitted building heights. Therefore, the project would have a less-than-significant impact on the visual character of the surrounding area.

(d) Light and Glare. Ocean Street is one of the City's primary arterial streets, and it currently has existing street lighting along its length. The proposed Area Plan includes 12 lighting standards and guidelines (B.8) for commercial, office and mixed-use developments that would ensure that lighting is of the appropriate type, location, and scale with the intent to provide security while ensuring that "the design of fixtures and the light provided contributes to the character of development and does not impact adjacent development or the night sky." Thus, implementation of the proposed Design Standards and Guidelines would not lead to creation of substantial sources of light or glare.

2. **Agriculture and Forest Resources.** The project site is located within the developed urban area of the City of Santa Cruz. The project area does not contain prime or other agricultural lands as mapped on the State Farmland Mapping and Monitoring Program, (SOURCE V.1c-Figure 4.3-1), and is not designated for agricultural uses in the City's General Plan. Nor is the area located adjacent to agricultural lands. Similarly, the project site is not zoned for or located to properties zoned as Timberland Preserve. Thus, the adoption and implementation of the proposed area plan would not affect or result in conversion of agricultural or forest lands to other uses.

3. **Air Quality.**

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

- *Conflict with or obstruct implementation of the applicable air quality plan;*
- *Violate any air quality standards or contribute substantially to an existing or projected air quality violation, i.e. result in generation of emissions of or in excess of 137 pounds per day for VOC or  $\text{NO}_x$ , 550 pounds per day of carbon monoxide, 150 pounds per day of sulfur oxides ( $\text{SO}_x$ ), and/or 82 pounds per day of  $\text{PM}_{10}$  (due to construction with minimal earthmoving on 8.1 or more acres per day or grading/excavation site on 2.2 or more acres per day for  $\text{PM}_{10}$ ) pursuant to impact criteria for significance developed by the MBUAPCD (MBUAPCD, "CEQA Air Quality Guidelines," February 2008);*
- *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);*
- *Expose sensitive receptors to substantial pollution concentrations; or*
- *Create objectionable odors affecting a substantial number of people.*

(a) Conflict with Air Quality Management Plan. The proposed project is an area plan that provides development and design standards and guidelines for future development along Ocean Street that would occur pursuant to land use designations in the City's adopted *General Plan 2030*. Although, the proposed Ocean Street Area Plan identifies potential uses for key sites and different locations along the roadway, adoption and implementation of the Plan will not directly or indirectly result in new development or population growth, and would not conflict with or obstruct implementation of the adopted Air Quality Management Plan for the region.

(b-e) Air Emissions and Odors. The project consists of adoption of an Area Plan for the Ocean Street corridor that primarily sets forth development and design standards and guidelines for new development and streetscape, pedestrian and other improvements along Ocean Street . The adoption and implementation of the Plan will not directly or indirectly result in new development that would result in increased emissions or odors. Furthermore, General Plan Actions LU1.2, LU1.2.1 and HZ2.2.1 (as modified by the General Plan EIR), require future project-level review and implementation of mitigation measures if warranted, consistent with the adopted standards in the MBUAPCD's CEQA Guidelines.

#### 4. Biological Resources.

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

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

The project area is currently developed. According to maps developed for the City's *General Plan 2030* and included in the General Plan EIR, the Ocean Street corridor is not within a mapped sensitive habitat area (SOURCE V.1c-Figure 4.8-3). The San Lorenzo River is located to the west of the project area, however, the Area Plan area is not located within the riparian setback or management areas as designed in the City's *City-wide Creeks and Wetlands Management Plan*. No sensitive habitats or special status species exist in the area. Furthermore, the project consists of adoption and implementation of an Area Plan for the Ocean Street corridor that primarily sets forth development and design standards and guidelines for new development and streetscape, pedestrian and other improvements along Ocean Street. The adoption and implementation of the Plan will not directly or indirectly result in new development that would result in impacts to biological resources.

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

## 5. Cultural Resources.

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

- *Cause a substantial adverse change in the significance of an archaeological resource.*
- *Disturb any human remains, including those interred outside of formal cemeteries.*
- *Cause a substantial adverse change in the significance of an historic resource pursuant to Section 15064.5 of the State CEQA Guidelines. A "substantial adverse change in the significance of an historical resource" means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired. The significance of an historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources or local register of historical places.*
  - *Pursuant to CEQA Guidelines, "historical resources include a resource listed in, or determined to be eligible for listing in the California Register of Historical Resources; a resource included in a local register of historical resources; and any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.*

(a) Historical Resources. According to maps developed for the City's *General Plan 2030* and included in the General Plan EIR, the Ocean Street area is not within a designated historic district as identified in the City's General Plan (SOURCE V.1c-Figure 4.9-4). There are some older buildings within the Plan area, including a few along lower Ocean Street that are in the City's Historic Building Survey. The proposed project is an area plan that provides development and design standards and guidelines for future development and streetscape, pedestrian and other improvements along Ocean Street. Adoption and implementation of the Plan will not directly or indirectly result in new development, and would not affect historic resources. Furthermore, the Plan calls for preservation of existing homes and structures, where feasible, that have been identified as historic resources (CD-O1.4).

