

City of Santa Cruz
ENVIRONMENTAL CHECKLIST
FOR DETERMINATION OF CEQA EXEMPTION

I. BACKGROUND

1. **Application No:** CP18-0043
2. **Project Title:** 190 West Cliff Drive Project
3. **Lead Agency Name and Address:**
City of Santa Cruz Planning and Community Development Department
809 Center Street, Room 206
Santa Cruz, CA 95060
4. **Contact Person and Contact Information:**
Ryan Bane, Senior Planner
(831) 420-5141; RBane@cityofsantacruz.com
5. **Project Location:** 190 West Cliff Drive (APN 004-081-12), at the northwest corner of the Bay Street / West Cliff Drive intersection; see Figure 1.
6. **Project Applicant / Sponsor Name and Address:**
Cliff Bay Partners, LLC
444 West Ocean Boulevard, Suite 650
Long Beach, CA 90802
7. **General Plan Designation:** Regional Visitor Commercial (RVC)
8. **Zoning:** Motel Residential Performance Overlay (RTB/PER) / Coastal Zone Overlay (CZ-O) / Shoreline Protection Overlay (SP-O)
9. **Other Public Agencies Whose Approval is Required:** None known
10. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.31?** No

II. PROJECT DESCRIPTION

Proposed Uses and Site Plan. The proposed project consists of a Coastal Permit, Design Permit, Special Use Permit, Density Bonus Request with a request to exceed height pursuant to provisions of state law, Encroachment Permit for street and intersection improvements,

and Tentative Map to construct a four-story, mixed-use project consisting of two levels of underground parking, 15,790 square feet of ground-level commercial space, and 89 residential condominium units. Table 1 lists the project components and their respective sizes.

Table 1. Summary of Project Components

Program Space	Size (square feet)
Restaurant/food and beverage	7,525
Retail	8,265
Hotel office ¹	1,646
Residential ²	126,237
Storage ³	7,841
Miscellaneous ⁴	8,046
Total	159,560

1. Office space would be used by Dream Inn administrative staff.
2. Includes residential unit area and support (i.e., amenities and lobby) space.
3. Includes residential, hotel, and staff bike storage space.
4. Includes mechanical, pool equipment, trash, transformer, valet office, toilets, and electrical.

As shown on Figure 2, the proposed site plan includes a “U”-shaped building. The building would be 191,640 gross square feet with 159,560 square feet of net building space. The project’s floor area ratio (FAR) would be 2.016,¹ which is within the allowed FAR (0.25 to 3.5 FAR) established in the General Plan.

Residential uses would be located primarily on levels 2 through 4, although some residential units are located on the ground floor. The proposed 89 residential condominium units include 25 one-bedroom, 46 two-bedroom, and 18 three-bedroom for-sale units. Ten of the residential units would be available as affordable housing units, with eight offered to very-low-income qualifiers (i.e., 50 percent below the area median income [AMI]) as further described below.

The proposed commercial space includes 8,265 square feet for retail commercial uses, including a spa, and 7,525 square feet for restaurants and food service, including cafes and a market. Commercial uses would be located on the ground floor along West Cliff Drive. The

¹ FAR calculation for the project: 191,640 GSF building floor area ÷ 95,055 SF lot area = 2.016. FAR is the gross floor area permitted on a site divided by the total net area of the site. For example, on a site with 10,000 net square feet of land area, a FAR of 1.0 would allow a maximum of 10,000 gross square feet of building floor area to be built. On the same site, a FAR of 3.5 would allow 35,000 square feet of floor area.

building space also includes a 1,646 square foot hotel office for the Dream Inn administrative staff.

The project would provide a total of 64,766 square feet of open space. Three public open space areas totaling 28,334 square feet would be located on level 1, and 29,108 square feet of private open space would be located on levels 1 through 4 and the roof. The public open space primarily consists of a central “coastal paseo” plaza on the southern portion of the site fronting West Cliff Drive. Common open spaces areas, totaling 7,324 square feet, would be located on levels 1 and 2. Private open space for the residential units includes two courtyards on level 2 at the rear of the site, a roof deck and pool at the northeastern corner of level 3, and rooftop decks above the residential units on the top floor.

Density Bonus. The applicant is seeking a 35-percent density bonus pursuant to state and local law (Government Code Section 65915 and City of Santa Cruz Municipal Code Chapter 24.16, Part 3). A “density bonus” is “a density increase over the otherwise maximum allowable residential density as of the date of application by the applicant to the [municipality]” (Government Code Section 65915[f]). The purpose of this law is to encourage municipalities to offer incentives to housing developers that will “contribute significantly to the economic feasibility of lower income housing in proposed housing developments” (Government Code Section 65917). Government Code Section 65915 mandates that local governments provide a density bonus, if requested by the developer, when a developer agrees to construct any of the following: (1) 10 percent of total units for lower income households; (2) 5 percent of total units for very-low-income households; (3) a senior citizen housing development or mobile home park restricted to older persons, each as defined by separate statute; or (4) 10 percent of units in a common interest development for moderate-income families or persons. (Government Code Section 65915[b][1][A]-[D]).

The project qualifies for the density bonus because 9 percent of the housing units (eight units) would be for very-low-income households. Under existing zoning regulations, 66 units could be developed on the site, and a 35 percent increase (23 additional units) would be permitted per the state density bonus regulations. Because the project qualifies for a density bonus pursuant to Government Code Section 65915(b)(1)(B) and the applicant has requested it, the City has no discretion about whether to grant the density bonus pursuant to state law. The density bonus would allow the project to have a maximum building height of 47 feet pursuant to the Tier 3 Concessions in the City’s Municipal Code Section 24.16.255 Part 4(c).

Access and Parking. Access to the project site would be provided from two new driveways running along the eastern and southern perimeters of the site: one from West Cliff Drive and one from Bay Street.

A parking garage with three levels (one at grade and two below ground) would be located on the northern end of the site, providing parking for a total of 421 vehicles. A total of 52 commercial/retail (i.e., short-term) parking stalls would be provided on the ground level, of which nine would be electric vehicle (EV) charging stations. Level P1 would contain 152 residential parking stalls, all of which would have the infrastructure to be EV-adaptable. On

level P2, 217 total hotel and commercial overflow parking stalls would be provided, which would replace the existing 216 hotel parking spaces on the site and would be valet parking only.

A total of 347 bicycle parking spaces would be provided, including bike racks on grade with a capacity for 66 bicycles; the remaining bicycle parking (i.e., long-term bicycle spaces for residents and staff bicycle parking) would be located in a secure storage space on Parking Level P1. This exceeds the required amount of bicycle parking spaces (137 spaces) per Section 24.12.250 of the City's Municipal Code.

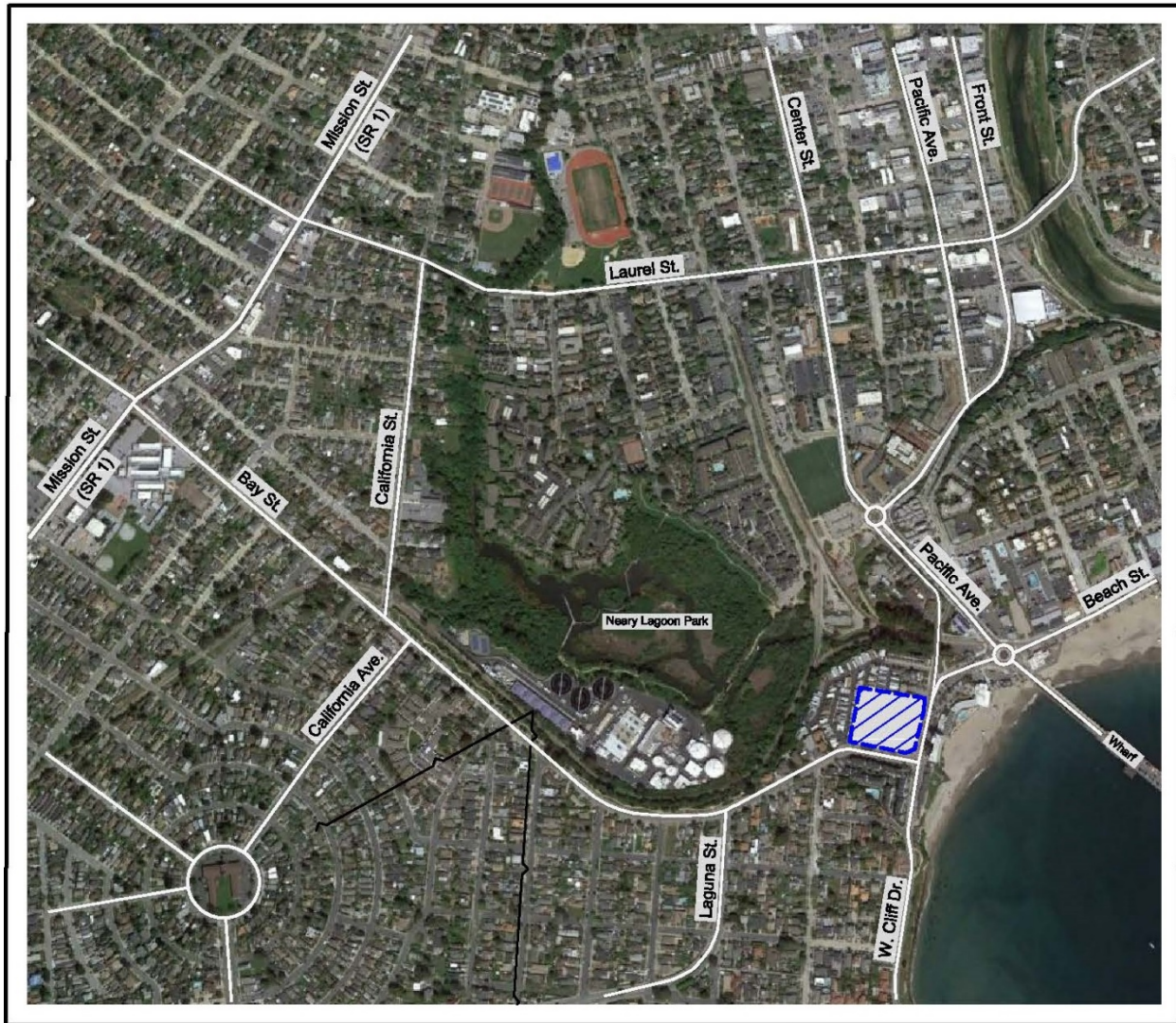
Roadway and Transportation Improvements. The project would also include improvements in the West Cliff Drive public right-of-way, including intersection improvements, undergrounding of utilities, widening/improvement of bike lanes, and widening the sidewalks on both sides of West Cliff Drive. West Cliff Drive would be realigned to improve circulation and sightlines. The following roadway and transportation improvements are proposed as part of the project:

- Installation of a traffic signal or roundabout at the intersection of West Cliff Drive and the project driveway;
- Installation of a mid-block crosswalk on West Cliff Drive, south of the project driveway;
- Widening of the sidewalk on the east side of West Cliff Drive, north of the project driveway and in front of the Dream Inn;
- Installation of green bike lane treatment striping; and
- Removal of the north crosswalk on West Cliff Drive at the Bay Street intersection.

Landscaping. The project would retain a total of four existing trees in place, including one deodar cedar (*Cedrus deodara*) and two coast redwoods (*Sequoia sempervirens*) along Bay Street, and one Canary Island date palm (*Phoenix canariensis*) along West Cliff Drive. In addition, the existing Mexican fan palm (*Washingtonia robusta*) on the project site would be relocated to the central paseo area on the project site. New California fan palms (*W. filifera*) would also be added to the central paseo. New Brisbane box (*Lophostemon confertus*) and goldenrain trees (*Koelreuteria paniculata*) would be planted along West Cliff Drive and Bay Street. Other new landscape plants proposed throughout the project would be coastal native and regionally adapted, with a focus on minimizing water use.

Construction. Construction would be expected to occur over approximately two years with excavation of the site taking approximately four months. Construction would require cut and fill volumes of approximately 60,600 cubic yards and 2,600 cubic yards, with a net of 58,000 cubic yards excavated from the site. Excess excavated material would be off-hauled from the site and disposed at the City's landfill or other approved site.

FIGURE 1: Project Location

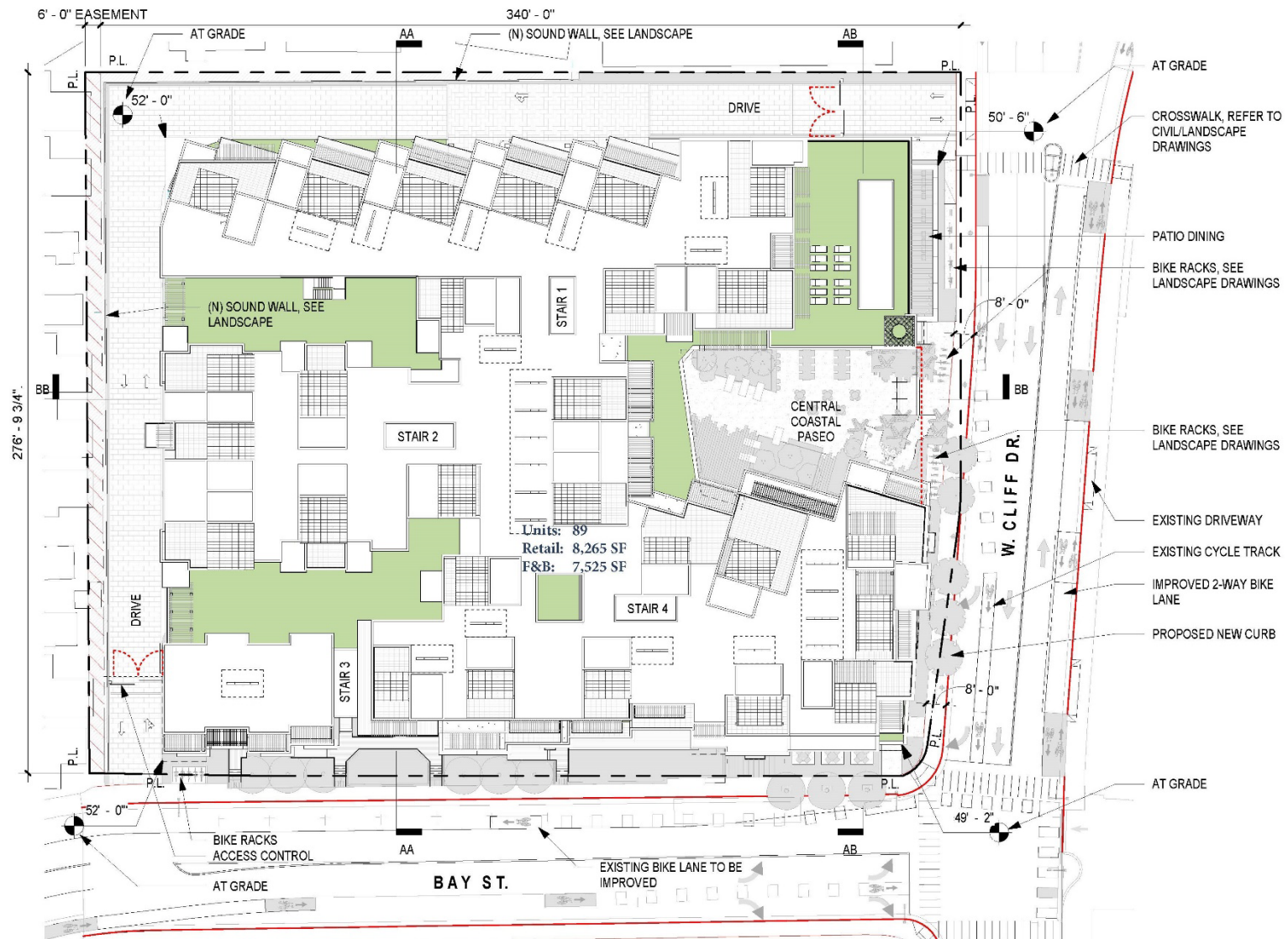


LEGEND



Source: Adapted from Pinnacle Traffic Engineering 2019.

FIGURE 2: Site Plan



Source: Ensemble Investments and Cunningham Group 2019.

III. ENVIRONMENTAL SETTING

The approximately 2.2-acre (95,055-square-foot) project site is located at the northwest corner of the West Cliff Drive/Bay Street intersection, at 190 West Cliff Drive in Santa Cruz, California as shown on Figure 1. The project site is located within the coastal zone, approximately 300 feet west of the Monterey Bay. The project is located within the planning area for the Beach and South of Laurel (BSOL) Comprehensive Area Plan.

Commercial and residential uses surround the project site; the site is bounded by a mobile home park to the west and north, hotel uses to the north and east (across West Cliff Drive), and multifamily townhomes to the south (across Bay Street). A mix of visitor-serving, commercial and residential areas characterize the beach area to the north of the site, and residential uses generally are found in the area south of the project site. Neary Lagoon and the City's wastewater treatment plant are located east of the mobile home park adjacent to the site.

The site is currently an at-grade, paved parking lot with associated areas of landscaping that include some large, mature trees. The existing parking lot contains 216 marked parking spaces, 92 of which are designated for the hotel/restaurant valet service and 124 are available for self-parking by Dream Inn/restaurant patrons. Paved impervious surface area on the site consists of 72,480 square feet (78 percent), while 20,913 square feet consists of pervious surfaces/landscaping. A total of 55 existing trees are located on the project site, of which 17 are heritage trees pursuant to City regulations (SOURCE V.10²):

- 23 yarwood sycamore (*Platanus acrifolia*)
- 13 Australian willow (*Geijera parviflora*)
- 4 Pissardi purple plum (*Prunus cerasifera*)
- 5 Canadian redbud (*Cercis canadensis*)
- 1 Mexican fan palm (*Washingtonia robusta*)
- 1 Canary Island date palm (*Phoenix canariensis*)
- 4 Coast redwood (*Sequoia sempervirens*)
- 1 deodar cedar (*Cedrus deodara*)
- 2 Canary Island pine (*Pinus canariensis*)
- 1 Norfolk Island pine (*Araucaria heterophylla*)

The existing parking lot on the project site currently serves the Dream Inn hotel and associated Aquarius restaurant, located to the east across West Cliff Drive. Three driveways provide ingress to and egress from the project site: one located on West Cliff Drive and two located on Bay Street. The Santa Cruz Municipal Wharf and Santa Cruz Beach Boardwalk are located approximately 650 feet and 0.3 miles to the east of the site, respectively.