(b, d) Archaeological Resources. According to maps developed for the City's *General Plan 2030* and included in the General Plan EIR, the project site is within a mapped "sensitive" archaeological area and "sensitive" historical archaeological area (SOURCE V.1c-Figures 4.9-1 and 4.9-3). The project consists of adoption and implementation of an Area Plan for the Ocean Street corridor that primarily sets forth development and design standards and guidelines for new development and streetscape, pedestrian and other improvements along Ocean Street. Although the proposed Area Plan supports new development, including a parking structure at the County Government Center site, the adoption and implementation of the Plan will not directly or indirectly result in new development that would result in impacts to archaeological resources. Furthermore, future development will be reviewed in accordance with provisions of the City's General Plan that call for preparation of archaeological reports and implementation of mitigation measures if required for properties located within sensitive areas (HA1.2.2).



(c) Paleontological Resources. According to maps developed for the City's *General Plan 2030* and included in the General Plan EIR, the project site is within an area mapped as Holocene Alluvium geologic formation (SOURCE V.1c-Figures 4.9-5). Although this formation is generally considered too young to contain paleontological resources, it is considered moderately sensitive for paleontological resources because it is underlain by sedimentary geologic units that have a high paleontological sensitivity (SOURCE V.1c). However, as previously indicated, although the proposed Area Plan supports new development, the adoption and implementation of the Plan will not directly or indirectly result in new development that would result in impacts to paleontological resources. Furthermore, future development will be reviewed in accordance with provisions of the City's General Plan (HA1.2.3) that require that the City notify applicants within paleontologically sensitive areas of the potential for encountering such resources during construction and condition approvals that work will be halted and resources examined in the event of encountering paleontological resources during construction, and measures be implemented if the find is significant in accordance with recommendations of a paleontologist.

## 6. Geology and Soils.

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

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

(a-i) Fault Rupture. The Ocean Street Area Plan area is located in a seismically active region of California and the region is considered to be subject to very intense shaking during a seismic event. The City of Santa Cruz is situated between two major active faults: the San Andreas, approximately 11.5 miles to the northeast and the San Gregorio, approximately nine miles to the southwest. There are no active fault zones, designated Alquist-Priolo Earthquake Fault Zone, or risk of fault rupture within the City (SOURCE V.1c).

(a-ii-iv,c) Seismic and Geologic Hazards. According to maps developed as part of the City's recently adopted *General Plan 2030* and included in the General Plan EIR, the Ocean Street Area Plan properties are located in an area identified as being subject to liquefaction hazards (SOURCE V.1c-Figure 4.10-4). The project consists of adoption of an Area Plan for the Ocean Street corridor that primarily sets forth development and design standards and guidelines for new development and streetscape, pedestrian and other improvements along Ocean Street. The adoption and implementation of the Plan will not directly or indirectly result in new development that would result in exposure of people or structures to seismic,

geologic or soils hazards or result in erosion. Future development in the area, as supported by the General Plan, will be required to prepare geotechnical investigations with implementation of recommendations as required by the California Building Code and City regulations and policies, which will ensure that potential exposure of future development and residents to seismic and geotechnical hazards will be mitigated.

(e) Use of Septic Systems. Properties within the City are served by City sanitary sewers and will not use septic systems.

## 7. Greenhouse Gas Emissions.

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

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

(a) Greenhouse Gas Emissions. Climate change refers to any significant change in measures of climate, such as average temperature, precipitation, or wind patterns over a period of time. Climate change may result from natural factors, natural processes, and human activities that change the composition of the atmosphere and alter the surface and features of the land. Significant changes in global climate patterns have recently been associated with global warming, an average increase in the temperature of the atmosphere near the Earth's surface, attributed to accumulation of greenhouse house gas (GHG) emissions in the atmosphere. Greenhouse gases trap heat in the atmosphere, which in turn heats the surface of the Earth. Some GHGs occur naturally and are emitted to the atmosphere through natural processes, while others are created and emitted solely through human activities (SOURCE V.1c).

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

The California Air Resources Board (CARB) is the lead agency for implementing AB32. In accordance with provisions of AB 32, CARB has completed a statewide Greenhouse Gas (GHG) Inventory that provides estimates of the amount of GHGs emitted to, and removed from, the atmosphere by human activities within California. Based on review of this inventory, in December 2007 CARB approved a 2020 emissions limit of 427 CO<sub>2</sub> equivalent million metric tons (MMT CO<sub>2</sub>e)<sup>1</sup>, which is equivalent to the 1990 emissions level. In

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<sup>1</sup> The CO<sub>2</sub> equivalent emissions are commonly expressed as "million metric tons of carbon dioxide equivalent (MMT CO<sub>2</sub>E)". The carbon dioxide equivalent for a gas is derived by multiplying the tons of the gas by the associated Global Warming Potential (GWP).

accordance with requirements of AB32, a Scoping Plan was released in October 2008 and adopted by CARB in December 2008. The Scoping Plan identifies 18 emissions reduction measures that address cap-and-trade programs, vehicle gas standards, energy efficiency, low carbon fuel standards, renewable energy, regional transportation-related greenhouse gas targets, vehicle efficiency measures, goods movement, solar roofs program, industrial emissions, high speed rail, green building strategy, recycling, sustainable forests, water and air (SOURCE V.1c).

The project consists of adoption of an Area Plan for the Ocean Street corridor that primarily sets forth development and design standards and guidelines for new development and streetscape, pedestrian and other improvements along Ocean Street. The adoption and implementation of the Plan will not directly or indirectly result in new development that would result in increased greenhouse gas emissions.