² All cited sources/references are identified in Section V at the end of this document.

IV. ENVIRONMENTAL CHECKLIST

A. Introduction and Background

In analyzing a proposed project, the City may consider whether existing environmental documents already provide an adequate analysis of potential environmental impacts. An earlier analysis may be used where, pursuant to tiering, program environmental impact report (EIR), or other California Environmental Quality Act (CEQA) provisions, if it can be determined that one or more effects have been adequately analyzed in an earlier EIR or negative declaration (State CEQA Guidelines section 15063(c)(3)(D)). If an earlier analysis is used, the Initial Study checklist discussion should identify: a) the earlier analyses and state where they are available for review; b) identify which effects were 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; and c) 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.

CEQA also allows a lead agency to avoid repeating analyses that were already provided in a certified General Plan EIR for a development project that is consistent with the General Plan. Public Resources Code section 21083.3 and its parallel CEQA Guidelines provision, section 15183, provide for streamlined environmental review for projects consistent with the General Plan for which an EIR was certified. Pursuant to section 21083.3(b), if a development project is consistent with the general plan for which an environmental impact report was certified, the application of CEQA shall be limited to effects on the environment which are “peculiar to the parcel or to the project” and which were not addressed as significant effects in the prior environmental impact report, or which substantial new information shows will be more significant than described in the prior environmental impact report. Subsection (d) further indicates that an effect of a project upon the environment shall not be considered “peculiar to the parcel or to the project,” “if uniformly applied development policies or standards” have been previously adopted by the city or county, with a finding based upon substantial evidence, that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards would not substantially mitigate the environmental effect. Under these provisions of CEQA, a project that is consistent with a General Plan that was adopted pursuant to a certified EIR, could be potentially partially or wholly exempt from further CEQA analyses.

Section 15183 of the State CEQA Guidelines provides further guidance related to Public Resources Code section 21083. Specifically, if a project is consistent with an agency’s General Plan for which an EIR has been certified, the agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:

- (1) Are peculiar to the project or the parcel on which the project would be located;
- (2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent;
- (3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan, or zoning action; or
- (4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR. (State CEQA Guidelines section 15183(b).)

Guidelines section 15183, subdivision (c) further provides that “if an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards,..., then an additional EIR need not be prepared for the project solely on the basis of that impact.” “[D]evelopment policies or standards need not apply throughout the entire city or county, but can apply only within the zoning district in which the project is located...such policies or standards need not be part of the general plan or any community plan, but can be found within another pertinent planning document such as a zoning ordinance.” (Guidelines, § 15183, subd. (f).)

B. Use of Earlier Analyses

On June 26, 2012, the Santa Cruz City Council adopted the *General Plan 2030* after certifying an EIR for the plan. The General Plan 2030 EIR includes the Draft EIR volume (September 2011) and the Final EIR volume (April 2012). The General Plan EIR reviewed all of the topics included on the Appendix G environmental checklist in the State CEQA Guidelines as well as all sections required to be included in an EIR.

The General Plan EIR is a “program” EIR prepared pursuant to State CEQA Guidelines Section 15168, which reviewed environmental impacts associated with future development and buildout within the City’s planning area that would be accommodated by the General Plan. A program EIR can be used for subsequent projects implemented within the scope of the program/plan. Typically, site-specific or new significant impacts that weren’t addressed in the program EIR would be evaluated in an Initial Study, leading to preparation of a Negative Declaration, Mitigated Negative Declaration, or EIR. Mitigation measures adopted for the General Plan also would be a part of future development projects, as relevant, and supplemented, as may be necessary, with any site-specific mitigation measures identified in the project-specific environmental review process.

As indicated above, pursuant to Public Resources Code section 21083.3, certain (or potentially all) aspects of a development project that are consistent with a General Plan for which an EIR was certified may be exempt from additional CEQA analyses (i.e., negative declaration,

mitigated negative declaration, or EIR) of issues that were adequately covered in the General Plan EIR. The project site is designated Regional Visitor Commercial (RVC) in the City's *General Plan 2030* and is zoned Motel Residential Performance Overlay (RTB/PER). The proposed mixed-use project is consistent with the General Plan land use designation. According to the General Plan, this designation "applies to areas that emphasize a variety of commercial uses that serve Santa Cruz residents as well as visitors. Mixed-use development is strongly encouraged in RVC districts." The General Plan allows a floor area ratio (FAR) for the RVC land use designation of up to 0.25 to 3.5. The project's FAR is 2.016, which is within the allowed FAR established in the General Plan.

While the General Plan 2030 EIR considered the impacts of repurposing, intensifying, and redeveloping existing developed parcels in the City as a whole, specific future development of the project site was not noted or specifically evaluated in the General Plan 2030 EIR, and there were no site-specific impacts identified for the project site. However, as part of the overall estimated buildout, the EIR considered construction of new housing units and non-residential uses in the City with an estimated buildout of 3,350 new residential units and approximately 1,090,000 square feet of commercial uses throughout the City by the year 2030 (SOURCE V.1b, DEIR volume-page 3-13). Since adoption of the General Plan, approximately 1,645 residential units, including single-family homes and accessory dwelling units, and 595,000 square feet of commercial space have been constructed or approved throughout the City. Thus, the proposed 89 residential units and 15,790 square feet of commercial space would be within the remaining residential and commercial buildout estimates considered in the city-wide General Plan EIR impact analyses.

The proposed project is located within the "Beach Area" neighborhood area that was identified in the General Plan EIR for the purposes of evaluating potential growth. The General Plan EIR identified additional development in the Beach Area to include 54 residential units, approximately 21,872 square feet of commercial space, and 230 hotel/motel rooms. Since adoption of the General Plan, approximately 6 housing units, 19,100 square feet of commercial space, and 346 hotel/motel units have been in constructed, are under construction, or have been approved in the Beach Area. While the proposed project would exceed the buildout estimates considered in the General Plan EIR for the Beach Area, these numbers were estimates, not caps, and the project would still be within city-wide buildout estimates in the General Plan EIR. The BSOL Plan also identified the project site as an "opportunity" site for future residential development. No estimate of future development was made for the project site in the BSOL Plan, although the Plan identified approximately 100 new residential units in the Beach Commercial area in which the project site is located, and a total of 397 new residential units in the Beach/South of Laurel Area Plan area.

C. Environmental Checklist Review

The purpose of the checklist presented on the following pages is to evaluate the impact categories covered in the City's certified General Plan EIR to determine whether the project's impacts have been adequately analyzed in the EIR or whether any new significant impacts peculiar to the project or project site would result. Where an impact resulting from the

project was adequately analyzed previously, the review provides a cross-reference to the pages in the General Plan EIR where information and analysis may be found relative to the environmental issue listed under each topic. The checklist also identifies whether the project involves new significant impacts or substantially more severe impacts than analyzed in the General Plan EIR or new significant impacts not peculiar to the site or project. As indicated above, an impact would not be considered “peculiar” to the site or project if uniformly applied development policies or standards will substantially mitigate an environmental effect. Therefore, the following review includes mitigation measures identified in the General Plan EIR that would be applicable to the site or project and/or relevant applicable development policies or standards that will be applied to the project.

The General Plan 2030 EIR 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>.

D. Conclusion

Based on the following review, it has been determined that the City’s General Plan 2030 EIR has adequately addressed the following issues, and no further environmental review is required pursuant to Public Resources Code section 21083.3: energy; hydrology and water quality (conflict with plans); population and housing; public services; recreation; and utilities (wastewater treatment and solid waste disposal).

The following site-specific impacts have been analyzed and determined to be less than significant and/or less than significant with General Plan policies, zoning regulations and/or development standards that are uniformly applied to development projects throughout the City: aesthetics (visual character and light and glare); air quality (project emissions); biological resources (nesting birds); cultural resources (archaeological resources); geology and soils; greenhouse gas emissions; hydrology/water quality (drainage and water quality); noise increases; transportation/traffic; utilities; and cumulative impacts. Thus, pursuant to Public Resources Code section 21083.3 and State CEQA Guidelines section 15183, no further environmental analysis is required.

The following site-specific issues reviewed in this document were within the scope of issues and impacts analyzed in the General Plan EIR, and site-specific analyses did not identify new significant impacts: land use. No impacts peculiar to the project or the project site have been identified related to aesthetics (scenic views and scenic resources), agricultural and forest resources, air quality (conflicts with Air Quality Management Plan and odors), biological resources (special status species and sensitive habitat), cultural resources (historical resources), hazards/hazardous materials, hydrology-water quality (groundwater, flood risks), mineral resources, tribal cultural resources, and wildfire.

E. Checklist and Discussion

1. AESTHETICS				
Except as provided in Public Resources Code Section 21099, would the project:	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
a) Have a substantial adverse effect on a scenic vista?	DEIR pp. 4.3-2 to 4.3-7, 4.3-13 to 4.3-15 FEIR pp. 3-2	No	No	None
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	DEIR pp. 4.3-14 to 4.3-17	No	No	None
c) In non-urbanized areas, Substantially degrade the existing visual character or quality public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	DEIR pp. 4.3-7 to 4.3-8, 4.3-15 to 4.3-19 FEIR pp. 3-2	No	No	Design Review & Permit Requirements Municipal Code section 24.08.400-430, BSOL Plan Design Guidelines
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	DEIR pp. 4.3-19 to 4.3-20	No	No	Standard Condition of Approval to prevent offsite lighting

(a) Scenic Views. The project site is located in a developed area of the City of Santa Cruz. The General Plan indicates that prominent scenic views mostly are those that are oriented toward Monterey Bay and the Pacific Ocean or toward the Santa Cruz Mountains that frame the northern boundary of Santa Cruz (SOURCE V.1b, DEIR volume). According to maps developed for the City’s *General Plan 2030* and included in the General Plan EIR (SOURCE V.1b-DEIR Figure 4.3-1), the project site is within a mapped panoramic view from the Municipal Wharf, looking toward the City. Scenic views are also shown from West Cliff Drive, but these are oriented toward Monterey Bay. The City’s Local Coastal Program (LCP) also identifies these same viewpoints and also identifies West Cliff Drive and Bay street as “scenic drives”. Views of the Monterey Bay from the project site are largely obstructed by hotels on the east side of West Cliff Drive.

The project site is not visible from the Wharf under existing conditions due to intervening development; the existing Dream Inn hotel ranges from 3 to 10 stories and blocks views of the site. Once operational, a portion of the project’s upper levels would be visible behind the Dream Inn from

the Wharf, however, the project would not obstruct views of the ocean or distant mountain views from the Wharf or West Cliff Drive. Portions of the building would also be visible from West Cliff Drive in the vicinity of the project site, but not from distant vantage points along West Cliff Drive to the west of the site. The project would not obstruct ocean views from West Cliff Drive or Bay Street as none are present. There is a small glimpse of the distant mountains from West Cliff Drive in the vicinity of the project site, but this view is primarily screened by existing eucalyptus trees on the adjacent property. Therefore, potential scenic views of the ocean or distant mountains would not be obstructed from West Cliff Drive or Bay Street as a result of project development.

The General Plan EIR concluded that most of the future development accommodated by the General Plan would not be in areas that are part of a public scenic view. The EIR discussed several limited areas in which potential disruption to scenic views could occur with future development, but the project site is not located within these areas. None of the General Plan policies and actions directed toward protection of scenic views is applicable to the project as no scenic views would be affected by the proposed project. The proposed project would not have an adverse effect on a scenic view as none have been identified, mapped or observed that include the project site. Thus, the proposed project would not result in impacts peculiar to the project or the site or substantially more severe impacts than evaluated in the General Plan 2030 EIR, and no further review is necessary pursuant to CEQA section 21083.3 and the State CEQA Guidelines section 15183.

(b) Scenic Resources. There are no designated state scenic highways or roads within the City. The project site is not located near a state scenic highway. The project site is a paved parking lot with scattered landscaping, including 55 trees, including some large and mature redwood and pine trees. There are no structures on the project site that would be considered scenic resources. The Dream Inn structure is identified as a “visually distinctive structure” in the City’s LCP (Map CD-3).

The project would result in removal of 50 on-site trees, most of which are ornamental landscaping trees that are not tall. The trees do not represent a significant or prominent visual element of the surrounding area, and removal would not substantially alter the visual character of the area. While any tree may possess aesthetic qualities, the trees that would be removed are not unusual for the species (mostly smaller ornamental trees found in parking lots) nor are they visually distinctive or prominent from a wide area.

The General Plan EIR concluded that, with implementation of General Plan policies and actions, future infill development accommodated by the Plan would not result in significant impacts to scenic resources. The General Plan seeks to preserve natural features that visually define areas and provide scenic benefits (CD1.1), as well as to protect significant vegetation that provides scenic value (CD 4.3.3). The project would retain five existing trees in place and would relocate one existing tree within the project site, all of which are heritage trees under City regulations. Despite the fact that some of the trees proposed to be removed are of heritage size, the trees proposed for removal are not visible from a wide-ranging area, are not visually prominent or distinctive, and are not considered scenic resources. Thus, the project would not have an impact on scenic resources.

Therefore, the proposed project would not result in impacts to scenic resources that would be peculiar to the project or the site or substantially more severe than evaluated in the General Plan

2030 EIR, and no further review is necessary pursuant to CEQA section 21083.3 and the State CEQA Guidelines section 15183.

(c) Effects on Visual Character. The project area is located approximately 700 feet west of the Municipal Wharf in an area that is characterized by a mix of existing hotel and multi-family and single-family residential developments. Building heights and architectural styles are varied and include 2-3 story buildings with Victorian-type architecture, as well as the 10-story tall Dream Inn. Residential development along Bay Street south of the project site consists of both one- and two-story residential development. An existing mobile home park is situated adjacent to the project site, but is fenced and largely screened from view. Street trees are found along both West Cliff Drive and Bay Street.

The General Plan 2030 EIR concluded that most of the future development accommodated by the General Plan would not substantially degrade the visual character of surrounding areas with implementation of General Plan policies and actions to develop design guidelines and review infill development to protect “distinctive design characteristics” and landmarks of neighborhoods (CD2.1, CD2.3) in combination with continued application of design review as part of Design Permit approvals.

Visual landmarks near the project site include the Municipal Wharf and the Santa Cruz Beach Boardwalk, though, since these landmarks are only a few feet above sea level, views from the project site are obstructed by intervening topography, landscaping, and development. Therefore, the project would not affect the visual character of these landmarks.

The proposed project consists of four floors above an underground parking garage, and would appear as a predominantly four-story building. As described in Section II, Project Description, the project qualifies for a density bonus pursuant to Government Code Section 65915(b)(1)(B) due to its provision of affordable housing units (9 percent of the units would be for very-low-income households). The density bonus would allow the project to have a maximum building height of 47 feet pursuant to the Tier 3 Concessions in Municipal Code Section 24.16.255 Part 4(c). This height exceeds the maximum 36-foot building height limit permitted in the R-T(B)/PER zone district. However, per state law, the density bonus is not a discretionary approval and the City must grant it, if requested and if the project qualifies.

The project would be taller than the adjacent mobile home park to the west and of similar height as the existing townhome project to the south of the site, which has a maximum height of 48 feet. The project would not be as tall as the Dream Inn. Based on photo simulations prepared for the project (SOURCE V.12), the structure’s massing and height would be similar to the adjacent townhouse development, but the project would be of a greater scale than the adjacent townhomes due to more building coverage on the project site. The photo simulations are included in Attachment A. However, the project is within the floor area ratio allowed for the site. The project would be of less height than the Dream Inn. The project also provides increased side (north) and rear yard setbacks of 25.5 and 28 feet, respectively, which exceed zoning requirements for 5-foot side yards and 12-foot rear yard setbacks. As such, the building would be set back further from the existing single-story mobile homes. Therefore, project would not substantially degrade the visual character of the site, which is currently a parking lot with landscaping, or the surrounding area. Furthermore, amendments to the State CEQA

Guidelines were approved in December 2019 that changed some of the recommended questions on the Environmental Checklist. The revisions qualify the inquiry into potential degradation of existing visual character or the quality of public views of the site. In this context, the proposed project would be visible from West Cliff Drive and Bay Street, but for the reasons explained above, it would not substantially degrade scenic public views of the site or surrounding area.

The City of Santa Cruz is an “urbanized area” under the definition of the term in CEQA Guidelines section 15387. Therefore, per the amended Environmental Checklist question, the City need not specifically consider existing visual character or the quality of the existing views and the project’s potential effect on them. Nonetheless, this analysis has considered these issues and concludes that the project would not substantially degrade the existing visual character of the site or its surroundings, nor the quality of the views to or from the site. Furthermore, the proposed project does not affect coastal views between the sea and the first public roadway parallel to the sea, and thus is consistent with required findings for a coastal development permit set forth in Municipal Code section 24.08.250. The project site does not have existing views along the ocean or of scenic coastal areas, which must be protected as required finding for a Design Permit pursuant to Municipal Code section 24.08.430. Therefore, the project does not conflict with applicable zoning and other regulations governing scenic quality.

The project is subject to approval of a Design Permit. The project is also subject to the BSOL Design Guidelines as part of design review. The BSOL Design Guidelines are presented for treatments for streetscapes and entries, landscaping, amenities and lighting, as well as for site layout, pedestrian, parking and circulation improvements, and architectural compatibility. An approved Design Permit, including findings pursuant to Municipal Code Section 24.08.430, and conformance with the BSOL Design Guidelines, would be considered application of uniformly applied development standards. Therefore, the proposed project would not result in aesthetic impacts peculiar to the project or the site or substantially more severe impacts than evaluated in the General Plan 2030 EIR and would not substantially degrade the visual character of the site or area, and no further review is necessary pursuant to CEQA section 21083.3 and the State CEQA Guidelines section 15183.

(d) Light and Glare. The project would not result in introduction of a major new source of light or glare, although there would be introduction of windows and typical exterior building lighting. This type of lighting would be oriented so as to not create off-site light. Festoon lighting, hanging lanterns, and other site lighting would accent outdoor passageways and courtyard areas. Exterior building lighting would be further reviewed by City staff as part of the Design Permit review. LED safety and decorative street lights would be installed on West Cliff Drive and Bay Street frontages and at the Bay/West Cliff intersection that are Dark Sky compliant..

The General Plan EIR concluded that new infill development accommodated by the plan could result in potential sources of light and glare, but would not result in creation of “substantial” new sources of light and glare or result in a significant impact. The EIR indicated that infill buildings would have standard window and exterior lighting treatments, but would not be expected to result in new sources of substantial light or glare as future development projects would largely replace or redevelop existing urban uses. Exterior lighting would be included as part of the development, but would be typical of residential and commercial lighting, and would not result in nighttime illumination

levels beyond the property line. Additionally, section 24.14.266 of the City’s Municipal Code prohibits direct or sky-reflected glare. Furthermore, the Design Permit review that is required for most larger development projects would ensure project compliance with City standards and regulations.

Therefore, the proposed project would not result in a significant impact related to creation of a new source of substantial light or glare or result in off-site impacts. Details of lighting would be reviewed by City staff as part of the Design Permit. A standard condition of approval requires all exterior lighting required to be shielded to contain the light source in a downward direction and avoid glare and illumination of adjacent properties. An approved Design Permit, including findings pursuant to Municipal Code Section 24.08.430 and inclusion of a standard condition of approval regarding shielding of exterior lighting would be considered application of uniformly applied development standards. There would be no light and glare impacts peculiar to the project or the site with uniformly applied development standards imposed as part of the design review process. Thus, no further review is necessary pursuant to CEQA section 21083.3 and the State CEQA Guidelines section 15183.

2. AGRICULTURE AND FOREST RESOURCES³ Would the project:	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
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?	DEIR pp. 4.15-3, 4.15-6 to 4.15-8	No	No	None
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	DEIR pp. 4.15-3, 4.15-6 to 4.15-8	No	No	None
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	DEIR pp. 4.15-3, 4.15-5 to 4.15-6	No	No	None

³In 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.

2. AGRICULTURE AND FOREST RESOURCES³				
Would the project:	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
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?	DEIR pp. 4.15-3, 4.15-5 to 4.15-6	No	No	None
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?	DEIR pp. 4.15-3, 4.15-5 to 4.15-8	No	No	None

The project site is located within the developed urban area of the City of Santa Cruz. The project site does not contain prime farmland or other agricultural lands as mapped on the State Farmland Mapping and Monitoring Program (SOURCE V.1b, DEIR Figure 4.15-1). The site is not designated for agricultural uses in the City’s General Plan and is not located adjacent to agricultural lands. The project site is not zoned Timberland Preserve. The General Plan EIR concluded that impacts to agriculture and forest resources would not occur or would be less than significant as a result of future development accommodated by the General Plan. The proposed project would not result in conversion of agricultural or forest lands, as these resources are not present on or adjacent to the project site. Therefore, the proposed project would not result in impacts on agriculture and forest resources that would be peculiar to the project or the site or substantially more severe than evaluated in the General Plan 2030 EIR, and no further review is necessary pursuant to CEQA section 21083.3 and the State CEQA Guidelines section 15183.

3. AIR QUALITY⁴				
Would the project:	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
a) Conflict with or obstruct implementation of the applicable air quality plan?	DEIR pp. 4.11-11 to 4.11-12, 4.11-15 to 4.11-18 FEIR p. 3-24	No	No	GP EIR Mitigation 4.11-1

⁴Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

3. AIR QUALITY ⁴ Would the project:	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	DEIR pp. 4.11-6 to 4.11-7, 4.11-9 to 4.11-10, 4.11-18 to 4.11-24 FEIR pp. 3-24 to 3-26	No	No	GP Policies & Actions HZ 2.2, HZ2.2.1, HZ2.2.2, LU1.2, LU1.2.1 that require project level reviews
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?	DEIR pp. 4.11-6 to 4.11-7, 4.11-9 to 4.11-10, 4.11-18 to 4.11-34	No	No	GP Policies & Actions HZ 2.2, HZ2.2.1, HZ2.2.2, LU1.2, LU1.2.1 that require project level reviews
d) Expose sensitive receptors to substantial pollutant concentrations?	DEIR pp. 4.11-7 to 4.11-8, 4.11-10 to 4.11-11, 4.11-18, 4.11-24 to 4.11-26	No	No	None
e) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	DEIR pp. 4.11-26 to 4.11-27	No	No	None

(a) **Conflict with Air Quality Management Plan.** In 1991, the Monterey Bay Air Resources District (MBARD), formerly the Monterey Bay Unified Air Pollution Control District (MBUAPCD), adopted the Air Quality Management Plan (AQMP) for the Monterey Bay Region in response to the California Clean Air Act of 1988, which established specific planning requirements to meet the ozone standards. The California Clean Air Act requires that AQMPs be updated every three years. The MBARD has updated the AQMP seven times. The most recent update, the *2012-2015 Air Quality Management Plan* (2016 AQMP), was adopted in 2017. The 2016 AQMP relies on a multilevel partnership of federal, state, regional, and local governmental agencies. The 2016 AQMP documents the MBARD's progress toward attaining the state 8-hour ozone standard, which is more stringent than the state 1-hour ozone standard. The 2016 AQMP builds on information developed in past AQMPs and updates the 2012 AQMP. The primary elements from the 2012 AQMP that were updated in the 2016 revision include the air quality trends analysis, emission inventory, and mobile source programs (SOURCE V.5).

The MBARD has an approved procedure for determining whether a residential project conflicts with the District's adopted AQMP that uses the Association of Monterey Bay Area Governments' (AMBAG's) adopted housing unit forecast instead of population, and the MBARD has developed a

spreadsheet to assist jurisdictions with developing calculations, which was used to determine whether the proposed project conflicts with the AQMP. The City had 23,748 existing dwelling units as of January 1, 2018 (SOURCE V.4), and approximately 757 residential units are under construction or have been approved. With the addition of these units, the City's housing units would total 24,505 dwelling units. With existing units and the proposed project's increase of 89 residential units, there would be a total of 24,594 dwelling units within the City, which is below the AMBAG 2018 Regional Growth Forecast of 26,365 dwelling units for the year 2020. Therefore, the proposed project would be consistent with the AQMP, and would not conflict with or obstruct implementation of the AQMP.

The General Plan 2030 EIR concluded that future development accommodated by the Plan could result in development of dwelling units that exceed regional projections, which could result in conflicts with the AQMP according to the MBARD's methodology for determining consistency. The General Plan EIR includes a mitigation measure (Mitigation 4.11-1) that directs City staff to work with AMBAG staff in future updates of population and housing forecasts and indicates that the potential population growth and housing unit increase exceedance would not occur for at least 10+ years, if it occurs at all. Subsequent to adoption of the General Plan, AMBAG updated and adopted regional population and housing forecasts in June 2014 and in June 2018. At this time, the City's residential population and existing and approved housing units do not exceed regional housing forecasts, and the proposed project would not result in an exceedance of the regional housing forecast. Thus, there would be no impact related to conflicts with the current adopted AQMP.

Given the foregoing, the proposed project would not result in impacts related to conflicts with the AQMP that would be peculiar to the project or the site or substantially more severe than evaluated in the General Plan 2030 EIR, and no further review is necessary pursuant to CEQA section 21083.3 and the State CEQA Guidelines section 15183.

(b) Project Emissions. The U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards that are the maximum levels of ambient (background) air pollutants considered safe, with an adequate margin of safety to protect public health and welfare. Criteria pollutants include ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), inhalable particulates (PM₁₀), fine particulates (PM_{2.5}), and lead. High O₃ levels are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NO_x), which react under certain meteorological conditions to form O₃. In California, sulfates, vinyl chloride, hydrogen sulfide, and visibility-reducing particles are also regulated as criteria air pollutants. An area is designated as "in attainment" when it is in compliance with the federal and/or state standards, as further discussed below.

The project site is located within the North Central Coast Air Basin (NCCAB), which is under the jurisdiction of the MBARD and includes Santa Cruz, Monterey, and San Benito Counties. The NCCAB is designated attainment for the federal PM₁₀ and SO₂ standards, and is designated attainment/unclassified for the other federal standards. The NCCAB is designated attainment for the state PM_{2.5}, NO₂, SO₂, and lead standards, and is designated unclassified for CO in Santa Cruz County. The NCCAB has nonattainment designations for state O₃ and PM₁₀ standards.

The MBARD 2012-2015 AQMP, adopted March 15, 2017, identifies a continued trend of declining O₃ emissions in the NCCAB primarily related to lower vehicle miles traveled (VMT), showing that the region is continuing to make progress toward meeting the state O₃ standard during the three-year period reviewed (SOURCE V.5).

The General Plan 2030 EIR concluded that future development accommodated by the Plan could result in air pollutant emissions, but overall future emissions of ozone precursor pollutants are projected to decrease or remain nearly unchanged over the next 20 years, and thus, project-level emissions would not contribute to existing or potential future violations of air quality standards related to O₃. 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 MBARD’s CEQA Guidelines. The General Plan EIR concluded that with implementation of the General Plan policies and actions and compliance with MBUAPCD requirements and air quality control measures, contributions to air pollutant emissions would be less than significant.

The proposed project would result in construction of an approximately 159,560 square-foot mixed-use residential/commercial building with 89 residential units and 15,790 square feet of commercial space. The project would indirectly generate air pollutant emissions through new regional vehicle trips. The proposed project size is substantially below the MBARD’s screening levels for condominium/townhouse uses (1,195 dwelling units), general office uses (930,000 square feet), restaurant uses (59,000 square feet), and regional shopping center uses (120,000 square feet), which are used to determine potential significant ozone impacts as set forth in the MBAED’s *CEQA Air Quality Guidelines* (SOURCE V.20b). However, in accordance with the General Plan and General Plan EIR, project-level criteria emissions modeling was conducted using the California Emissions Estimator Model (CalEEMod). The results, which are summarized in Table 2 show that emissions are well below significance thresholds adopted by the MBARD. Therefore, project emissions would not be considered substantial or result in an air quality violation, and this would be a less-than-significant impact.

Project construction could result in generation of dust and PM₁₀ emissions as a result of site excavation and grading. According to MBARD’s *CEQA Air Quality Guidelines* (SOURCE V.6a), construction activity on 8.1 acres per day with minimal earthmoving or 2.2 acres per day with grading and excavation are assumed to be below the MBARD’s PM₁₀ significance threshold of 82 pounds per day. The project site is approximately 2.2 acres in size, which is at the screening-level threshold. Because the site is at the screening threshold size, an analysis of construction emissions was conducted (SOURCE V.20c) using CalEEMod.

Table 2. Daily Operational Emissions Summary

Emission Source	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	<i>(pounds per day)</i>					
Project Total	6.1	5.7	34	0.05	4.3	1.3
Emission threshold [1]	137	137	550	150	82	55
Threshold exceeded?	No	No	No	No	No	No

SOURCE: Ramboll, March 2019

The construction schedule was assumed to include 6 months of earth work and 18 months of building construction. For roadway improvements, the roundabout alternative was used (rather than the signalized intersection alternative) because the roundabout alternative would require more construction grading (and, therefore, provide a more conservative analysis). Table 3 shows the results of the CalEEMod construction emissions modeling. As shown in Table 3, the maximum daily construction emissions are estimated to be 17 pounds of PM₁₀ per day, which is below the 82-pound-per-day threshold. Thus, no significant dust generation or PM₁₀ emissions impacts would be expected to occur with project grading.

Table 3. Maximum Daily Construction Emissions

Development	Phase	Year	On-Site		Off-Site		Total
			Off-Road	Fugitive Dust	On-Road	Entrained Dust	
			lb/PM ₁₀ /day				
Mixed Use	Demolition	2019	1.3	1.1	0.057	0.052	2.5
	Site Preparation	2019	0.85	2.1	0.0090	0.019	2.9
	Grading	2019	1.1	6.6	4.4	2.1	14
	Building Construction	2019	1.1	0	0.14	0.21	1.4
	Building Construction	2020	0.95	0	0.13	0.21	1.3
	Paving	2020	0.66	0	0.017	0.036	0.71
	Architectural Coating	2020	0.11	0	0.017	0.036	0.16
Roundabout	Demolition	2019	0.54	2.4	0.11	0.069	3.2
	Site Preparation	2019	0.37	0.53	0.0057	0.012	0.92
	Grading	2019	0.54	0.75	0.0113	0.024	1.3
	Paving	2019	0.44	0	0.020	0.044	0.51
Maximum (lb/PM₁₀/day)¹							17
Threshold (lb/PM₁₀/day)							82
Exceed Threshold?							NO

SOURCE: Ramboll

1. Maximum pounds per day are estimated using the maximum value from the mixed-use development added to the maximum value from the roundabout development, which conservatively assumes the two maximum phases would occur concurrently.

Therefore, the project-level review required by the *General Plan 2030* and as considered in the General Plan EIR, finds that potential emissions would be less than significant compared to the MBARD's adopted CEQA significance thresholds, and the project would not violate current air quality standards or expose sensitive receptors to substantial pollutant concentrations. The proposed project would not result in impacts peculiar to the project or the site, or substantially more severe impacts than evaluated in the General Plan EIR, and no further review is necessary pursuant to CEQA section 21083.3 and the State CEQA Guidelines section 15183.

(c) Cumulative Pollutant Increases. According to the MBARD *CEQA Air Quality Guidelines*, projects that are consistent with the AQMP would not result in cumulative impacts as regional emissions have been factored into the AQMP. The MBARD prepares air quality plans which address attainment of the state and federal emission standards, and incorporate growth forecasts developed by AMBAG. As indicated in subsection 3(a) above, the proposed project is would not conflict with or obstruct the implementation of the AQMP, which takes into account cumulative development within the City. Therefore, the proposed project would not result in a cumulatively considerable criteria pollutant increase.

(d) Sensitive Receptors. For CEQA purposes, a sensitive receptor is defined as any residence, including private homes, condominiums, apartments, and living quarters; education resources such as preschools and kindergarten through grade 12 schools; daycare centers; and healthcare facilities such as hospitals or retirement and nursing homes. A sensitive receptor includes long term care hospitals, hospices, prisons, and dormitories or similar live-in housing (SOURCE V.6a). The project site is mostly surrounded by sensitive receptors, with residential uses to the north, south, and west. The proposed project would not introduce a new source of stationary emissions, and thus, would not expose sensitive receptors to substantial pollutant concentrations.

Diesel Particulate Emissions. Diesel particulate matter was identified as a toxic air contaminant (TAC) by the State of California in 1998. The General Plan 2030 EIR discusses construction-related impacts in which diesel particulate matter could be emitted from construction equipment. The impact was found to be less than significant due to the California Air Resources Board's ongoing adoption of regulations for in-use, off-road diesel vehicles that will significantly reduce particulate matter emissions by requiring fleet owners to accelerate turnover to cleaner engines and install exhaust retrofits. The EIR also noted that the California Code of Regulations, Title 13, section 2486(c)(1) prohibits idling of a diesel engine for more than five minutes in any location, thereby further limiting particulate matter emissions. Additionally, emissions during construction are of a short-term duration in comparison to life-long exposure and health risks. Construction-related diesel emissions at the project site would be of limited duration (i.e., primarily during grading) and temporary. Thus, project construction would not expose sensitive receptors to potential exposure of sensitive receptors to diesel emissions and associated risks are considered a less-than-significant impact. Since the proposed project is within the overall buildout analyzed in the General Plan EIR, and no new significant impacts have been identified, no further environmental analysis regarding diesel particulate emissions is required pursuant to Public Resources Code section 21083.3 and the State CEQA Guidelines section 15183.

(e) Odors. According to the Air District's *CEQA Air Quality Guidelines* (SOURCE V.6a), land uses associated with odor complaints typically include landfills, agricultural uses, wastewater treatment plants, food processing plants, chemical plants, and refineries. The proposed project does not include any uses associated with odors.

4. BIOLOGICAL RESOURCES	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	DEIR pp. 4.8-13 to 4.8-14, 4.8-16 to 4.8-21, 4.8-41, 4.8-43 to 4.8-44, 4.8-48 to 4.8-51 FEIR pp. 3-22, 3-25 to 3-40	No	No	None
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	DEIR pp. 4.8-14 to 4.8-15, 4.8-24, 4.8-26 to 4.8-30, 4.8-22, 4.8-38 to 4.8-41, 4.8-48 to 4.8-51 FEIR p. 3-22	No	No	None
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	DEIR pp. 4.8-15, 4.8-41, 4.8-38 to 4.8-39, 4.8-48 to 4.8-51	No	No	None
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?	DEIR pp. 4.8-22 to 4.8-25, 4.8-41, 4.8-44 to 4.8-45	No	No	GP Action NRC2.2.1 and Project Assessment Protocols for Pre-construction bird nesting surveys
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	DEIR pp. 4.8-41, 4.8-45 to 4.8-47	No	No	Heritage Tree Removal Permit and required replacement trees
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?	DEIR pp. 4.5-11 to 4.5-12, 4.8-25 to 4.8-26, 4.8-37 FEIR p. 3-23	Not Applicable	Not Applicable	None

(a-c) Special-Status Species, Sensitive Habitat. The project site is developed primarily with impervious surfaces and landscaping. According to maps developed for the City's General Plan 2030 and included in the General Plan EIR, the project site is not located within or adjacent to a sensitive habitat area (SOURCE V.1b, DEIR Figure 4.8-3). Areas of riparian and wetland habitat associated with Neary Lagoon are located approximately 300 feet to the west of the site; however, no riparian habitat is located on or adjacent to the project site. The project site is paved with a parking lot, and no special-status plant or wildlife species are expected to be present.

The General Plan EIR concluded that the City is primarily developed, and new development would predominantly occur within developed areas without impacts to sensitive habitats or special status species. The EIR evaluated potential impacts of development on identified vacant sites, and indicates that development adjacent to streams and riparian habitats could result in impacts to sensitive riparian habitat areas with future development accommodated by the *General Plan 2030*. As indicated above, the project site is not located within or adjacent to a stream or wetland and would not result in direct or indirect impacts to these resources.

Therefore, no impacts to sensitive habitat or special-status species would occur as a result of the project. There would be no significant impacts or impacts peculiar to the project or the site, no further review is necessary pursuant to CEQA Section 21083.3 and CEQA Guidelines Section 15183.

(d) Wildlife Movement/Breeding. The General Plan EIR concluded that with implementation of the proposed *General Plan 2030* goals, policies and actions, as well as future environmental review of specific development projects and compliance with local regulations and plans, potential impacts related to wildlife movement would be considered less than significant. The primary wildlife movement corridors are located along major watercourses and within City-owned open space lands, which would be protected from future development impacts. Projects adjacent to watercourses would be subject to setback requirements set forth in the City's Creeks and Wetlands Management Plan.