(b) Conflict with Applicable Plans. In October 2012, the Santa Cruz City Council adopted a Climate Action Plan (CAP) that addresses citywide greenhouse emissions and reduction strategies. The CAP outlines the actions the City and its partners may take pertaining to reduction of greenhouse gas emissions to meet the goals and implement the policies and actions identified in the *General Plan 2030*. The CAP provides City emissions inventories, identifies an emissions reduction target for the year 2020, and includes measures to reduce energy use, reduce vehicle trips, implement water conservation programs, reduce emissions from waste collection, increase solar systems, and develop public partnerships to aide sustainable practices. Measures are outlined for the following sectors: municipal, residential, commercial, and community programs. assures establish the year 2020 as the target date to achieve the specified reductions. The CAP includes an Implementation chapter that identifies tracking and reporting of the success of the measures, including City staff responsibilities.

The project consists of adoption of an Area Plan for the Ocean Street corridor that primarily sets forth development and design standards and guidelines for new development and streetscape and other access improvements. The adoption and implementation of the Plan will not directly or indirectly result in new development and would not result in conflicts with or obstruction of the City's adopted Climate Action Plan.

## 8. Hazards.

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

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

The proposed project consists of adoption and implementation of an Area Plan for the Ocean Street corridor, which primarily provides design and development guidelines. The project does not involve the transport, use, or disposal of hazardous materials or wastes and would not result in creation of a public health hazard. Adoption and implement of the proposed area plan will not result in creation of risks associated with hazardous material use, exposure to health hazards, creation of a health hazard, or interference with an emergency response plan. The Plan area is not located near a public airport, private airstrip or wildland fire hazard area. The project would not directly or indirectly result in development that result in impacts related to hazardous materials or hazards.

## 9. Hydrology.

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

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

Ocean Street is located within a developed area with no vacant lands. The project consists of adoption of an Area Plan for the Ocean Street corridor that primarily sets forth development and design standards and guidelines for new development and streetscape and other access improvements. The adoption and implementation of the Plan will not directly result in new development and thus, would not result in increased drainage or water quality impacts or affect groundwater supplies or violate any water quality standards or waste discharge requirements.

(g-j) Flood Hazards. Some properties in the Plan area are located within the 100-year floodplain of the San Lorenzo River according to maps in the City's General Plan (SOURCE V.1c-Figure 4.7-1). However, the adoption and implementation of the Plan will not directly result in new development and thus, would not result in impacts related to exposure to flood hazards.

According to maps prepared for the *General Plan 2030* and included in the General Plan EIR, the lower part of Ocean Street is located within a mapped potential tsunami inundation area, as are most of the downtown and beach areas of Santa Cruz (SOURCE V.1c-Figure 4.7-2). The proposed adoption and implementation of the Ocean Street Area Plan would directly or indirectly result in new development in the area, and would not lessen or worsen the potential for tsunami damage. The City continues its efforts to periodically update its emergency evacuation procedures for tsunami hazard areas.

## 10. Land Use and Planning.

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

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

The project is located within a developed area of the City and development of the proposed mixed-use project would not divide an established community. There are no known Habitat Conservation or Natural Community Conservation Plans that would be applicable to the site.

(b-c) Consistency with Local Policies/ Plans. The Land Use chapter of the plan identifies land use designations for the area as set forth in the City's adopted *General Plan 2030*. The Area Plan does not propose changes to the General Plan land use designations, and notes that in the event of a conflict between the Area Plan and *General Plan 2030*, the land use designations in *General Plan 2030* shall govern. A review of both the General Plan and Area Plan land use designation maps indicates that the Area Plan is consistent with the General Plan.

The proposed Ocean Street Area Plan is consistent with *General Plan 2030* directives to prepare such a plan (CD2.1.5) with accompanying development and design standards and

guidelines (CD4.4.1). The General Plan requirement for preparation of design guidelines was one of General Plan several policies and actions identified to mitigate potential impacts of future development on the visual character of neighborhoods. The design principles and guidelines in the plan are consistent with the General Plan policies and actions to create a link between Ocean Street and the downtown area (CD3.1.3), ensure that new development positively contributes to aesthetic character of the area (CD2.1.9), to improve building design and streetscape along the Ocean Street corridor (CD4.4), and to encourage transportation and pedestrian activity (ED1.2.1) and creative parking approaches (ED1.9.4).

The *San Lorenzo Urban River Plan*, adopted by the City Council in 2003, serves as a guide for restoring and managing natural resources, riverfront development, and public access improvements for the lower San Lorenzo River, as well as Jessie Street Marsh and Branciforte Creek. This Plan provides recommendations for specific public improvements and establishes design guidelines for redevelopment opportunity areas surrounding the river. The Ocean Street Area Plan project site is located outside of the Urban River Plan boundaries, and the Urban River Plan does not include any specific guidelines or recommendations pertinent to the Ocean Street corridor.

## 12. Noise.

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

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

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

(a-d) Exposure to Noise and Noise Increases. The primary noise source within the project area is traffic noise along Ocean Street and intersecting streets, such as Water Street, Soquel Avenue, and Broadway Avenue. Noise contours along City streets were developed as part of the *General Plan 2030* based on selected noise measurements that were taken and are summarized on Table 3 for the Ocean Street area.

The General Plan includes "land use-noise compatibility" standards based on recommendations of the State of California Office of Planning and Research. For hotels and multi-family residential developments, normally acceptable exterior noise levels are 65 decibels and conditionally acceptable to 70 decibels. Commercial uses have higher conditionally acceptable levels of 65-75 decibels.