The project site is developed and is located within a developed urban area. The site does not contain habitat, nor does it connect to other habitat areas. The proposed project is not located adjacent to or within proximity to a watercourse. Thus, the project would have no effect on wildlife movement.

There are 55 trees located on the project site, 50 of which would be removed and 1 of which would be relocated on site as part of the project. The trees on and adjacent to the project site provide potential nesting habitat for migratory birds which are protected by the Migratory Bird Treaty Act (MBTA). Tree removal during the breeding season (generally March 1 to August 1) has the potential to destroy bird nests, eggs or chicks if any are present during the removal. However, General Plan NCR2.2.1 establishes biological survey protocols, including pre-construction nesting bird surveys with establishment of appropriate construction buffers if needed, if tree removal and/or construction were to commence during the nesting season. Implementation of a pre-construction nesting survey and recommendations is a standard project condition of approval that is included in the project conditions of approval. The General Plan EIR concluded that potential impacts of future development that could directly or indirectly interfere with wildlife breeding/nesting would be less than significant with implementation of the General Plan policies and actions for resource protection, which include

a requirement to conduct pre-construction nesting bird surveys to protect nesting birds if present at a construction site, which is a standard condition of approval. Inclusion of a standard condition of approval to require a pre-construction bird nesting survey would be considered application of uniformly applied development standards. Therefore, potential project impacts would be considered less than significant with application of uniformly applied development standards (condition of approval to conduct pre-construction nesting survey). There would be no significant impacts or impacts peculiar to the project or the site. Therefore, no further review is necessary pursuant to CEQA Section 21083.3 and CEQA Guidelines Section 15183.

(e-f) Conflicts with Local Plans. The proposed project would result in removal of 11 heritage trees on the project site, subject to approval of a heritage tree removal permit pursuant to the City's Heritage Tree Ordinance. Approval of a heritage tree removal permit automatically requires replacement trees. Removal of a heritage tree that is consistent with the criteria, provisions, and requirements set forth in City regulations would not result in a conflict with a local ordinance. City regulations require tree replacement for removal of a heritage tree to consist of replanting three 15-gallon or one 24-inch size specimen for each heritage tree approved for removal. In-lieu fees may also be accepted that to go to the City's Tree Trust Fund for off-site planting of trees. The project's proposed tree and planting plan includes a total of 33 new trees:

- Two 24-inch box European fan palms (*Chamaerops humilis*)
- Three 24-inch box cabbage trees (*Cordyline australis*)
- Five 36-inch box goldenrain trees (*Koelreuteria paniculata*)
- Nine 36-inch box Brisbane box trees (*Lophostemon confertus*)
- Fourteen 24-inch box California fan palms (*Washingtonia filifera*)

The proposed tree planting would meet and exceed the 2:1 replanting ratio with 24- and 36-inch box trees for all of the removed trees. The tree and planting plan notes that the project would comply with the coastal zone heritage tree removal requirements, which require a two-for-one or more replacement for heritage trees removed in the coastal zone.

The General Plan 2030 EIR concluded that development accommodated by the General Plan could result in the removal of heritage trees; however, with implementation of General Plan goals, policies, and actions, as well as compliance with local regulations and plans, impacts would be less than significant. Removal of heritage trees that is consistent with City regulations and requirements would not be considered a significant impact of the project or an impact peculiar to the project. Approval of a heritage tree removal permit automatically requires replacement trees or payment of in-lieu fees as set forth above.

The proposed trees shown on the tree and planting plan would be in compliance with the heritage tree removal tree replacement requirements. Measures to protect the five proposed retained trees, as recommended by the project arborist report, would be implemented during construction as a standard condition of approval. Inclusion of a standard condition of approval to require protection of retained trees during construction would be considered application of uniformly applied development standards. Thus, the proposed project would not result in new significant impacts related to conflicts with local ordinances or impacts peculiar to the project or the site with the

application of uniformly applied development standards set forth in the heritage tree regulations, and no further review is necessary pursuant to CEQA Section 21083.3 and CEQA Guidelines Section 15183.

(f) Habitat Conservation Plans. There are no adopted Habitat Conservation or Natural Community Conservation Plans in the project vicinity or within the City.

5. CULTURAL RESOURCES Would the project:	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?	DEIR pp. 4.9-12 to 4.9-14, 4.9-15, 4.9-21, 4.9-23 to 4.9-24	No	No	None
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	DEIR pp. 4.9-10 to 4.9-12, 4.9-19 to 4.9-23	No	No	GP EIR Mitigation 4.9-1 and Municipal Code section 24.12.430
c) Disturb any human remains, including those interred outside of formal cemeteries?	DEIR pp. 4.9-10 to 4.9-12, 4.9-19 to 4.9-23	No	No	GP EIR Mitigation 4.9-1 and Municipal Code section 24.12.430

(a) Historical Resources. According to maps developed for the City's *General Plan 2030* and included in the General Plan EIR, the project site is not located within a designated historic district (SOURCE V.1b, DEIR Figure 4.9-4). The project site was vacant until the construction of a private hospital in 1924; the hospital was demolished in 1980 after sitting vacant for 13 years (SOURCE V.9b). The project site is currently developed with a paved surface parking lot, constructed in 1985, and scattered landscaping. Therefore, the project would not result in impacts to a historical resource.

(b-c) Archaeological Resources. According to maps developed for the City's *General Plan 2030* and included in the General Plan EIR, the project site is located in an area identified as highly sensitive for archaeological and historical archaeological resources (SOURCE V.1b, DEIR Figures 4.9-1 and 4.9-3). A preliminary archaeological investigation was conducted in June 2004, which included a records search of the California Historical Resources Information System (CHRIS) at the Northwest Information Center (NWIC) at Sonoma State University. The records search found that there are nine recorded cultural resources located within one kilometer of the project site (SOURCE V.8). Based on the field reconnaissance and background research, the site was found to contain evidence of potentially significant archaeological resources and recommendations were provided for conducting an archaeological data recovery program (SOURCE V.8).

An archaeology review of the project site was conducted in May 2018, which also included a records search of the CHRIS at the Northwest Information Center (NWIC) at Sonoma State University and a review of the Native American Heritage Commission (NAHC) Sacred Lands File (SOURCE V.9b). The records search revealed that during the construction of the parking lot in 1985, prehistoric and historic cultural materials were exposed. Prehistoric materials consisted of lithic materials associated with tool manufacture and were not indicative of Native American occupation, but rather may have represented a background scatter. Historic materials consisted of trash, suggesting that the project site may have been used for intermittent, non-systematic surface disposal of small amounts of historic trash from the 1860s until 1924, when a hospital was constructed on the site. None of the cultural materials identified on the project site were determined to be historical or archaeological resources under CEQA as they did not meet criteria for listing on the California Register of Historical Resources (CRHR) (SOURCE V.9b).

Field testing was conducted in August 2018 (SOURCE V.9a). Twelve test pits (Shovel Test Units [STUs]) were excavated within the project site and sediment samples were screened for the presence/absence of cultural materials to a depth of 3 to 5 feet. No prehistoric or historic cultural materials aside from recent trash were noted in any of the 12 STUs. The results of the testing program suggest a very low potential to expose historic and prehistoric cultural materials during ground-disturbing construction activities (Ibid.).

Section 24.12.430 of the City's Municipal Code sets forth the procedure to follow in the event that previously unknown prehistoric or cultural features are discovered during construction. Under provisions of this Code section, work shall be halted within 100 feet of the find and the Planning Director shall be immediately notified to determine the appropriate course of action, including implementation of potential mitigation measures. Additionally, the County Coroner and shall be notified in accordance with provisions of Public Resources Code 5097.98-99 in the event human remains are found and the Native American Heritage Commission shall be notified in accordance with the provisions of Public Resources Code section 5097 if the remains are determined to be Native American.

The General Plan EIR concluded that new development accommodated by the plan would result in construction that could result in impacts to buried archaeological resources. However, implementation of the proposed General Plan policies and actions, compliance with local and state regulations, and General Plan EIR Mitigation 4.9-1 would reduce potential impacts to a less-than-significant level. Mitigation 4.9-1 added an Action to the General Plan (HA1.2.2), which establishes a procedure for preparing archaeological investigations for development within areas designated as "sensitive" or "highly sensitive" and implementing site-specific mitigation measures if significant impacts are identified, with which the proposed project has complied.

An archaeological report and follow-up testing were conducted consistent with the requirements of the General Plan 2030 policies and actions (ha1.2.2) as set forth in the General Plan EIR. The project archaeological investigation did not identify sensitive resources, and therefore, the project would not result in archaeological impacts peculiar to the site or project. In addition, implementation of standards set forth in the City's Municipal Code (Section 24.12.430) related to potential discovery of

unidentified archaeological resources during construction would be considered application of uniformly applied development standards. Discovery of unidentified (e.g., buried) cultural resources during any construction would be subject to this requirement as a standard condition of approval. Thus, the proposed project would not result in significant impacts to archaeological resources not otherwise addressed in the General Plan EIR or impacts peculiar to the project or the site with the application of uniformly applied development standards. No further review is necessary pursuant to CEQA section 21083.3 and the State CEQA Guidelines section 15183.

6. ENERGY Would the project:	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	DEIR pp. 4.6-27 to 4.6-29, 4.6-45 to 4.6-46, 5-4 to 5-6	No	No	None
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?		No	No	None

(a) Energy Use. Project energy use was estimated for construction and operation, including fuel use, natural gas, and electricity. The total fuel use estimated for the construction of the project and associated improvements is 1,351 gallons and 100,227 gallons, respectively for a total of 101,578 gallons. The total fuel use estimated for the project during operations is 76,698 gallons per year. Natural gas consumption is estimated to be 3,285,002 kBtu (1,000 British thermal units) per year and electricity consumption is estimated to be 1,466,514 kWh (kilowatt hours) per year with project operations (SOURCE V.20a).

The proposed project avoids or reduces inefficient, wasteful, and unnecessary consumption of energy in part through siting; it is a mixed-use development located within the city of Santa Cruz. As further explained below in section 8-Greenhouse Gas Emissions, the project site is a potential transit priority area, and there is an existing transit stop across the street from the project site. The project site also is in proximity to bike lanes, multi-use paths, and City-sponsored bike share program. With these measures and addition of discounted transit and bike share passes, which are included in a project Transportation Demand Management (TDM) Plan, the TDM Plan estimates a potential 5-8 percent reduction in project trips (SOURCE V.13). The project also provides 347 bicycle parking spaces, including long-term bicycle spaces for residents and staff that would be located in a secure storage space, as well as on-site shower for employees that bike to work.

The project includes parking with nine electric vehicle (EV) charging stations cars, and infrastructure to adapt all 152 residential parking spaces to electric use. The project would be subject to approval of building permits that meet the California Building Code and City Green Building Code requirements, as well as compliance with City requirements for water conservation fixtures and features, including drought-resistant landscaping. These measures are consistent with those recommended for residential uses in the City’s adopted *Climate Action Plan* related to building and energy efficiency and water conservation. Additionally, Santa Cruz residents are enrolled in Monterey Bay Community Power electricity service, which supplies electricity generated from hydropower, solar and wind, which are renewable resources.

The General Plan EIR reviewed energy use associated with development accommodated by the General Plan. The estimate energy demand was found to be within state per capita projections for the planning area, and the EIR concluded that overall, the future consumption of electrical and natural gas resources would not represent unnecessary, inefficient, or wasteful use of resources given the implementation of policies that address lighting and energy conservation measures. The proposed project would result in an increase of 89 dwelling units and 15,790 square feet of commercial building space within the City. This level of development would be within the overall amount of residential and commercial development evaluated in the General Plan EIR and within remaining potential development as described in Section IV.B. Furthermore, a project energy analysis concludes that the project would not result in inefficient, wasteful, or unnecessary consumption of energy. Therefore, the proposed project would not result in impacts related to inefficient or wasteful use of energy that would be peculiar to the project or the site or substantially more severe than evaluated in the General Plan 2030 EIR. Therefore, no further review is necessary pursuant to CEQA section 21083.3 and the State CEQA Guidelines section 15183.

b) Conflicts with Plans. The proposed project would not result in conflicts with or obstruct a state or local plan for renewable energy or energy efficiency. The proposed project features and design elements are consistent the City’s CAP provisions related to energy efficiency. Therefore, no further review is necessary.

7. GEOLOGY AND SOILS Would the project:	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the	DEIR pp. 4.10-7 to 4.10-9, 4.10-20	No	No	None

7. GEOLOGY AND SOILS				
Would the project:	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
State Geologist for the area or based on other substantial evidence of a known fault?				
ii) Strong seismic ground shaking?	DEIR pp. 4.10-6 to 4.10-14, 4.10-21 to 4.10-23	No	No	California Building Code Seismic Design Criteria
iii) Seismic-related ground failure, including liquefaction?	DEIR pp. 4.10-12 to 4.10-13, 4.10-21 to 4.10-23	No	No	City Municipal Code section 24.14.070 regarding required geotechnical investigations
iv) Landslides?	DEIR pp. 4.10-13 to 4.10-14, 4.10-22 to 4.10-24	No	No	None
b) Result in substantial soil erosion or the loss of topsoil?	DEIR pp. 4.10-17 to 4.10-18, 4.10-25 to 4.10-26	No	No	City Municipal Code section 24.14.060 and Chapter 18.45 regarding grading and erosion control plans
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?	DEIR pp. 4.10-5 to 4.10-6, 4.10-15 to 4.10-16, 4.10-24 to 4.10-25	No	No	None
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating direct or indirect substantial risks to life or property?	DEIR pp. 4.10-16 to 4.10-17, 4.10-19	No	No	California Building Code Requirements for Geotechnical Reports
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?	Not Applicable	Not Applicable	Not Applicable	Not Applicable

7. GEOLOGY AND SOILS	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
Would the project: f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	DEIR pp. 4.9-14 to 4.9-16, 4.9-21, 4.9-24 to 4.9-25	No	No	GP EIR Mitigation 4.9-2

(a-i) Fault Rupture. The project site is located in a seismically active region of California, which has the potential 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 10 miles to the southwest. Other active faults in the vicinity of the site include the Monterey Bay – Tularcitos (6.25 miles from the site), Zayante – Vergeles (Lower; 6.5 miles from the site), Zayante – Vergeles (Upper; 8.75 miles from the site), and Sargent (12.5 miles from the site) (SOURCE V.14). There are no active fault zones or risk of fault rupture within the City (SOURCE V.1b, DEIR volume). Therefore, fault rupture through the site would not occur.

(a-ii – iv, c) Seismic and Geologic Hazards. The project could be subject to strong seismic shaking during an earthquake on regional faults. According to maps developed as part of the City’s *General Plan 2030* and included in the General Plan EIR, the majority of the project site is not located within a liquefaction hazard zone, with a very small portion of the northwest corner of the site is within an area mapped as being susceptible to liquefaction (SOURCE V.1b, DEIR Figure 4.10-4). The project site is relatively level and is not in an area susceptible to landslides (SOURCE V.1b, DEIR Figure 4.10-3).

Subsurface materials on the project site consist of clayey sands from Quaternary Terrace Deposits to depths of 13 to 14 feet, underlain by weathered sandstone of the Tertiary Purisima Formation. The Purisima bedrock is very capable of supporting loads planned for the site (SOURCE V.15). Based on the absence of a static groundwater table, the depth of the proposed underground parking level, and the dense to very dense nature of the underlying materials, the geotechnical investigation concluded that the potential for liquefaction occurring with the site soils is low (SOURCE V.14).

The project would require excavation to a depth of approximately 29 feet below ground surface to accommodate the two-level subterranean parking garage. The geotechnical investigations prepared for the project site (SOURCE V.14) encountered groundwater at depths ranging from 12 to 16 feet. Groundwater on the site is anticipated to be perched on the dense bedrock materials, rather than a static groundwater table based on the review of the site conditions and observations during drilling conducted as part of the geotechnical investigation (SOURCE V.14).

A review of the potential impact of excavation on coastal bluff stability was conducted (SOURCE V.15). The evaluation concluded that the excavation would not result in impacts to the coastal bluff to the east upon which the Dream Inn hotel is sited because of: 1) the strength of the Purisima Formation from site borings as well as its stability along the nearby coastal bluffs; 2) the lack of bluff failure in

this location during the 1989 Loma Prieta earthquake; 3) the protection of the bluff fronting the Dream Inn; 4) the distance from the bluff edge to the area of the project excavation (150 feet at the closest point); and 5) similar excavations in the Purisima Formation (SOURCE V.15).

With implementation of the recommendations in the geotechnical investigations prepared for the project, impacts related to seismic and geologic hazards would be less than significant. The General Plan EIR concluded that with adherence to existing regulations and standards, including preparation of geotechnical investigations and adherence to the California Building Code and various policies and actions established in the General Plan, harm to people and structures from adverse seismic events would be minimized (SOURCE V.1b, DEIR volume). The requirement to prepare a project geotechnical investigation and implement the recommendations would be considered application of a uniformly applied development standard. Thus, the proposed project would not result in new significant impacts related to seismic and geologic hazards not otherwise addressed in the General Plan EIR or impacts peculiar to the project or the site with the application of uniformly applied development standards for required geological and geotechnical investigations and implementation of recommendations contained in these reports. No further review is necessary pursuant to CEQA section 21083.3 and the State CEQA Guidelines section 15183.

(b) Erosion. According to maps developed as part of the City's *General Plan 2030* and included in the General Plan EIR, soils at the project site consist of Elkhorn sandy loam, 0 to 9 percent slopes (SOURCE V.1b, DEIR Figure 4.10-6). As described in the General Plan EIR, erosion potential for Elkhorn soil types is rated high to very high (SOURCE V.1b, DEIR volume). The project proposes a two-level underground parking garage that will require a 24-foot deep excavation, which would result in approximately 60,600 cubic yards of excavated material. See subsection 10(a) below regarding potential water quality impacts due to grading.

The General Plan EIR concluded that future development accommodated by the Plan could result in erosion during construction, but could be mitigated with adherence to local regulations that require implementation of erosion control plans, and thus, potential erosion during construction would be minimized, resulting in a less-than-significant impact. Implementation of required erosion control plans and erosion control standards and requirements set forth in the City's Municipal Code Chapter 18.45 would be considered application of a uniformly applied development standard. Thus, the project would not result in new significant erosion impacts not otherwise addressed in the General Plan EIR or impacts peculiar to the project or site with the application of uniformly applied development standards. No further review is necessary pursuant to CEQA section 21083.3 and the State CEQA Guidelines section 15183.

(d) Expansive Soils. As described above, soils at the project site consist of Elkhorn sandy loam. Expansive soils contain large amounts of clays that expand when wetted and contract when dried. The project geotechnical report indicated that loose to medium dense sands were observed on the site with variable amounts of fines (silts and clays), and that in general, the silt and clay content of the sands decreased with depth (SOURCE V.14). The geotechnical investigation did not identify soils that would be considered expansive during the field exploration (Ibid.) and concluded that the site is suitable for development with implementation of recommendations in the design-level geotechnical report. Implementation of recommendations set forth in the project geotechnical report is required

by the California Building Code and City regulations and policies, which would ensure that potential exposure to geotechnical hazards would be mitigated.

The General Plan EIR concluded that future development accommodated by the Plan could be exposed to expansive soils, which would be addressed through compliance with state and local regulations, including the California Building Code requirements and Section 24.14.070 of the City's Municipal Code (requirement for geotechnical investigations), which would ensure that buildings are designed and to prevent structural damages based on project-specific geotechnical investigations. The requirement to prepare a project geotechnical investigation and implement the recommendations would be considered application of a uniformly applied development standard. Thus, with implementation of the foregoing uniformly applied development standards and regulations that require preparation of geotechnical report and implementation of recommendations set forth in the geotechnical investigation, the proposed project would not result in significant impacts not otherwise addressed in the General Plan EIR or peculiar to the project or site. No further review is necessary pursuant to CEQA section 21083.3 and the State CEQA Guidelines section 15183.

(e) Use of Septic Systems. The project would be connected to City sanitary sewers and would not use septic systems.

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

The General Plan EIR Mitigation 4.9-2 added General Plan Action HA1.2.3 which requires the City to notify applicants within paleontologically sensitive areas of the potential for encountering such resources during construction and condition approvals that work will be halted and resources examined in the event of encountering paleontological resources during construction. If the find is significant, the City would require treatment in accordance with the recommendations of the evaluating paleontologist. Treatment may include, but is not limited to, specimen recovery and curation or thorough documentation. This provision was added to the City's Municipal Code (section 24.12.431) and all projects are subject to this requirement, which is included as a project condition of approval. Inclusion of a standard condition of approval that specifies actions to take in the event of discovery of paleontological resources would be considered application of uniformly applied development standards. Therefore, with implementation of the General Plan EIR mitigation measure, the proposed project would not result in significant paleontological resource impacts not otherwise addressed in the General Plan EIR with application of uniformly applied development standards. No further review is necessary pursuant to CEQA section 21083.3 and the State CEQA Guidelines section 15183.

8. GREENHOUSE GAS EMISSIONS Would the project:	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	DEIR pp. 4.12-13 to 4.12-17, 4.12-21 to 4.12-28 FEIR pp. 3-26 to 3-27	No	No	None
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	DEIR pp. 4.12-18 to 4.12-20, 4.12-29 to 4.12-a31	No	No	None

(a) Greenhouse Gas Emissions. Climate change refers to any significant change in measures of climate, such as average temperature, precipitation, or wind patterns over a period of time. Climate change may result from natural factors, natural processes, and human activities that change the composition of the atmosphere and alter the surface and features of the land. Significant changes in global climate patterns have recently been associated with global warming, an average increase in the temperature of the atmosphere near the Earth’s surface, attributed to accumulation of greenhouse gas (GHG) emissions in the atmosphere. Greenhouse gases trap heat in the atmosphere, which in turn heats the surface of the Earth. Some GHGs occur naturally and are emitted to the atmosphere through natural processes, while others are created and emitted solely through human activities. Climate change models predict changes in temperature, precipitation patterns, water availability, and rising sea levels, and these altered conditions can have impacts on natural and human systems in California that can affect California’s public health, habitats, ocean and coastal resources, water supplies, agriculture, forestry, and energy use (SOURCE V.1b, DEIR volume).

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

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 AB 32. In accordance with provisions of AB 32, CARB conducts an annual statewide GHG Emission Inventory that provides estimates of the amount of GHGs emitted to the atmosphere by human activities within California. In accordance with requirements of AB 32, CARB adopted an Initial Scoping Plan in 2008 and is required to update the scoping plan at least every five years. The First Update to the Scoping Plan, approved in 2014, established a 2030 emissions target of 40 percent below 1990 levels. The current (2017) Scoping Plan identifies a balanced mix of strategies to meet the State's 2030 GHG limit.

The City's *General Plan 2030* includes goals, policies, and actions on climate change, including reducing communitywide GHG emissions 30 percent by 2020, reducing 80 percent by 2050 (compared to 1990 levels), and for all new buildings to be emissions neutral by 2030. In October 2012, the City also adopted a "Climate Action Plan" that outlines the actions the City will take over the next 10 years to reduce GHG emissions by 30 percent.

The General Plan EIR estimated greenhouse emissions that could result from potential development and buildout accommodated by the plan that included 3,350 residential dwelling units with an associated population increase of 8,040 residents and approximately 3,140,000 additional square feet of new commercial, office, and industrial uses by the year 2030 with an estimated 8,665 new employees. The General Plan EIR analysis determined that the GHG emission levels associated with potential buildout that would be accommodated by the General Plan would not be considered substantial compared to long-term forecasts and state and regional targets, and would be less than forecast statewide per-capita emission rates. Implementation of the proposed *General Plan 2030* policies and actions, including the Climate Action Plan, as well as planned implementation of statewide actions, would further reduce emissions. Therefore, the impact was considered less than significant.

The proposed project would result in an increase of 89 dwelling units and 15,790 square feet of commercial building space within the City. This level of development would be within the overall amount of residential and commercial development evaluated in the General Plan EIR and within remaining potential development as described in Section IV.B. Furthermore, a project GHG emissions estimate found that the project would result in a similar per capita emissions rate as identified in the General Plan EIR. Since the project size (and resulting GHG emissions) is within the total amount of potential residential and commercial development and level of emissions analyzed in the General Plan EIR, no impacts peculiar to the site or substantially more severe impacts would occur. No further environmental analysis is required pursuant to Public Resources Code section 21083.3 and State CEQA Guidelines section 15193.

(b) Conflicts with Applicable Plans. The project would not conflict with state plans adopted for the purpose of reducing GHG emissions. The General Plan EIR found no impacts related to conflicts with applicable plans related to GHG emissions and reduction strategies.

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 GHG 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 aid sustainable practices. Measures are outlined for the following sectors: municipal, residential, commercial, and community programs. Each chapter, as well as Appendix A, provides a table of actions necessary to meet each reduction measure, quantifies the potential GHG emission reduction, and prioritizes implementation based on funding, ease, and current infrastructure. With a couple of exceptions, all measures 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 City achieved its 2020 greenhouse gas emissions goal 18 months early through its participation in Monterey Bay Community Power, a community choice aggregator procuring carbon free electricity for the region. The City's 12 ambitious climate action milestones, addressing energy use, renewable energy, sustainable transportation, waste diversion and increasing tree canopy, are tracked through 13 indicator metrics. Four indicator targets have been achieved, four are on track to be achieved and 5 are not on track to be achieved. With the sunset of the Climate Action Plan in 2020, the City is set to embark upon a Climate and Energy Plan 2020 process in FY 2020 whereby it will reconsider its climate goals and the strategies the City will implement to achieve them.

The project would be subject to approval of building permits that meet the California Building Code and City Green Building Code requirements, as well as compliance with City requirements for water conservation fixtures and features, including drought-resistant landscaping. Nine electric vehicle charging spaces would also be provided and the 152 residential parking stalls would be EV-adaptable. These measures are consistent with those recommended for residential uses in the CAP related to building and energy efficiency and water conservation. Thus, the project would not conflict with provisions of the CAP.

Furthermore, the proposed project location and uses are consistent with the sustainable transportation and land use planning goals set forth in the City's CAP that encourage higher density development along transit corridors and activity centers to support efficient, accessible, and sustainable transportation options. The Association of Monterey Bay Area Governments (AMBAG), as a metropolitan planning organization (MPO), is required by state and federal laws to develop and adopt a long-range transportation planning document known as a Metropolitan Transportation Plan (MTP). California's 2008 Senate Bill (SB) 375 requires each of the state's 18 metropolitan areas to develop a Sustainable Communities Strategy (SCS)—an integrated transportation, land use, and housing plan that addresses ways to accommodate future population growth and reduce greenhouse gas emissions from cars and light trucks. *Moving Forward Monterey Bay 2040* is the MTP/SCS for the three-county Monterey Bay Area. The MTP/SCS identifies Opportunity Areas with the highest chance for successful sustainable growth in the future. Opportunity Areas are generally located where Transit Priority Areas (TPAs) and Economic Development Areas (EDAs) within the AMBAG region overlap. An Opportunity Area is an area within 0.5 miles of an existing or planned "high-quality transit corridor" (as defined in California Public Resources Code Section 21064.3) that has the potential for transit-oriented development, including mixed use.

The proposed project is located within Opportunity Area SC-1: City of Santa Cruz, intersected by State Route (SR) 1 and Bay Street. Opportunity Area SC-1 is designated as a potential Opportunity Area as it is not a TPA but could easily become one with additional transit service and it is not an EDA but could easily become one once employment densities increase in the area. Key factors considered in Opportunity Area SC-1's boundaries were existing transit and proximity to future high quality transit thresholds, residential, employment and activity density, and Place Types. A series of existing transit stops and proposed high quality transit stops are located along SR 1 and Bay Street, however, the transit walkshed threshold was not met in the majority of this area. Place Types in the area are primarily Town and Suburban with some Urban land uses, which support the moderate to high activity densities identified in the area.

Additionally, the Santa Cruz County Regional Transportation Commission's (SCCRTC) *2040 Santa Cruz County Regional Transportation Plan*, adopted in June 2018, provides guidance for transportation policy and projects through the year 2040. The RTP identifies 11 "key destinations" (i.e., employment and commercial centers) within Santa Cruz County. Downtown Santa Cruz is identified as a key destination. The RTP's Target 1A seeks to increase the percentage of people who can travel to key destinations within a 30-minute walk, bike, or transit trip by 20 percent by 2020 and 40 percent by 2035. The proposed project is located within the maximum travel buffer for the Downtown Santa Cruz key destination.

Given the foregoing, the project would not result in impacts related to conflicts with plans related to GHG emissions and reduction strategies that would be peculiar to the site or substantially more severe than described in the General Plan 2030 EIR. No further environmental analysis is required pursuant to Public Resources Code section 21083.3 and the State CEQA Guidelines section 15183.

9. HAZARDS AND HAZARDOUS MATERIALS Would the project:	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	DEIR pp. 4.14-9 to 4.14-10	No	No	None
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?	DEIR pp. 4.14-5 to 4.14-7, 4.14-9 to 4.14-11	No	No	None

9. HAZARDS AND HAZARDOUS MATERIALS Would the project:	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ miles of an existing or proposed school?	DEIR pp. 4.14-12	No	No	None
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?	DEIR pp. 4.14-5 to 4.14-7	No	No	None
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?	Not Applicable	Not Applicable	Not Applicable	Not Applicable
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	DEIR pp. 4.6-2 to 4.6-5, 4.6-33 to 4.6-37	No	No	None
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	DEIR pp. 4.6-3 to 4.6-4, 4.6-34 to 4.6-35	No	No	Standard Fire Department Conditions of Approval

(a-b) Use or Release of Hazardous Materials. The proposed project consists of commercial and residential land uses, which would not involve the routine transport, use, or disposal of hazardous materials or wastes, and would not result in the creation of a public health hazard.

The General Plan EIR concluded that new development accommodated by the General Plan that utilizes hazardous materials or generates hazardous waste would be regulated pursuant to federal, state, and local laws to ensure proper transportation, handling, and disposal. With adherence to local and state regulations, as well as implementation of these proposed policies and actions, the *General Plan 2030's* impacts related to creation of hazards due to hazardous material transport, use, or disposal was considered less than significant. Thus, the proposed project would not result in significant impacts not otherwise addressed in the General Plan EIR or peculiar to the project or site.

No further review is necessary pursuant to CEQA section 21083.3 and the State CEQA Guidelines section 15183.

(c-d) Exposure to Hazardous Materials. A search of databases managed by the Department of Toxic Substances Control (EnviroStor) and the State Water Resources Control Board (GeoTracker) was conducted. The project site is not included on the list of hazardous material sites compiled pursuant to Government Code Section 65962.5. Thirteen sites listed on the EnviroStor and GeoTracker databases are located within 0.5 miles of the site; all are down gradient of the site and would not have affected the project site.

The General Plan EIR concluded that new development accommodated by the General Plan could result in exposure to hazardous materials due to proximity to contaminated sites but, with adherence to federal, state, and local regulations, impacts would be less than significant. The proposed project would not result in exposure to hazardous materials and would not result in significant impacts not otherwise addressed in the General Plan EIR or peculiar to the project or site. No further review is necessary pursuant to CEQA section 21083.3 and the State CEQA Guidelines section 15183.

(e) Airport Safety. The project site is not located within two miles of a public airport or air strip and would not be subjected to potential aircraft hazards.

(f) Emergency Response. Existing access to the project site would be provided from West Cliff Drive and Bay Street. The project would not include any changes to existing public roadways that provide emergency access to the site, except for improvements along the project’s West Cliff Drive frontage and to the West Cliff Drive/Bay Street intersection. Therefore, the project would not impair implementation of or physically interfere with an emergency response or evaluation plan, and would not result in an impact.

(g) Wildland Fire Hazards. According to maps developed for the City’s *General Plan 2030* and included in the General Plan EIR, the project site is not located within a fire hazard area (SOURCE V.1b, DEIR Figure 4.6-1). Thus, the proposed project would not result in significant impacts not otherwise addressed in the General Plan EIR or peculiar to the project or site. No further review is necessary pursuant to CEQA section 21083.3 and the State CEQA Guidelines section 15183.

10. HYDROLOGY AND WATER QUALITY Would the project:	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	DEIR pp. 4.6-22, 4.7-8 to 4.7-12, 4.7-24 to 4.7-25	No	No	City Municipal Code Section 24.14.060, and Chapters 16.19 and 18.45

<p>10. HYDROLOGY AND WATER QUALITY</p> <p>Would the project:</p>	<p>Where Impact is Addressed in General Plan 2030 EIR</p>	<p>Does Project Involve New Significant Impacts or Substantially More Severe Impacts?</p>	<p>Any New Impacts Peculiar to Project or Site?</p>	<p>Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards</p>
				<p>regarding water quality and erosion control</p>
<p>b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?</p>	<p>DEIR pp. 4.5-6 to 4.5-7, 4.5-39 to 4.5-42, 4.7-24 to 4.7-25</p>	<p>No</p>	<p>No</p>	<p>City Municipal Code section 24.14.090</p>
<p>c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:</p> <p>(i) Result in substantial erosion or siltation on- or off-site;</p> <p>(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;</p> <p>(iii) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or</p> <p>(iv) Impede or redirect flood flows?</p>	<p>DEIR pp. 4.7-5 to 4.7-8, 4.7-22 to 4.7-24</p> <p>DEIR pp. 4.7-5 to 4.7-8, 4.7-22 to 4.7-24</p> <p>DEIR pp. 4.7-5 to 4.7-8, 4.7-22 to 4.7-24</p> <p>DEIR pp. 4.7-7 to 4.7-8, 4.7-22 to 4.7-24</p> <p>DEIR pp. 4.7-12 to 4.7-14, 4.7-25 to 4.7-27</p>	<p>No</p> <p>No</p> <p>No</p> <p>No</p> <p>No</p>	<p>No</p> <p>No</p> <p>No</p> <p>No</p> <p>No</p>	<p>City Municipal Code Section 24.14.050, and Chapter 16.19 and 18.45 regarding runoff control, grading and erosion control</p> <p>See above</p> <p>See above</p> <p>General Plan 2030 Action CC5.1.8 and Municipal Code Chapters 16.19 and 24.14 regarding drainage and BMPs</p> <p>None</p>
<p>d) In flood hazard, tsunami or seiche zones, risk release of pollutants due to project inundation?</p>	<p>DEIR pp. 4.7-15, 4.7-25 to 4.7-26, 4.10-14</p>	<p>No</p>	<p>No</p>	<p>General Plan Policy HZ6.6 and actions</p>
<p>e) Conflict with or obstruct implementation of a water quality</p>	<p>DEIR pp. 4.7-17</p>	<p>No</p>	<p>No</p>	

10. HYDROLOGY AND WATER QUALITY Would the project:	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
control plan or sustainable groundwater management plan?				

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

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

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

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

City's BMP manual requires a development project to include a structural or treatment control BMPs, or a combination of BMPs, to reduce potential pollutant loadings in storm water runoff to the maximum extent practicable.

The City's mandatory BMPs, as detailed in the latest BMP manual published by the City's Public Works Department, must be implemented to protect water quality into the municipal storm drain system. The project would also be subject to the Central Coast Post-Construction Requirements (PCRs) that were enacted by the Central Coast RWQCB in July 2013. The PCRs are for projects that create and/or replace $\geq 2,500$ square feet of impervious surfaces. Based on the amount of new/replaced impervious surface area created by the project (79,320 square feet), the project would be required to comply with the project would be required to comply with Tiers 1 through 4 (Site Design, Water Quality Treatment, Runoff Retention, and Peak Management). However, the project is exempt from Tier 4 requirements because stormwater runoff from the project site discharges to a continuous underground storm drain system that discharges to the marine nearshore waters of the Monterey Bay.

The project would include drainage structures to collect and treat stormwater runoff. A portion of the driveway would be constructed with porous pavement. Site design and runoff reduction at the project will include self-retaining porous pavement areas, where feasible, to minimize storm water runoff. There are also planting areas on the first, second, and third levels. A portion of the site runoff will be treated via the proposed on-site retention system.

Construction activity on projects that disturb one or more acres of soil must obtain coverage under the State's General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 99-08-DWQ). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP must list best management practices (BMPs) that the discharger will use to protect stormwater runoff and the placement of those BMPs. A Notice of Intent (NOI) and SWPPP must be prepared prior to commencement of construction. Proposed grading and development on the project site would disturb more than 1 acre and, thus, the project would be subject to the Construction General Permit and preparation of a SWPPP. The City's regulatory requirements and BMPs, as detailed in the "Stormwater Best Management Practices Manual" published by the City's Public Works Department, must be implemented.