**TABLE 3**  
**Existing and Future Noise Levels Adjacent to Ocean Street**

Roadway Segment	Existing Condition	Future Condition				
	L <sub>dn</sub> at 50 ft from Center of Roadway (dBA)	L <sub>dn</sub> at 50 ft from Center of Roadway (dBA)	Increase in L <sub>dn</sub> (dBA)	L <sub>dn</sub> Contour Distances (feet)		
				60 dBA	65 dBA	70 dBA
<b>Ocean Street</b>						
-Ocean/Plymouth to Kennan/Washburn	68	70	1.4	320	160	50
-Kennan/Washburn to Water	69	71	1.3	360	190	60
-Water to Soquel	68	69	1.3	320	150	--
-Soquel to Broadway	66	68	1.8	280	120	--
-Broadway to San Lorenzo/East Cliff	65	66	1.4	220	70	--

SOURCE: City of Santa Cruz General Plan 2030 EIR

As previously indicated, the project consists of adoption of an Area Plan for the Ocean Street corridor that primarily sets forth development and design standards and guidelines for new development and streetscape and other access improvements along the street. The adoption and implementation of the Plan will not directly or indirectly result in new development that would result in exposure to noise levels exceeding standards or change in ambient noise levels. Furthermore, the General Plan 2030 requires that noise and land use compatibility standards be applied to all new residential, commercial, and mixed-use proposals, including condominium conversions in accordance with the standards set forth in the “Land Use – Noise Compatibility Standards” table (HZ3.2.1).

### 13. Population and Housing.

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

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

(a) Induce Population Growth. The proposed project consists of adoption of an Area Plan for the Ocean Street corridor that primarily sets forth development and design standards and guidelines for new development and streetscape and other access improvements. The adoption and implementation of the Plan will not directly or indirectly result in or induce new development or population increases.

(b) Displacement of Housing or Residents. The proposed Ocean Street Area Plan does indicate potential widening of Ocean Street. The Plan's "Illustrative Plan" indicates that approximately 10-12 properties may be affected, some of which currently contain older homes. However, the Plan also acknowledges that further study of the future widening would be required, and thus it is not a reasonably foreseeable project. Additionally, the City has already established Ocean Street as a major roadway with an 84-foot right-of-way (Municipal Code section 24.12.115), and currently requires right-of-way dedications as part of new developments. Thus, the project would not directly or indirectly result in the widening of lower Ocean Street that may affect existing homes and residents. Potential displacement, if any, would be addressed at such time that a street widening project were proposed and designed.

14. Public Services. The proposed project consists of adoption of an Area Plan for the Ocean Street corridor that primarily sets forth development and design standards and guidelines for new development and streetscape, pedestrian and other improvements along Ocean Street to improve the visual quality of the street and future development. The adoption and implementation of the Plan will not directly or indirectly result in new development and would not result in an impact on public services.

15. Recreation. The proposed project consists of adoption of an Area Plan for the Ocean Street corridor that primarily sets forth development and design standards and guidelines for new development and streetscape and other access improvements. The adoption and implementation of the Plan will not directly or indirectly result in new development that would affect parks or recreational facilities.

16. Transportation/Traffic.

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

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

There are no adopted congestion management programs for the Ocean Street Area Plan area, and the City is not located near an airport.



(a,d-f) Traffic and Circulation. The configuration of Ocean Street north of Soquel Avenue is typically a wide, four-lane street with a center median, with a width ranging from 92 to 100 feet, including sidewalks. At many intersections, the planted median is replaced by a left-turn lane for vehicles. Within the right-of-way, sidewalk widths typically range from 6 to 10 feet. On-street parking and bicycle lanes are also provided.

Ocean Street becomes narrower south of Soquel Avenue. Between Soquel Avenue and Barson Street, but the street continues to accommodate two lanes of traffic in each direction, in a right-of-way that is typically 60 feet wide, including sidewalks. However, this part of Ocean Street has no median, on-street parking or bicycle lanes. South of Barson Street, the street's typical right-of-way remains at 60 feet, including sidewalks, but the street provides only one southbound travel lane. Sidewalks in this area tend to be narrow, typically ranging from 5 to 8 feet wide, which constrains the ability to provide street trees. A northbound bicycle lane is provided, but not a southbound lane. On-street parking is present on one side.

The City's Municipal Code requires new development south of Soquel Avenue to have a minimum 42-foot setback from Ocean Street's centerline. This setback is intended to provide for the future widening of Ocean Street to 84 feet, including sidewalks. The City has already established Ocean Street as a major roadway with an 84-foot right-of-way (Municipal Code section 24.12.115), and currently requires right-of-way dedications as part of new developments.

*Impact Analysis.* The proposed Ocean Street Area Plan provides a range of policies and actions, as well as development and design standards and guidelines that will serve to help enhance and improve the visual character along Ocean Street. The proposed Area Plan policies and actions supplement those in the *General Plan 2030*, which generally seek to improve pedestrian and pedestrian access, improve parking, encourage alternative transportation modes, and improve the streetscape and visual quality along Ocean Street as summarized in Table 4. The project would not conflict with adopted policies, plans or programs that support alternative transportation, and includes policies and actions that support alternative transportation modes.

The proposed Ocean Street Area Plan does indicate potential widening of Ocean Street, but also acknowledges that further study of the future widening would be required, and thus it is not a reasonably foreseeable project. As indicated above, the City has already established Ocean Street as a major roadway with an 84-foot right-of-way and currently requires right-of-way dedications as part of new developments. Thus, the project would not directly or indirectly result in future street widening.