The General Plan EIR concluded that with implementation of General Plan policies and adherence to City regulations to protect water quality, impacts from future development on water quality, including potential erosion, would be less than significant. Compliance with regulations contained in the City's Municipal Code regarding implementation of stormwater BMPs, grading requirements and implementation of erosion control plans (Chapters 16.19 and 18.45 and section 24.14.060), as well as, preparation and implementation of a SWPPP during construction, would mitigate potential storm runoff water quality and erosion impacts during excavation and construction as discussed above and would be considered application of uniformly applied development standards. Thus, the proposed project would not result in significant water quality impacts not otherwise addressed in the General Plan EIR, and the project would not result in water quality impacts peculiar to the site or project with

application of uniformly applied development standards. No further review is necessary pursuant to CEQA section 21083.3 and the State CEQA Guidelines section 15183.

(b) Groundwater. Development within groundwater mapped recharge areas is regulated in Municipal Code section 24.14.090 in order to minimize adverse environmental impacts. The project site is located within a developed area and consists of primarily impervious surfaces. The site is not located within a City-mapped groundwater recharge area. The project would not affect groundwater supplies or recharge or impede sustainable groundwater management of the basin.

(c[i-iii]) Drainage. The project site is located within a developed urban area. The project site predominantly covered with impervious surfaces (78 percent). Existing site drainage is accomplished through surface flow to an on-site storm drain system; a portion of the existing site's storm water is collected by an on-site storm drain system which connects to the City's storm drain system near the corner of West Cliff Drive and Bay Street that ultimately discharges to Monterey Bay waters. The remainder of the site flows to West Cliff Drive at the northeast corner by way of through curb drain(s) (SOURCE V.11). On-site stormwater detention also is planned with water treatment. The site is currently covered by 84,572 square feet of impervious surfaces (80 percent of the site). The project would result in a slight reduction of the existing impervious surface area on the site to 79,320 square feet (76 percent of the site). Thus, the project would not increase the rate or amount of surface runoff, exceed capacity of storm water facilities, or result in substantial erosion.

The General Plan EIR concluded that potential impacts related to increased stormwater runoff would be a less-than-significant impact with implementation of General Plan policies and actions that require new development to maintain pre-development runoff levels (CC5.1.8). The project's stormwater would be required to be maintained at pre-development runoff levels in accordance with General Plan and City requirements. The project would not alter existing drainage patterns. Section 24.14.050 of the City's Municipal Code requires preparation of a drainage plan. Drainage improvements would be required to be designed in accordance with City standards and Public Works requirements in order to meet water quality standards and maintain pre-project runoff levels. Implementation of measures identified in a stormwater plan in accordance with requirements of the City's Municipal Code would be considered application of uniformly applied development standards. The proposed project would not result in significant drainage impacts not otherwise addressed in the General Plan EIR or peculiar to the site or project with implementation of uniformly applied development standards related to stormwater management. No further review is necessary pursuant to CEQA section 21083.3 and the State CEQA Guidelines section 15183.

(c [iv], d) Flood Hazard Areas and Risk of Release of Pollutants. According to maps prepared for the *General Plan 2030* and included in the General Plan EIR, the project site is not located within a flood hazard zone (SOURCE V.1b, DEIR Figure 4.7-1) or a tsunami inundation zone (SOURCE V.1b, DEIR Figure 4.7-2). Therefore, the project would not result in risk of release of pollutants in flood areas. With implementation of the proposed policies and actions related to flood control and adherence to other City plans and regulations, the General Plan EIR concluded that future development would not result in substantial risk of exposure of structures or people to flood hazards and impacts would be less than significant. The proposed project would not result in significant flood hazards not otherwise

addressed in the General Plan EIR or peculiar to the site or project. No further review is necessary pursuant to CEQA section 21083.3 and the State CEQA Guidelines section 15183.

Sea Level Rise. The General Plan EIR reported that sea level rise, storms of increasing intensity, and an alternating series of floods and droughts threaten the City of Santa Cruz in the coming decades. The EIR indicated that the City was in the process of drafting a “Climate Change Adaptation Plan” to identify and evaluate the potential impacts of climate change on the City of Santa Cruz, analyze the severity of the hazards that the City faces, and develop potential adaptation responses to reduce the risk and exposure of the City to these hazards. The City prepared a “Climate Adaptation Plan” with funding from FEMA. The objectives of this Plan are to identify and evaluate the potential impacts of climate change on the City of Santa Cruz, analyze the severity of the hazards that the City faces, and develop potential adaptation responses to reduce the risk and exposure of the City to these hazards. The potential risks were identified in a “Vulnerability Study.” that identified potential facilities vulnerable to risks of sea level rise, including beaches, West Cliff Drive, the City’s wastewater treatment facility and the Santa Cruz Harbor (SOURCE V.1d, DEIR volume).

The *Climate Adaptation Plan Update 2018-2023*, adopted by the City Council in October 2018, further addresses sea level rise. The project site is not located within an area identified as being subject to potential effects of sea level rise. Thus, the proposed project would not result in significant impacts related to sea level rise not otherwise addressed in the General Plan EIR related to sea level rise, and the project would not result in impacts peculiar to the site or project. No further review is necessary pursuant to CEQA section 21083.3 and the State CEQA Guidelines section 15183.

(e) Conflict with Plans. The project site is not located adjacent to a water course or water body and would not conflict with or obstruct implementation of a water quality control plan. A sustainable groundwater management plan for the area in which the project is located has not yet been prepared. Therefore, the project would not conflict with adopted plans.

11. LAND USE Would the project:	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
a) Physically divide an established community?	DEIR pp. 4.1-21 to 4.1-22	No	No	None
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	DEIR pp. 4.1-9 to 4.1-14, 4.1-25 to 4.1-27	No	No	None

(a) Physically Divide an Established Community. The project site is located within a developed urban area of the City and the project would not physically divide an established community.

(b) Conflict with Policies and Regulations. The project site is designated Regional Visitor Commercial (RVC) in the City's *General Plan 2030* and is zoned Motel Residential Performance Overlay (RTB/PER). The proposed mixed-use project is consistent with the General Plan land use designation. According to the General Plan, this designation "applies to areas that emphasize a variety of commercial uses that serve Santa Cruz residents as well as visitors. Mixed-use development is strongly encouraged in RVC districts." The General Plan allows a floor area ratio (FAR) for the RVC land use designation of up to 0.25 to 3.5. As previously indicated, the project's FAR is 2.016, which is within the allowed FAR established in the General Plan.

The project site is located within the coastal zone. Pursuant to the California Coastal Act, the City has a Local Coastal Program (LCP) that was certified by the California Coastal Commission (CCC). The LCP consists of a land use plan, implementing ordinances and maps applicable to the coastal zone portions of the City, and applies to all private and public projects located within the coastal zone. The City's LCP also includes policies pertaining only to the Beach area based on recommendations in the *Beach and South of Laurel Comprehensive Area Plan* (B/SOL Plan). (The B/SOL Plan is described further below.) LCP BSOL Policy 2.17 states that "Future development of the West Coast Santa Cruz Hotel overflow parking lot may consist of medium density residential use, bed and breakfast use, or ancillary hotel/motel uses. Hotel/motel development is not allowed."

The *Beach and South of Laurel Comprehensive Area Plan* (B/SOL Plan) was adopted by the City Council in October 1998. The project site is located in the "Beach Commercial" subarea that also includes the Santa Cruz Beach Boardwalk, motels, bed and breakfast inns, and commercial uses. The area also contains permanent residential units and mobile homes. The purpose of the B/SOL Plan is to:

1. Propose a sensitive and realistic program for neighborhood preservation and revitalization targeted to the Beach Flats, Beach Hill, and South of Laurel areas;
2. Establish a comprehensive program for managing:
 - Traffic and transportation,
 - Tourism and maritime assets, and
 - Expansion of the season and linkage with the Downtown; and
3. Enhance the historic resort attributes of the Beach area for residents and visitors.

The B/SOL Plan generally provides land use, transportation, and design recommendations. According to the Plan, the basic policy direction for the Beach area is provided in the City's General Plan, which designates the area as Regional Visitor Commercial.⁵ The B/SOL Plan provides some policy direction for the Beach Flats and Beach Hill subareas based on City policies in effect when the Plan was adopted. However, the B/SOL Plan does not include specific policies for the Beach Commercial subarea in which the project site is located, although a planning approach, goal and area-specific

⁵ Although this statement was made in 1998 and referred to the then-current 2005 General Plan, the statement remains true under the *General Plan 2030*, as the General Plan designation for the area did not change with the updated General Plan.

recommendations are included. The B/SOL Plan does indicate that the project site provides an opportunity for potential residential development.

The proposed use is consistent with General Plan and zone district land use designations as discussed in section IV.B and C. Based on the analyses contained in this Environmental Checklist and a review of the *General Plan 2030* and LCP, the proposed project would not result in a conflict with any policies or regulations adopted for the purpose of avoiding or mitigating an environmental impact. The proposed project is consistent with the General Plan, and the project would not result in land use impacts peculiar to the site or project. No further review is necessary pursuant to CEQA section 21083.3 and the State CEQA Guidelines section 15183.

12. MINERAL RESOURCES				
Would the project:	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
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?	DEIR pp. 4.15-3 to 4.15-4, 4.15-6	No	No	None
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?	DEIR pp. 4.15-3 to 4.15-4, 4.15-6	No	No	None

There are no mineral resources within the City.

13. NOISE				
Would the project result in:	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?	DEIR pp. 4.13-4 to 4.13-8, 4.13-10 to 4.13-22	No	No	GP Action HZ3.1.1, HZ3.1.2, HZ3.1.3 & HZ3.1.5

13. NOISE Would the project result in:	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
b) Generation of excessive ground borne vibration or ground borne noise levels?	DEIR pp. 4.13-10	No	No	None
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Not Applicable	No	No	None

(a) Noise Increases. The primary noise source within the project area is traffic noise along West Cliff Drive and Bay Street. According to maps prepared for the *General Plan 2030* and included in the General Plan EIR, the project site is located within an area within the 60- to 66-dBA noise contour for both existing and future (i.e., 2030) traffic conditions (SOURCE V.1b, DEIR Figures 4.13-1 and 4.13-2). The 65-dBA noise contour was estimated to be approximately 70 feet from the centerline of the road with a decrease to 60 dBA at a distance of approximately 200 feet from the road.

The *General Plan 2030* includes goals, policies and actions that set forth measures to avoid and minimize adverse impacts regarding exposure to noise. In particular, noise-land use compatibility standards will be applied to all new residential, commercial and mixed-use projects (HZ3.2.1), and the General Plan seeks to ensure that noise standards are met in the siting of noise-sensitive uses (HZ3.2). The policies also establish an interior noise level of 45 dBA for all residential uses, consistent with state law. The General Plan indicates that exterior noise levels to 65 dBA are normally acceptable for new multi-family development; noise levels to 70 dBA are considered conditionally acceptable and typically require an acoustical study to determine whether additional insulation or window treatments are required. Normal noise attenuation within residential structures with closed windows is about 20 dBA.

The General Plan 2030 EIR concluded that with implementation of Plan policies and actions, as well as future project-level noise assessments, exposure to noise would be considered less than significant. A project-level noise assessment is a standard condition of approval that is typically conducted at the building permit stage, if needed, as final designs for window and door insulation ratings are made. Since some project residences will be adjacent to Bay Street and subject to potential future exterior noise levels of 66 dBA, a project condition of approval includes preparation of a noise study and incorporation of recommendations into building designs.

At the end of 2018, amendments to the State CEQA Guidelines were adopted by the state of California that included changes to the Appendix G environmental checklist, including elimination of question related to exposure to noise. The questions focus on the potential permanent and temporary noise generated by a project. The proposed project would include mixed-use residential and commercial development with predominantly residential uses; these land uses typically would not be associated with substantial permanent increases in ambient noise levels. The existing on-site parking lot would be eliminated, and project parking would be within a subsurface, enclosed parking garage. The common public outdoor areas would be located along West Cliff Drive and in between proposed project buildings. A sound wall is planned on the northern and western property lines.

A noise impact assessment was conducted, which concluded that noise generated in association with the proposed project's parking is anticipated to include noise both directly from the parking activities and from mechanical ventilation equipment. Parking activities could be audible under certain conditions, however they are typically short term and sporadic in nature and, therefore, would not substantially contribute to the overall acoustical environment. Mechanical ventilation fans for the subterranean parking structure are assumed to be located or vented to the rooftop and shielded by the proposed parapet wall. Noise generated by the subterranean parking structure mechanical ventilation fans is predicted to be approximately 50 dBA Leq at the nearby noise-sensitive receptors. Therefore, noise associated with the proposed Project's parking area is predicted to comply with the City of Santa Cruz noise level thresholds and criteria established in zoning regulations (SOURCE V.21). Operational noise associated with the 190 West Cliff Drive Project is predicted to comply with the City of Santa Cruz noise standards and not predicted to result in significant noise impacts at nearby noise-sensitive receptors (Ibid.). Therefore, the project would not result in significant permanent noise increases not otherwise addressed in the General Plan EIR.

There would be a temporary increase in existing noise levels during grading and construction of the project. Noise impacts resulting from construction would depend on the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive receptors, as well as existing ambient noise levels. Noise generated during construction would vary throughout the construction period and on any given day, depending on the construction phase and the type and amount of equipment used at the construction site. The highest noise levels would be generated during grading of the site, with lower noise levels occurring during building construction and finishing. Sensitive noise receptors are located at the residences adjacent to the project site. However, as explained in the General Plan EIR, construction sound levels would be intermittent and varied through a single day as well as the duration of project construction.

The *General Plan 2030* includes goals, policies and actions that set forth measures to avoid and minimize adverse impacts of increased noise resulting from construction or operation of development projects (HZ3.1.1, 3.1.2, 3.1.3, and 3.1.5). The General Plan EIR concluded that with implementation of General Plan policies and adherence to City regulations, noise impacts from future development would be less than significant. Section 9.36.010 prohibits offensive noise between the hours of 10 PM and 8 AM and Section 9.36.020 prohibits unreasonably disturbing noises. Furthermore, Section 24.14.260 prohibits increases of sound levels above five dBA above the local ambient on a residential property. These regulations are intended to prevent increases in ambient

noise levels and would be considered uniformly applied regulations to which the proposed Project would be subject to compliance. The proposed project would not result in significant impacts not otherwise addressed in the General Plan EIR or peculiar to the project or site regarding permanent or temporary increases in noise. No further review is necessary pursuant to CEQA section 21083.3 and the State CEQA Guidelines section 15183.

(b) Vibration. The proposed residential use would not result in generation of or exposure to vibration as neither the proposed use or other existing residential uses in the vicinity are known to be sources of vibration. A noise impact assessment was conducted, which concluded that vibration generated during construction would not exceed thresholds established for nuisance levels to people or damage to structures (SOURCE V.21). Construction noise and vibration will be performed during daytime hours and be temporary in nature. Construction noise and vibration is predicted to comply with the City of Santa Cruz criteria, as well as Caltrans and FTA recommended guidelines. Therefore, no significant construction-related vibration project impacts would occur.

(e-f) Airport Noise. The project site is not located near an airport or private airstrip.

14. POPULATION AND HOUSING Would the project:	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	DEIR pp. 4.2-2 to 4.2-6, 4.2-12 to 4.2-14	Not Applicable	Not Applicable	None
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	DEIR pp. 4.2-14 to 4.2-15	Not Applicable	Not Applicable	None

(a) Inducement of Substantial Population Growth. The General Plan 2030 EIR estimated population and housing increases that could result from potential development and buildout accommodated by the plan that included 3,350 residential dwelling units with an associated population increase of 8,040 residents by the year 2030. The project would include construction of 89 new dwelling units and 15,790 square feet of commercial space. The proposed residential units are within the total remaining unbuilt residential development analyzed in the General Plan EIR; see discussion in Section IV.B. The project would not induce substantial population growth in the City as it would be consistent

with population growth projections developed for the City and the amount of development described in the General Plan EIR (SOURCE V.1b, DEIR volume).

The City had a population of 66,454 people as of January 1, 2018 (SOURCE V.3a). Based on the City's existing average household size of 2.43, the proposed project would result in a maximum population increase of approximately 216 people, resulting in a total City population of 66,670 residents when added to the City's existing population. This is within the regional population forecast of 68,381 for the city of Santa Cruz for the year 2020 (SOURCE V.3a). Therefore, the proposed project would not substantially induce unplanned population growth. Since the potential population growth resulting from the proposed project would fall within the total level of development analyzed in the General Plan EIR and is consistent with current regional forecasts, no further environmental analysis is required pursuant to Public Resources Code section 21083.3 and State CEQA Guidelines section 15183.

(b) Displacement of Existing Housing or People. No housing units exist on the project site. The project site consists of a parking lot. Therefore, the project would not result in displacement of housing or residents.

15. PUBLIC SERVICES	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or need for new or physical altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	DEIR pp. 4.6-2 to 4.6-4, 4.6-33 to 4.6-36 FEIR pp. 3-19	No	No	None
Police protection?	DEIR pp. 4.6-4 to 4.6-5, 4.6-36 to 4.6-37	No	No	None
Schools?	DEIR pp. 4.6-20 to 4.6-21, 4.6-40 to 4.6-41	No	No	Payment of School Impact Fees
Parks?	DEIR pp. 4.6-5 to 4.6-20, 4.6-37 to 4.6-40 FEIR pp. 3-20 to 3-22	No	No	None
Other public facilities?	Not Applicable	No	No	None

Police and Fire Protection Services. As indicated in Section IV.B above, the City’s General Plan EIR considered construction of approximately 3,350 residential units and 3,140,000 square feet of commercial, office, and industrial development within the City to the year 2030 (SOURCE V.1b), and the proposed project is within the total and remaining unbuilt residential units and commercial square footage. Thus, the project’s proposed 89 residential units and 15,70 square feet of commercial space would be within the overall amount of development evaluated in the General Plan EIR. The EIR analyses concluded that impacts of potential development and buildout accommodated by the General Plan would be less than significant for fire and police protection services. Thus, construction of any new public facilities to serve the project would not be warranted with General Plan buildout. Since the proposed project size would fall within the total amount of potential development analyzed in the General Plan EIR and would not result in more severe impacts than analyzed in the General Plan EIR, no further environmental analysis is required regarding these public services pursuant to Public Resources Code section 21083.3 and State CEQA Guidelines section 15183.

School Enrollments. The General Plan EIR concluded that buildout of the Plan could result in potentially significant impacts to schools but, with required payment of school impact fees to fund necessary facility expansion and/or additions in conjunction with potential reuse of the former Natural Bridges Elementary School if needed, the impact would be mitigated to a less-than-significant level. Potential addition or expansion of school classroom facilities is not expected to result in significant physical impacts due to the location of existing facilities within developed footprints. As the proposed project would be within the amount of development analyzed in the General Plan EIR and would be required to pay school impact fees, no new or substantially worsened impacts to schools or impacts peculiar to the project or site would occur and no further environmental analysis is required regarding these public services pursuant to Public Resources Code section 21083.3.

Parks and Recreation. See Section IV.E.16 below regarding impacts to parks and recreational facilities.

16. RECREATION Would the project:	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
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?	DEIR pp. 4.6-5 to 4.6-20, 4.6-37 to 4.6-40	No	No	None
b) Include recreational facilities or require the construction or expansion of recreational facilities?	DEIR pp. 4.6-10 to 4.6-11	No	No	None

(a) Use of Existing Parks and Recreational Facilities. The City has responsibility for management, maintenance and operation of over 1,700 acres of parks and open space lands, and various community/recreational facilities, and oversees development of new parks and improvements within City-owned parks, open space, and community facilities. In the project area, the West Cliff Drive provides pedestrian and bicycle access to coastal recreational sites. There are also a number of parks near the project site.

As indicated in Section IV.B above, the City's General Plan EIR considered construction of approximately 3,350 residential units within the City to the year 2030 (SOURCE V.1b, DEIR volume), and the proposed project is within the total and remaining unbuilt residential units. Thus, the proposed project would be within the overall amount of development evaluated in the General Plan EIR. The EIR analyses concluded that, while the City does not meet its goal for neighborhood parks of 2.0 acres per 1,000 residents and for community parks of 2.5 acres per 1,000 residents, implementation of General Plan goals, policies, and actions that set forth measures to avoid and minimize adverse impacts on park and recreational facilities, as well as compliance with local regulations, would ensure that impacts to parks and recreational facilities resulting from buildout of the General Plan would be less than significant.

Furthermore, the City imposes a "Parks and Recreation Facilities Tax" (pursuant to Chapter 5.72 of the Municipal Code) on new residential development (including mobile homes) within the City, payable at the time of issuance of a building permit. The collected taxes collected are placed into a special fund, and "shall be used and expended solely for the acquisition, improvement and expansion of public park, playground and recreational facilities in the city" (section 5.72.100). The required fees for park expansion and improvements would be considered an application of uniformly applied development standards. (It is noted that projects that have dedicated land or fees in accordance with Municipal Code Chapter 23.28 requirements for subdivisions are exempt from this tax). Thus, with implementation of uniformly applied development standards, the proposed project would not result in significant impacts to parks and recreational facilities not otherwise addressed in the and General Plan EIR or peculiar to the project or site. No further review is necessary pursuant to CEQA section 21083.3 and the State CEQA Guidelines section 15183.

(b) New Recreational Facilities. The project does not include public recreational facilities, but does include private open space amenities for the project residents. As indicated above, the General Plan concluded that potential impacts to parks and recreational facilities with growth accommodated by the General Plan would be less than significant. The proposed project would not result in significant impacts to parks and recreational facilities not otherwise addressed in the and General Plan EIR or peculiar to the project or site. No further review is necessary pursuant to CEQA section 21083.3 and the State CEQA Guidelines section 15183.

17. TRANSPORTATION AND TRAFFIC Would the project:	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
a) Conflict with a program, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	DEIR pp. 4.4-2 to 4.4-26, 4.4-31 to 4.4-45	No	No	GP Actions M3.1.3, M3.1.4, M2.3.2 regarding traffic improvements and Traffic Impact Fee Program
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Not Applicable	No	No	None
c) Substantially increase hazards due to a geometric design feature (for example, sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment)?	DEIR pp. 4.4-45 to 4.4-46	No	No	None
d) Result in inadequate emergency access?	DEIR pp. 4.6-33 to 4.6-37	No	No	None

(a) Conflict with Circulation Plan, Policy or Ordinance. The project site is located on the northwest corner of the Bay Street and West Cliff Drive intersection. Project access will be provided via driveways on West Cliff Drive and Bay Street. A total of 421 on-site parking spaces would be provided. Additionally, the project applicant is proposing to install a traffic signal or design and construct a mini-roundabout at the West Cliff Drive/Bay Street intersection as part of the project in order to improve traffic flows and pedestrian and bicyclist safety. A mini-roundabout has been identified as the most effective traffic management option of the two. These improvements would be constructed and operational prior to occupancy of the project.

The local roadway network serving the project site includes Mission Street (State Route 1 [Highway 1]), Bay Street, West Cliff Drive, Beach Street, Pacific Avenue, Center Street, and several collector streets (California Street, California Avenue, Laguna Street, Front Street). The Santa Cruz Metropolitan Transit District (SCMTD) has bus route service along Mission Street, Bay Street, West Cliff Drive, Beach Street and Pacific Avenue. Local SCMTD bus stops are located on Bay Street, just west of West Cliff Drive (Routes 3, 19 and 20). Pedestrian and bicycle facilities are located in the area, including the multi-use path along West Cliff Drive.

A project traffic analysis (SOURCE V.19) was completed, which evaluated impacts to the following intersections and project driveways. The traffic analysis evaluates impacts with proposed installation of a signal or mini-roundabout at the West Cliff Drive/Bay Street intersection.

1. Mission Street/Bay Street
2. Bay Street/California Street
3. Bay Street/California Avenue
4. Bay Street / Project Driveway (with project)
5. West Cliff Drive/Bay Street
6. West Cliff Drive/Project Driveway
7. West Cliff Drive/Beach Street
8. Pacific Avenue/Beach Street
9. Pacific Avenue/West Cliff Drive/Center Street

The Draft *General Plan 2030* includes goals, policies and actions that set forth comprehensive measures to reduce vehicle trips, increase vehicle occupancy, encourage use of alternative transportation modes, and promote alternative-sustainable land use patterns, all of which would help reduce vehicle trips, and avoid and minimize adverse impacts related to traffic. The City's General Plan strives to maintain the established "level of service" D or better at signalized intersections (M3.1.3). "Level of service" (LOS) is typically used to evaluate traffic operations, in which operating conditions range from LOS "A" (free-flowing) to LOS "F" (forced-flow). Caltrans endeavors to maintain a target LOS at the transition between LOS C and D on State highway facilities. Delays for signalized intersections are evaluated for the overall peak hour as an "average." The methodologies for unsignalized intersections also evaluates the delays for the each "critical" movement (e.g. stop sign controlled approaches on the minor street and main line left turn). The City's General Plan also accepts a lower level of service and higher congestion at major regional intersections if necessary improvements would be prohibitively costly or result in significant, unacceptable environmental impacts (M3.1.4).

All study intersections are currently operating within acceptable LOS during the weekday PM peak hour based on City and Caltrans LOS standards, except at the Bay Street/West Cliff Drive intersection that currently operates at LOS E. The analysis also estimates vehicle delays in the LOS E range for the stop sign controlled approach on California Street at Bay Street during the weekday PM peak hour. A signal warrant analysis was conducted for the three stop sign controlled intersections along Bay Street (California Street, California Avenue and West Cliff Drive). Existing peak hour traffic volumes at the Bay Street intersections with California Street and California do not warrant signalization. However, existing volumes at the West Cliff Drive / Bay Street intersection do exceed the minimum warrant criteria, and, thus, this intersection meets signal warrants under existing conditions (SOURCE V.19).

The bicycle and pedestrian traffic counts indicate that the hourly bike volumes using bike lanes on West Cliff Drive and Bay Street are well below the capacity of a 5-foot wide bike lane (SOURCE V.19). Pedestrian counts indicate a significant amount of pedestrian activity near the project site and along West Cliff Drive. Pedestrian volumes exceed peak hour volumes for a mid-block crosswalk south of the project entrance on West Cliff Drive and at West Cliff Drive and Bay Street (Ibid.).

The proposed project would result in a net increase of 1,500 daily trips, 42 weekday AM peak hour trips, and 131 weekday PM peak hour trips (SOURCE V.19). Existing trips for Dream Inn parking would remain unchanged as the project parking lot would continue to accommodate parking for the Dream

Inn and restaurant as a valet service. With proposed installation of either a traffic signal or mini-roundabout at the West Cliff Drive/Bay Street intersection, all study intersections would continue to operate at an acceptable LOS (D or better), except for the stop sign-controlled approach on California Street at Bay Street, which would continue to operate at an LOS E during the weekday PM peak hour (SOURCE V.19). The West Cliff Drive/Bay Street intersection would operate at LOS B during the weekday PM peak hour with installation of a signal and at LOS A-B with installation of a mini-roundabout (Ibid.).

Traffic at the Bay Street/California Street intersection would increase by slightly more than 3 percent. This increase marginally exceeds the 3 percent increase threshold established in the General Plan EIR for intersections operating at a deficient level of service under existing conditions. However, it is expected that project trips would be reduced with planned Transportation Demand Management (TDM) measures as described below. The modeled traffic increase does not take into consideration the potential trip reductions associated with implementing the project's TDM Program. A reduction in the project's weekday PM peak hour trips of approximately 5% would lower the project's percentage of increase to less than 3% percent of the total existing plus project traffic volumes. A reduction of this magnitude is slightly lower than documented in the project's TDM Program (5.8-7.8%). Therefore, project traffic would not significantly impact peak hour operations at the Bay Street / California Street intersection.

The project includes parking with nine electric vehicle (EV) charging stations cars, and infrastructure to adapt all residential parking spaces to electric use. The project also provides 347 bicycle parking spaces, including long-term bicycle spaces for residents and staff that would be located in a secure storage space, as well as on-site shower for employees that bike to work. The project site also is in proximity to bike lanes, multi-use paths, transit stops, and City-sponsored bike share program. With these measures and addition of discounted transit and bike share passes, a Transportation Demand Management (TDM) Plan prepared for the project estimates a potential approximate 6-8 percent reduction in project trips (SOURCE V.13).

The City's General Plan 2030 EIR concluded that adoption and implementation of the *General Plan 2030* would accommodate future development that would result in increased vehicle trips and traffic, which would cause changes in some intersection levels of service to unacceptable levels or further deterioration of intersections currently operating at unacceptable levels of service at some locations. The EIR identified four impacted intersections near the project site resulting from development accommodated by the General Plan: Mission Street/Bay Street, Bay Street/California Street, Bay Street/California Avenue, and Pacific Avenue/Beach Street. (It is noted that while the General Plan EIR did not identify a significant impact at the West Cliff Drive/Bay Street intersection, the B/SOL Plan identified a signal for the intersection, and signalization is included in the City's Traffic Impact Fee [TIF] program.) Subsequent to certification of the General Plan EIR and adoption of the General Plan, the City installed a roundabout at the Pacific/Beach intersection that improved traffic operations at that intersection. With implementation of *General Plan 2030* policies and actions, including road improvements identified in an updated TIF program, the General Plan EIR concluded that intersection operations would be improved to an acceptable LOS at the Bay/California Street intersection; however, improvements to the other two intersections would not improve operations to an acceptable LOS, although overall delays would be reduced.

The General Plan EIR found that with implementation of the identified intersection improvements and *General Plan 2030* policies and actions to reduce vehicular traffic, increase vehicle occupancy and support/encourage use of alternative transportation measures, the identified impact could be reduced to a less-than-significant level at the remaining impacted intersections. However, funding availability likely would remain constrained for major facility improvements and expansion of transit service into the foreseeable future. The General Plan concluded that implementation of recommended improvements and alternative transportation facilities cannot be assured, and that the impact to the intersections identified as operating at unacceptable levels of service under the proposed *General Plan 2030* was conservatively assumed to be significant.

The project traffic analysis did not identify significant project traffic impacts at any of the study intersections with the project-proposed intersection improvement at West Cliff Drive and Bay Street. It is also noted that installation of a signal and other intersection improvements are standard conditions of approval. Therefore, the proposed project would not result in new significant or more severe significant traffic impacts than those evaluated in the General Plan EIR. The project also would be subject to payment of traffic impact fees that are applied uniformly throughout the City to all new development as part of the city-wide TIF program.

New pedestrian improvements that would be provided by the project include sidewalk widening, high visibility crosswalks, a larger pedestrian refuge median at the mid-block crosswalk on West Cliff Drive, new pedestrian-scale lighting, and pedestrian activated rectangular rapid flashing beacons. Bike improvements would include additional "GREEN" bike lanes supporting current bike routes (e.g. a new southbound left turn bike crossover from West Cliff Drive to trestle bridge), at intersections and driveways, and new protective lane curbs for the cycle track along West Cliff Drive.

The proposed project would not result in significant impacts related to conflicts with policies or regulations regarding the City's circulation system or peculiar to the project or site. The project does not conflict with General Plan mobility policies regarding level of service goals, transportation improvements, reduction of vehicle trips, and encouraging multi-modal and alternative transportation systems. The project would not conflict with adopted policies, plans or programs that support alternative transportation. Thus, no further environmental analysis is required pursuant to Public Resources Code section 21083.3 and the State CEQA Guidelines section 15183.

(b) Conflicts with State CEQA Guidelines. Amendments to the State CEQA Guidelines at the end of 2018 adds a new question of whether or not a project would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). This is a new section that codifies the switch from LOS to vehicle miles traveled (VMT) as the metric for transportation analysis pursuant to state legislation adopted in 2013. In September 2013 Governor Brown signed Senate Bill 743 which made significant changes to how transportation impacts are to be assessed under CEQA. SB 743 directs the Governor's Office of Planning and Research (OPR) to develop a new metric to replace LOS as a measure of impact significance and suggests vehicle miles travelled as that metric. According to the legislation, upon certification of the guidelines, automobile delay, as described solely by LOS shall not be considered a significant impact (Section 21009(a)(2)). SB 743 also creates a new CEQA exemption for certain projects that are consistent with the regional Sustainable Communities Strategy.

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

A lead agency has discretion to choose the most appropriate methodology to evaluate a project's VMT, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's VMT, and may revise those estimates to reflect professional judgment based on substantial evidence. A lead agency may elect to be governed by the provisions of this section immediately; beginning on July 1, 2020, the provisions shall apply statewide.

The City of Santa Cruz has not yet adopted a VMT threshold and has until July 1, 2020 to do so. Thus, the project would not conflict or be inconsistent with CEQA Guidelines section 15064.3. However, preliminary reviews by City consultants indicate that residential development in the city of Santa Cruz generates VMT per capita that is approximately 15% lower than the County average per capita VMT per the California Travel Model. A similar level of VMT can be expected with the residential component of the proposed project. The residential development is the dominant use of the proposed project. The project includes a transportation demand management plan as described above which would also reduce the VMT anticipated for the commercial components of the project. No significant transportation impact is anticipated from the commercial element of the project (SOURCE V.17).

(c) Design-Safety. The project has been designed in accordance with City requirements, and there are no access designs that would substantially increase hazards. The project includes improvements to existing pedestrian and bicycle facilities. Additionally, valet parking for the Dream Inn and restaurant would be provided in the parking garage. The valet parking is proposed to be modified to require the "return" valet service (vehicle) to use the Bay Street driveway in lieu of the West Cliff Drive driveway. This would eliminate the valet service "return" traffic from using the West Cliff Drive driveway currently used and the need to turn left across northbound traffic to enter the southerly Dream Inn entrance only driveway. In addition, this will also reduce the potential vehicular-pedestrian conflicts at the mid-block crosswalk on West Cliff Drive (south of the driveway intersection). Therefore, the project would not result in impacts related to project design that could result in substantial increases in hazards.

(d) Emergency Access. Fire truck access would be provided along the northern boundary of the property with access off of West Cliff Drive and along the western boundary with access off of Bay Street. The fire lane would have a width of 22 feet and clear height of 13 feet. The project has been designed in accordance with City police and fire department requirements and would provide for adequate emergency access.

18. TRIBAL CULTURAL RESOURCES Would the project:	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	Not Evaluated	Not Applicable	Not Applicable	None
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	Not Evaluated	Not Applicable	Not Applicable	GP EIR Mitigation 4.9-1 and Municipal Code section 24.12.430

State Assembly Bill 52, effective July 1, 2015 after the City’s adoption of the *General Plan 2030*, recognizes that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities. The law establishes a new category of resources in the California Environmental Quality Act called “tribal cultural resources” that considers the tribal cultural values in addition to the scientific and archaeological values when determining impacts and mitigation. Public Resources Code section 21074 defines a “tribal cultural resource” as either:

- (1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - (a) Included or determined to be eligible for inclusion in the California Register of Historical Resources.
 - (b) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- (2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1.

(a-b) Tribal Cultural Resources and Consultation. The California Public Resources Code section 21084.2 establishes that “[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment.” The Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. To date, no such request has been made to the City of Santa Cruz.

The requirements for review of impacts to tribal cultural resources were added after the certification of the certification of the General Plan EIR. While there are no known tribal cultural resources meeting the above definition on the project site, the project site is located within an area identified as being highly sensitive for archaeological resources (SOURCE V.1b, DEIR Figure 4.9-1). As described above in Section 5, Cultural Resources, the archaeology review and testing program conducted of the project site concluded that the site appears to have a very low potential archaeological materials (SOURCE V.9a). Prehistoric lithic materials were located on the site in 1985, though they did not suggest temporary occupation or use of the site by Native Americans, but rather represented a background scatter. The archaeological review concluded that no prehistoric materials are anticipated to be encountered on the site but that, if any were exposed, they would be likely to consist of isolated finds associated with a lithic workshop located 1,200 feet west of the project site and would not meet the criteria for tribal cultural resources (SOURCE V.9a). Section 24.12.430 of the City’s Municipal Code sets forth the procedure to follow in the event that unknown archaeological materials are unearthed during construction, as described in Section 5 above. Thus, the project would have a less-than-significant impact on tribal cultural resources.