The project consists of adoption and implementation of an Area Plan for the Ocean Street corridor that primarily sets forth development and design standards and guidelines for new development and streetscape, pedestrian and other improvements along Ocean Street. The adoption and implementation of the Plan will not directly or indirectly result in new development that would result in traffic impacts.

**TABLE 4**  
**Proposed *Ocean Street Area Plan* Policies & Actions**  
**that Avoid or Reduce Traffic Impacts**

Type of Measure / Action	Policies / Actions
PEDESTRIAN FACILITIES	<ul style="list-style-type: none"> <li>• Improve mid-block pedestrian facilities: M-O1.1.1</li> <li>• Ensure safe pedestrian crossings: M-O1.1.2</li> <li>• Enhance access to San Lorenzo Park and River: M-O3.2,</li> <li>• Add pedestrian-oriented signage: M-O3.2.1, M-O3.2.2, M-O3.2.3, M-O3.2.4</li> </ul>
BICYCLE FACILITIES	<ul style="list-style-type: none"> <li>• Promote safe and connected bicycle network: M-O.2</li> <li>• Include bike lanes as part of street widening projects between Water Street and San Lorenzo Boulevard: M-O1.2.1</li> <li>• Add shared lane marking where bike lanes are not provided: M-O1.2.2</li> </ul>
ALTERNATIVE TRANSPORTATION	<ul style="list-style-type: none"> <li>• Encourage Transit District to provide more service: M-O1.3.1</li> <li>• Consider using Ocean Street's parking lanes as shared bicycle and transit lane during summer months: M-O1.3.2</li> <li>• Seek permanent funding for a visitor shuttle service: M-O1.3.3</li> </ul>
PARKING	<ul style="list-style-type: none"> <li>• Encourage construction of centralized parking facilities that serve multiple properties, including parking garage at the County Government Center: M-O2.1, M-O2.2</li> </ul>

17. **Utilities and Service Systems.** The proposed project consists of adoption of an Area Plan for the Ocean Street corridor that primarily sets forth development and design standards and guidelines for new development and streetscape and other access improvements. The adoption and implementation of the Plan will not directly or indirectly result in new development that would result in an impact to public utility services or systems.

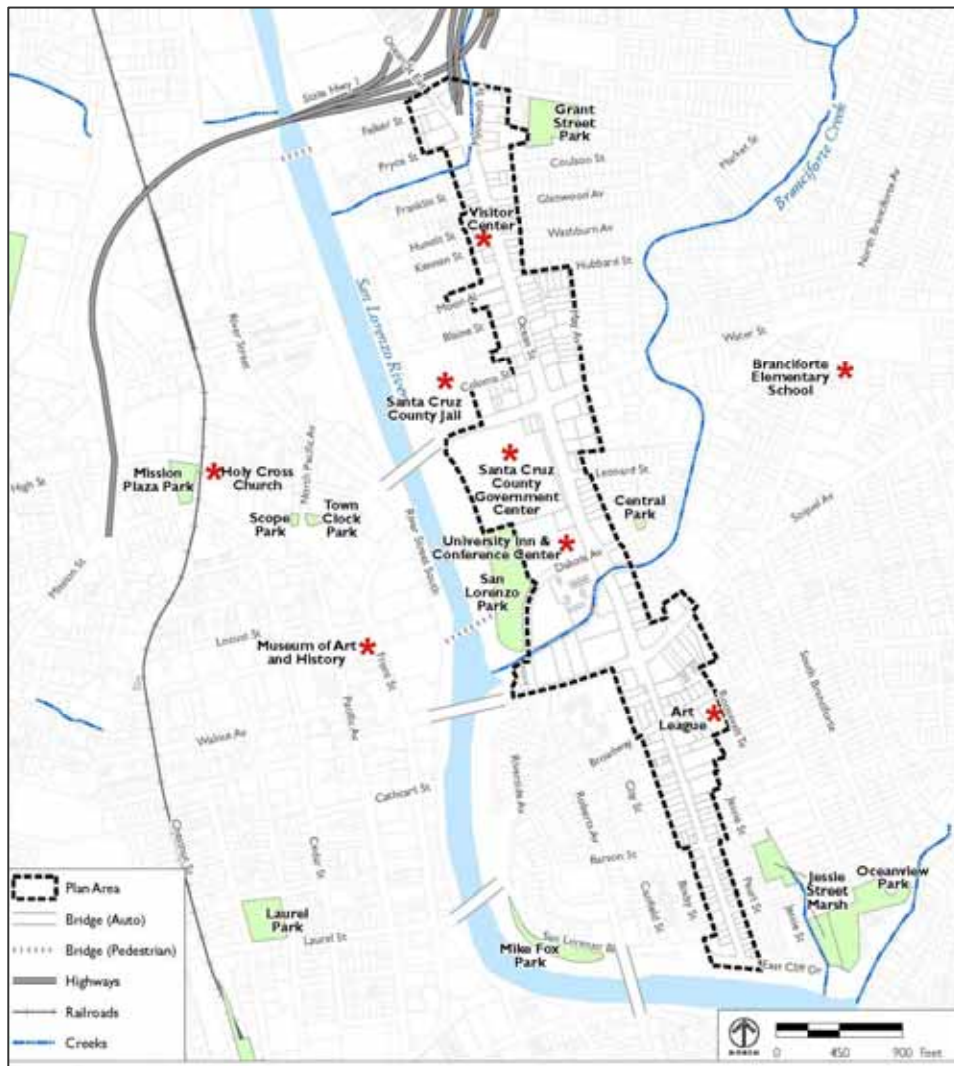
18. **Mandatory Findings of Significance.**

(a) Quality of the Environment. The proposed project would have no significant effect on biological or cultural resources and would not result in elimination of important examples of major period of California history or prehistory as discussed in subsections 4 and 5 above.

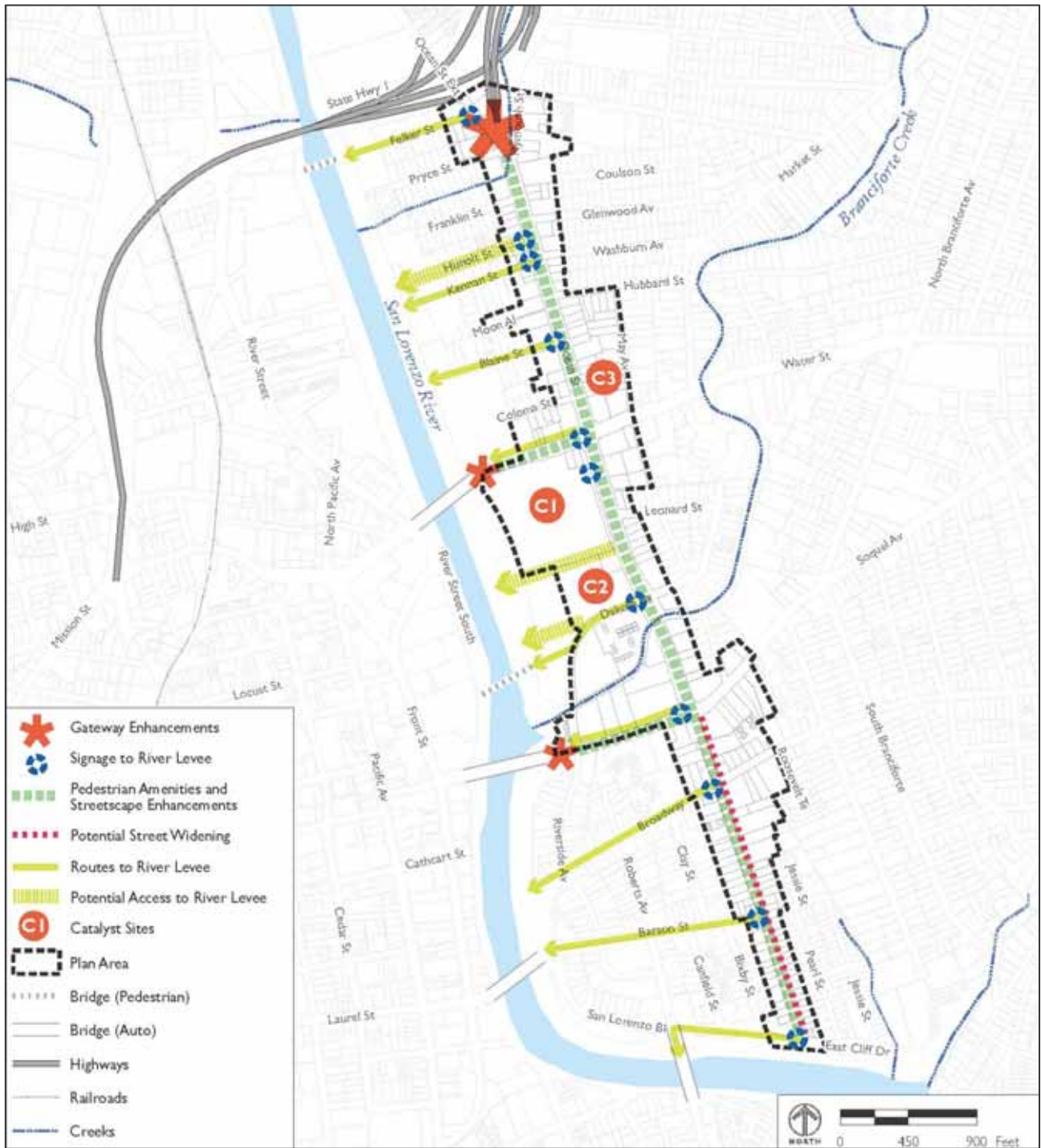
(b) Cumulative Impacts. The project consists of adoption and implementation of an Area Plan for the Ocean Street corridor that primarily sets forth development and design standards and guidelines for new development and streetscape, pedestrian and other improvements along Ocean Street to improve the visual quality of the street and future development. The adoption and implementation of the Plan will not directly or indirectly result in new development that would result in impacts to biological resources. There are no other known cumulative projects to which the project would contribute to potential cumulative impacts.

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

**FIGURE 1: Regional & Vicinity Location**



**FIGURE 2: Urban Design Concepts**



**FIGURE 3: General Plan Land Use Designations**

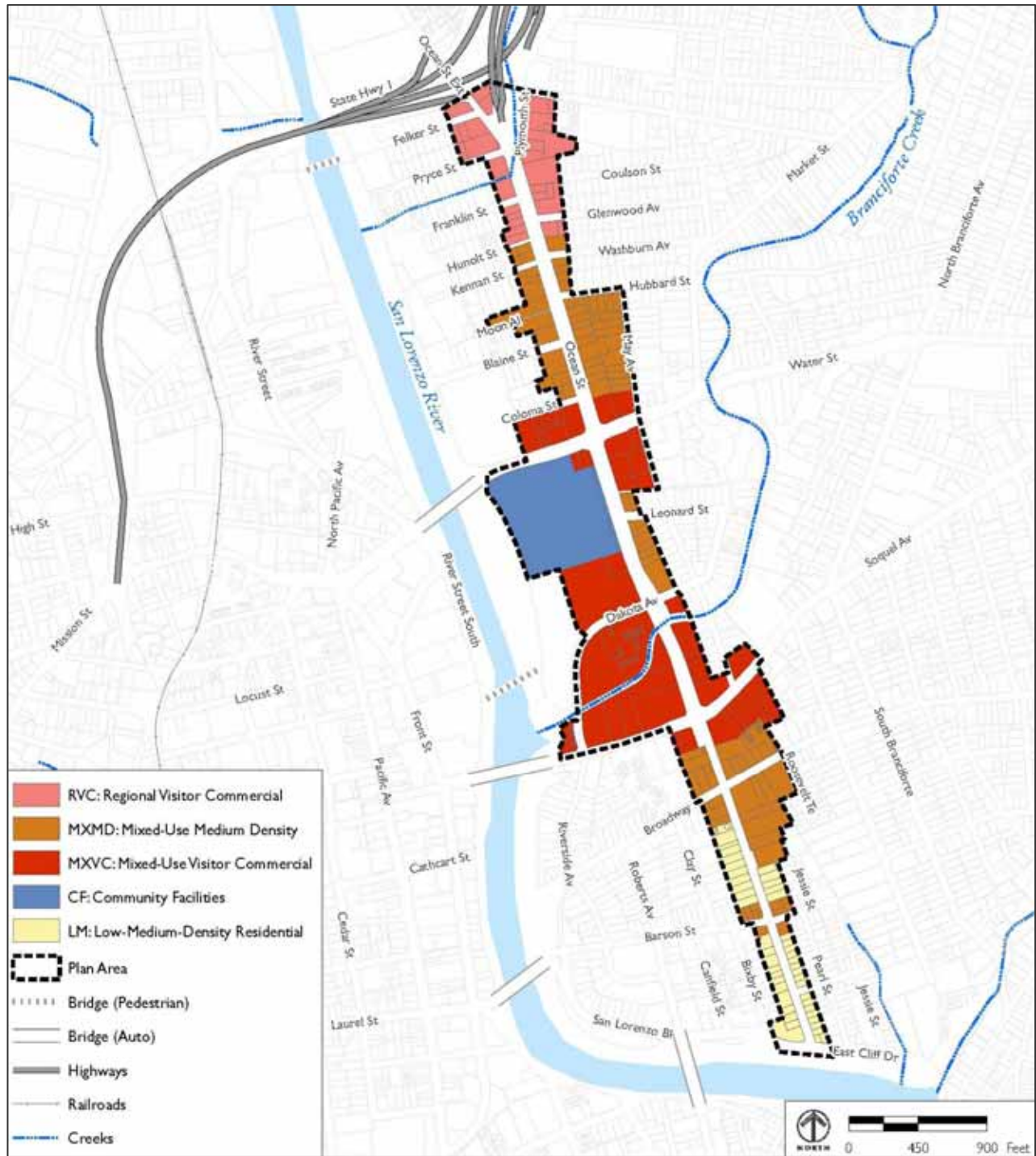
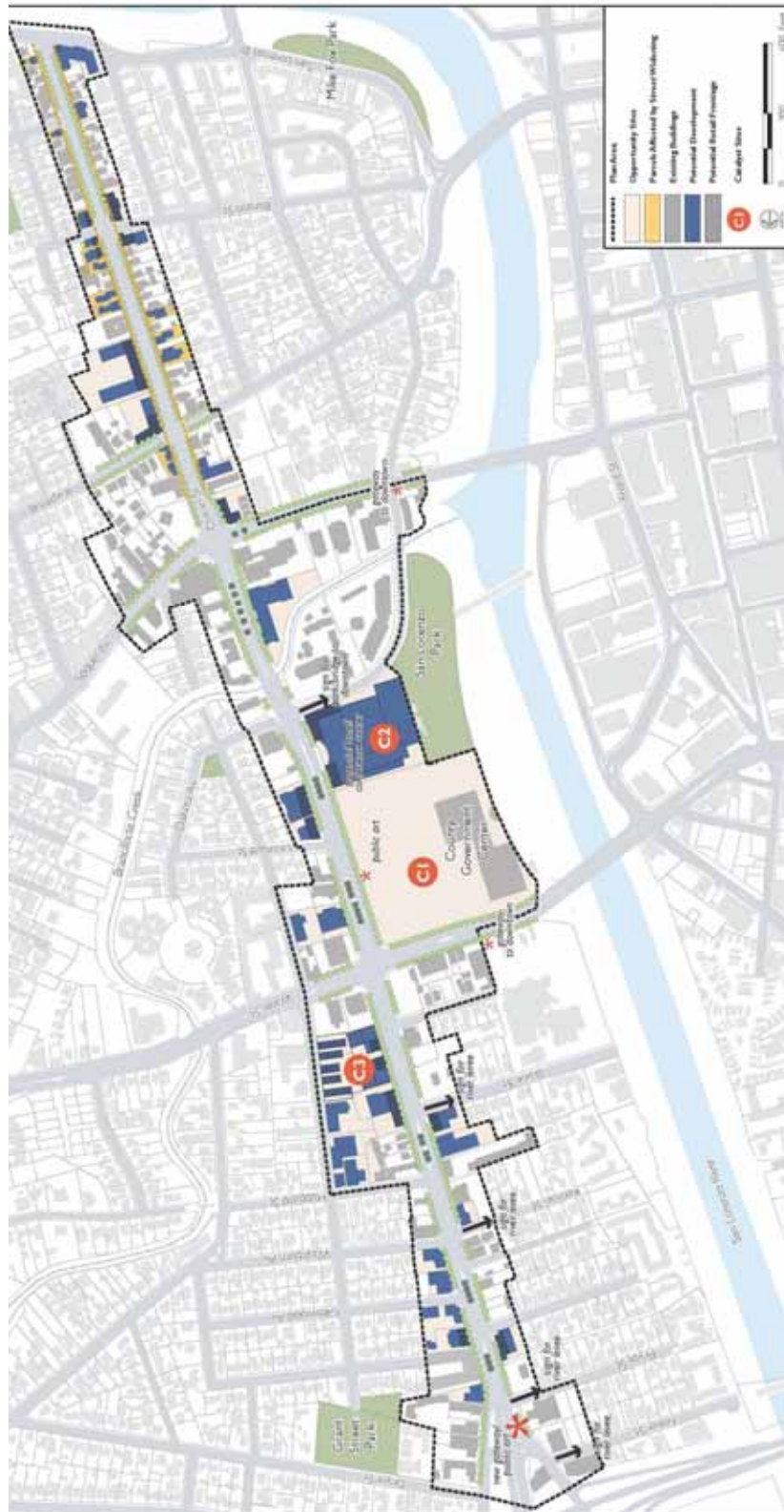
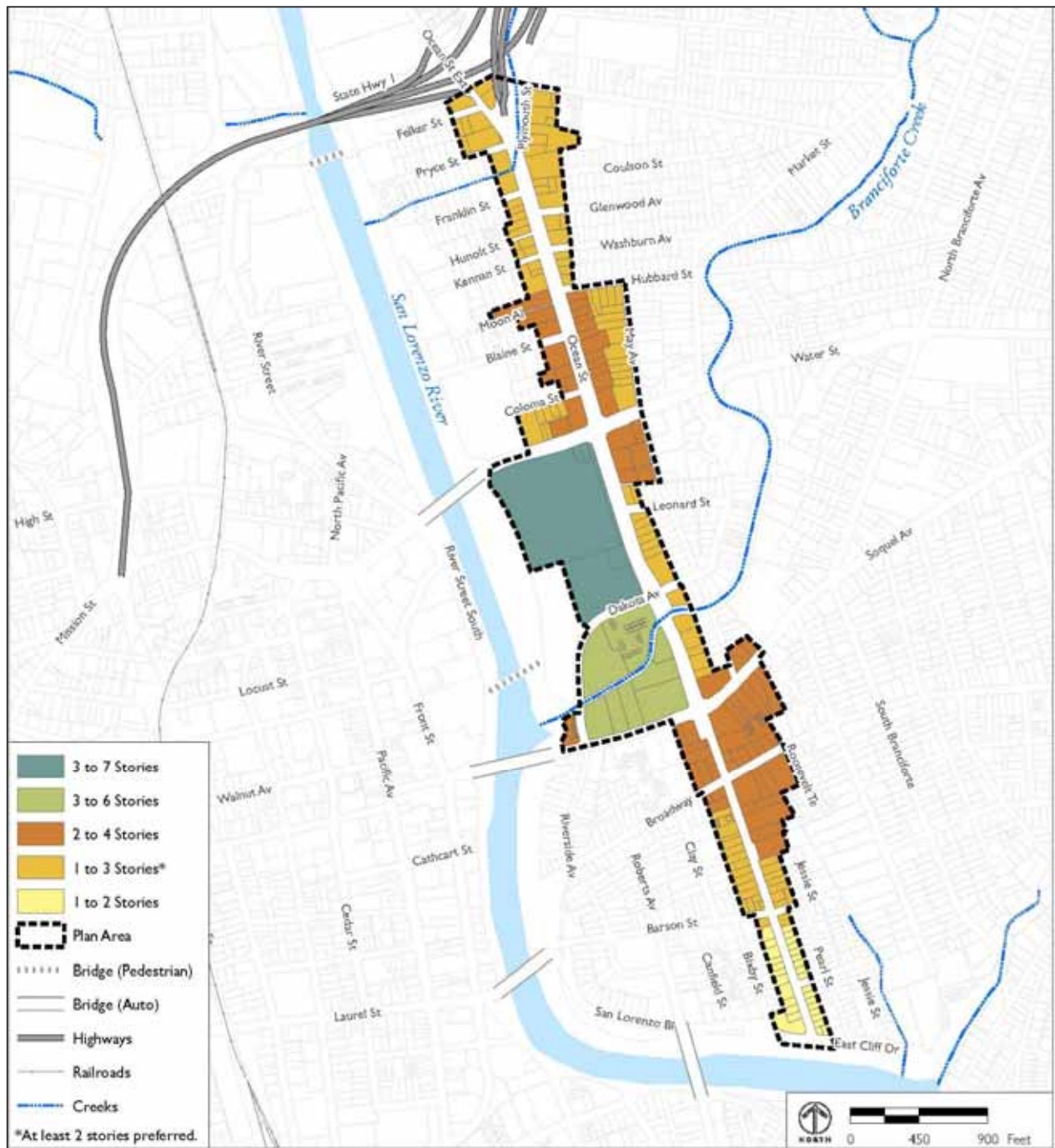


FIGURE 4: Illustrative Plan



**FIGURE 5: Proposed Building Heights**



**FIGURE 6: Examples of Height Transitions**