19. UTILITIES AND SERVICE SYSTEMS Would the project:	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment facilities, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or which could cause significant environmental effects?	DEIR pp. 4.6-21 to 4.6-25, 4.6-41 to 4.6-43, 4.5-29 to 4.5-38 FEIR pp. 3-2 to 3-19	No	No	None
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	DEIR pp. 4.5-3 to 4.5-42 FEIR pp. 3-2 to 3-19	No	No	Municipal Code sections 16.02-04 regarding Water Conservation,

19. UTILITIES AND SERVICE SYSTEMS Would the project:	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
				Plumbing Fixtures, & Water Service Charges
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	DEIR pp. 4.6-21 to 4.6-25, 4.6-41 to 4.6-43	No	No	None
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	DEIR pp. 4.6-25 to 4.6-27, 4.6-43 to 4.6-44 FEIR p. 3-22	No	No	None
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	DEIR pp. 4.6-25 to 4.6-27	No	No	None

(a) Relocation or Construction of Utilities. The project would be served by existing utilities, and the General Plan EIR concluded that the City's wastewater treatment facility would be adequate to handle growth and development accommodated by the General Plan and would not require expansion or construction of facilities to serve future growth; see subsection (c) below. Since the size of the proposed project would fall within the total amount of potential development analyzed in the General Plan EIR, the proposed project would not result in more severe impacts than evaluated in the General Plan EIR. The project does not require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities. No further environmental analysis is required pursuant to Public Resources Code section 21083.3 and the State CEQA Guidelines section 15183.

(b) Water Supply. The project site is located within the service area of the City of Santa Cruz Water Department, which serves an approximate 20-square-mile area. The service area includes the entire City of Santa Cruz, adjoining unincorporated areas of Santa Cruz County, a small part of the City of Capitola, and coastal agricultural lands north of the City. Water is treated at the City's Graham Hill Water Treatment Plant (GHWTP), except for groundwater, which is treated as part of the Beltz well system.

The City's General Plan EIR provides a comprehensive analysis of impacts of water demand within the City's service area, including potential buildout accommodated by the General Plan. The General Plan EIR predicted that water supplies would be adequate in normal years to serve estimated growth within the City of Santa Cruz water service area, although the document acknowledges that the outcome of the pending Habitat Conservation Plan (HCP) may affect supplies. The General Plan EIR concluded that impacts to the City's water supply would be significant and unavoidable during times of prolonged drought and potentially significant during normal years by the year 2030. Measures are identified in General Plan policies and actions to further conserve water, reduce demand and implement a desalination facility to provide a supplemental water supply during droughts.

Subsequent to the City's *General Plan 2030*, the City prepared and adopted the 2015 Urban Water Management Plan (UWMP). The 2015 UWMP reports that water demand in the City's water service area has ranged between nearly 3,800 million gallons per year (MGY) in 2006 to approximately 2,500 MGY in 2015 (SOURCE V.2b). The 2015 water demand was during the second year of a severe drought with water use restrictions and rationing in place. The adopted 2015 UWMP forecasts a 20-year water demand forecast at approximately 3,200 MGY, which is slightly reduced from the estimated 3,500 MGY forecast in the 2010 UWMP that was used in the General Plan EIR analysis due to continuing conservation efforts (Ibid.). The UWMP predicts a decrease in water use of approximately 100 MGY over the next 20 years despite regional population growth forecasts. The 2015 UWMP estimates a 20-year water supply at about 3,200 MGY in the year 2035 based on deliveries for average years, projected water demands, and available surface water flows consistent with ecosystem protection goals regarding fish habitat.

There are several constraints and challenges that affect the long-term reliability of the City's water supplies that are discussed in the 2015 UWMP and General Plan EIR. The primary constraint relates to potential water shortfalls during multi-year droughts. The City Council included the following recommendations for water augmentation strategies in the 2015 UWMP that were made by the Council-appointed Water Supply Advisory Committee (WSAC):

- Additional water conservation with a goal of achieving an additional 200 to 250 million gallons of demand reduction by the year 2035.
- Passive recharge of regional aquifers by working to develop agreements for delivering surface water as an in lieu supply to the Soquel Creek Water District and/or Scotts Valley Water District so they can "rest their wells", help aquifers recover and store water that can become available to the City of Santa Cruz Water Department in drought years.
- Active recharge of regional aquifers by using existing and some potential new infrastructure in the regionally shared Purisima aquifer in the Soquel-Aptos basin and/or in the Santa Margarita/Lompico/Butano aquifers in the Scotts Valley area to store water that can be available for use by Santa Cruz in drought years.
- A potable water supply using advanced treated recycled water as its source, as a supplemental or replacement supply in the event the groundwater storage strategies described above prove insufficient to meet the Plan's goals of cost effectiveness, timeliness and yield. In the event advanced treated recycled water does not meet the needs, desalination would become the last element (City of Santa Cruz, August 2016).

A supply augmentation strategy work plan was developed that is comprised of the following parts: water conservation or demand management; in-lieu water transfers with neighboring agencies; aquifer storage and recovery; and advanced treated recycled water or seawater desalination. The initial phase of the supply augmentation strategy involves enhancement of the existing conservation programs as well as evaluation of the feasibility alternative future supply. The City also is working with the Soquel Creek and Scotts Valley Water Districts (SqCWD, SVWD) on an in-lieu transfer project. In-lieu transfers include short-term and long-term projects that would deliver excess City water to SqCWD and/or the SVWD during winter that would reduce pumping from regional aquifers and assist with groundwater recharge and recovery. The transfer program with SqCWD has been developed and recently initiated operations. An aquifer storage and recovery (ASR) study is also underway that is looking at regional options for groundwater injection, storage, and future extraction in order to actively recharge regional aquifers. A portion of the water delivered using in-lieu transfers or ASR facilities would be effectively banked in the aquifers to be extracted and returned to the City when needed in future dry years.

The General Plan EIR and the subsequently City-adopted 2015 UWMP predict that water supplies would be adequate in normal years to serve estimated growth within the City of Santa Cruz water service area, although the documents acknowledge that the outcome of the pending HCP may affect supplies. The General Plan 2030 EIR concluded that impacts to the City's water supply would be significant and unavoidable during times of drought and potentially during normal years by the year 2030 with growth and development within the City's water service area if recent water use trends change. Measures are identified in General Plan policies and actions to further conserve water, reduce demand and implement a supplemental water supply during droughts.

The 2015 UWMP adopted after the adoption of the General also calls for continued water conservation and a supplemental water source, although the 2015 UWMP modified and expanded the range of strategies for developing a supplemental water use than previously considered at the time the General Plan EIR was prepared. The 2015 UWMP documents a trend of declining water demand since the year 2000, and total water demand is projected to decline over the 20-year UWMP period due to continued implementation of conservation programs and other measures. However, projections for the year 2035 estimate a shortfall of approximately 40 MGY during normal periods, 528 MGY during single dry year periods, and 1,639 MGY during multiple dry year periods (SOURCE V.2b).

Furthermore, the City continues to administer its water conservation program, has completed a Conservation Master Plan, and is implementing a water augmentation plan. The City is has defined water supply augmentation strategies that are being studied in order to provide increased production between 2020 and 2035 to address potential drought shortages. The plan includes the pursuit of the following portfolio of options: continued and enhanced conservation programs; passive recharge of regional aquifers; active recharge of regional aquifers; and a potable supply using advanced treated recycled wastewater or desalinated water if recycled water did not meet City needs. These prospective sources are still under evaluation. A water transfer pilot program is underway for the passive recharge strategy.

As indicated in section IV.B, the City's General Plan EIR considered development of approximately 3,350 new residential units and approximately 1,090,000 square feet of commercial space throughout the City to the year 2030 (SOURCE V.1b, DEIR volume), and the proposed project would be within the total and remaining unbuilt industrial development evaluated in the General Plan EIR. Thus, since the water demand generated by the proposed project would fall within the total level of water demand estimated and as analyzed in the General Plan EIR. Furthermore, the project would be subject to uniformly applied development standards that include requirements for installation of water conservation fixtures and landscaping for new construction. In addition, the project would pay the required "System Development Charge" for the required new service connection. This charge as set forth in Chapter 16.14 of the City's Municipal Code is intended to mitigate the water supply impacts caused by new development in the City of Santa Cruz water service area, and the funds are used for construction of public water system improvements and conservation programs. Thus, the proposed project would not result in significant impacts related to availability of water supplies not otherwise addressed in the General Plan EIR or peculiar to the project or site with implementation of uniformly applied development standards. No further review is necessary pursuant to CEQA section 21083.3 and the State CEQA Guidelines section 15183.

(b) Wastewater Treatment Capacity. The project would be served by existing utilities, and the General Plan EIR concluded that the City's wastewater treatment facility would be adequate to handle growth and development accommodated by the General Plan and would not require expansion or construction of facilities to serve future growth. As indicated in section IV.B above, the City's General Plan EIR considered development of approximately 3,350 residential units and 3,140,000 square feet of commercial, office, and industrial development within the City to the year 2030 (SOURCE V.1b), and the proposed project is within the total and remaining unbuilt residential units and commercial square footage. The EIR analyses concluded that impacts of potential development and buildout accommodated by the General Plan would be less than significant for wastewater treatment. Since the size of the proposed project would fall within the total amount of potential development analyzed in the General Plan EIR, the proposed project would not result in new significant impacts or more severe impacts than evaluated in the General Plan EIR or impacts peculiar to the project or site. No further environmental analysis is required pursuant to Public Resources Code section 21083.3.

(d-e) Solid Waste Disposal. The project would be served by existing utilities, and the General Plan EIR concluded that the City's landfill would be adequate to handle growth and development accommodated by the General Plan and would not require expansion or construction of facilities to serve future growth. As indicated in section IV.B above, the City's General Plan EIR considered development of approximately 3,350 residential units and 3,140,000 square feet of commercial, office, and industrial development within the City to the year 2030 (SOURCE V.1b), and the proposed project is within the total and remaining unbuilt residential units and commercial square footage. The EIR analyses concluded that impacts of potential development and buildout accommodated by the General Plan would be less than significant for solid waste disposal. Since the size of the proposed project would fall within the total amount of potential development analyzed in the General Plan EIR, the proposed project would not result in new significant impacts or more severe impacts than evaluated in the General Plan EIR or impacts peculiar to the project or site. No further environmental analysis is required regarding solid waste pursuant to Public Resources Code section 21083.3.

20. WILDFIRE If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
a) Substantially impair an adopted emergency response plan or emergency evacuation?	DEIR pp. 4.6-2 to 4.6-5, 4.6-33 to 4.6-37	No	No	None
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Not Evaluated	Not Applicable	Not Applicable	None
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Not Evaluated	Not Applicable	Not Applicable	None
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Not Evaluated	Not Applicable	Not Applicable	None

(a) Emergency Plans. The project site is not located in or near a state responsibility area or lands classified as very high fire hazard severity zones. See also Section 9(f).

(b-d) Emergency Plans. The 2019 CEQA Guidelines amendment added a question regarding wildfire impacts and exposure. The project site is not located in or near a state responsibility area or lands classified as very high fire hazard severity zones; see also 9(g). The site is flat and surrounding by development in an urban setting. Therefore no impacts would occur.

21. MANDATORY FINDINGS OF SIGNIFICANCE Would the project:	Where Impact is Addressed in General Plan 2030 EIR	Does Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Impacts Peculiar to Project or Site?	Relevant General Plan Mitigation Measures or Other Uniformly Applicable Development Standards
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	DEIR pp. 4.8-13 to 4.8-21, 4.8-24, 4.8-26 to 4.8-30, 4.8-41, 4.8-38 to 4.8-44, 4.8-48 to 4.8-51, 4.9-10 to 4.9-12, 4.9-19 to 4.9-23 FEIR pp. 3-22, 3-25 to 3-40	No	No	GP Action NRC2.2.1 & Project Assessment Protocols for Special Status Species; GP EIR Mitigation 4.9-1 and Municipal Code section 24.12.430
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.)	DEIR pp. 5-8 to 5-36 FEIR pp. 3-27 to 3-33	No	No	None
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	DEIR pp. 4.13-4 to 4.13-8, 4.13-10 to 4.13-20	No	No	None

(a) Quality of the Environment. The project would not degrade the quality of the environment or otherwise affect fish and wildlife habitat as discussed in Section 4 (Biological Resources) of this Environmental Checklist review. As discussed in Section 5 (Cultural Resources), the project would have no significant effect on cultural resources with implementation of uniformly applied development standards, regulations, and policies, and would not result in elimination of important examples of a major period of California history or prehistory.

(b) Cumulative Impacts. The General Plan EIR identified potential significant cumulative impacts related to traffic, water supply, population, and noise. The proposed project would not contribute to cumulative noise impacts since the project is not located in proximity to the road segments subject to the cumulative noise impact (Westside industrial area). As indicated in Section 13, regional

population forecasts have been revised since certification of the General Plan EIR, and cumulative development as a result of development accommodated by the General Plan would not exceed regional population forecasts for the year 2030; therefore, no significant cumulative impacts related to population would occur with project implementation.

The proposed project would contribute to significant cumulative impacts related to water supply. As indicated in Section IV.B above, the City's General Plan EIR considered development of approximately 3,350 residential units and 3,140,000 square feet of commercial, office, and industrial development within the City to the year 2030 (SOURCE V.1b, DEIR volume), and the proposed project is within the total and remaining estimated unbuilt residential units and commercial square footage. The proposed project would not result in new or more severe significant impacts relating to water supply than analyzed in the General Plan EIR, nor would the project result in any new significant impacts that are peculiar to the site or project that were not considered in the General Plan EIR. The project would be subject to City requirements for installation of water-conserving fixtures and landscaping in accordance with current City Municipal Code and building requirements. Under drought conditions, the project, like other City customers, would be subject to water use restrictions to preserve water storage in Loch Lomond Reservoir. The increase in water demand due to the proposed project would not substantially exacerbate water supply reliability in the future or during a drought because the amount of additional demand when spread across all service area customers would not result in any noticeable increase in the timing or extent of curtailment in customer use that would otherwise be implemented during drought conditions. In addition, the project would pay the required "System Development Charge" for the required new service connection. This charge, as set forth in Chapter 16.14 of the City's Municipal Code, is intended to mitigate the water supply impacts caused by new development in the City of Santa Cruz water service area, and the funds are used for construction of public water system improvements and conservation programs. Payment of the System Development Charge and implementation of other water conservation measures would mitigate the project's contribution to cumulative water supply impacts. Therefore, the project's incremental contribution to a significant cumulative water supply impact would not be cumulatively considerable. Since the potential project contribution to cumulative impacts falls within the total level of those analyzed in the General Plan EIR, no further environmental analysis is required pursuant to Public Resource Code section 21083.3 and CEQA Guidelines section 15183.

The proposed project would contribute to significant cumulative impacts related to traffic. The General Plan EIR identified significant cumulative impacts in the project vicinity at the following intersections: Mission Street/Bay Street, Bay Street/California Street, Bay Street/California Avenue, and Pacific Avenue/Beach Street. (As previously noted, while the General Plan EIR did not identify a significant impact at the West Cliff Drive/Bay Street intersection, although signalization is recommended in the B/SOL and included in the City's Traffic Impact Fee [TIF] program.) Subsequent to certification of the EIR and adoption of the General Plan, the City installed a roundabout at the Pacific/Beach intersection that improved traffic operations at that intersection. Improvements are planned as part of the City's Traffic Impact Fee program at the other three intersections. With implementation of proposed *General Plan 2030* policies and actions, including road improvements identified in an updated TIF program, the General Plan EIR concluded that intersection operations would be improved to an acceptable LOS at the Bay/California Street intersection. However,

improvements to the other two intersections would not improve operations to an acceptable LOS, although overall delays would be reduced.

The project traffic analysis updated the General Plan EIR cumulative traffic analysis to include updated traffic counts, as well as addition of project traffic. The analysis found that all study intersections would operate at acceptable levels during the PM peak hour under cumulative conditions with the proposed project, except for the Mission Street/Bay Street intersection, which would operate at LOS F (SOURCE V.19). The City's General Plan 2030 EIR acknowledges that future LOS at this intersection would remain at unacceptable levels with improvements. However, the General Plan includes a policy that considers a lower LOS as acceptable at major regional intersections, which would be applicable to the Mission Street/Bay Street intersection.

The traffic analysis assumed signalization of the Bay Street intersections with California Avenue and California Street as a method to manage traffic, bike and pedestrian activity at these intersections. The future improvements at these intersections are not clearly stated in the General Plan EIR but likely could include traffic signal control. The traffic volumes indicates that peak hour demands will exceed the minimum signal warrant criteria. Therefore, it was deemed reasonable to analyze these intersections using traffic signal control. The traffic signal control at the California Street and California Avenue intersections would be interconnected.

Intersection operations could be improved at the other three impacted intersections. The project would be required to pay traffic impact fees. There are no new significant cumulative impacts to which the project would contribute that have not been addressed in the General Plan EIR. The project traffic analysis also considered addition of traffic as a result of implementation of the Wharf Master Plan, which has not been adopted and environmental review is pending. The analysis found that intersection operations at the Pacific Avenue/Beach Street intersection roundabout would remain at an acceptable level of service with addition of potential cumulative Wharf trips.

Therefore, the proposed project would not result in new significant impacts or substantially more severe impacts than analyzed in the General Plan EIR. Nor would the project result in cumulative water supply or traffic impacts peculiar to the project or site with implementation of uniformly applied development standards. No further review is necessary pursuant to CEQA section 21083.3 and State CEQA Guidelines section 15183.

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

V. REFERENCES AND DATA SOURCE LIST

Agency Plans and Studies

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 - a. February 2008. *CEQA Air Quality Guidelines*. Available online at: [http://mbuapcd.org/pdf/CEQA_full%20\(1\).pdf](http://mbuapcd.org/pdf/CEQA_full%20(1).pdf).
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9. Basin Research Associates.
 - a. August 2, 2018. Memorandum: "Results of Archaeological Shovel Test Unit (STU) Testing Program – 190 West Cliff Drive, City of Santa Cruz, Santa Cruz County."
 - b. May 4, 2018. Memorandum: "Preliminary Archaeological Review – 190 West Cliff Drive, City of Santa Cruz."
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11. Bowman & Williams. Revised November 20, 2018. "Preliminary Stormwater Control Plan for Cliff & Bay, 190 West Cliff Drive, Santa Cruz, CA."
12. Cunningham Group. January 2018. Project Photo Simulations.
13. Fehr & Peers. June 18, 2018. "190 West Cliff Drive Mixed-Use Project Draft Transportation Demand Management (TDM) Plan."
14. Geocon Consultants, Inc. March 2017. "Geotechnical Investigation, Dream Inn Mixed Use Development Northwest Corner of West Cliff Drive and Bay Street, Santa Cruz, California."
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17. Ron Marquez, Traffic Engineer. January 25, 2019. Memorandum to Chris Schneiter, City of Santa Cruz regarding 190 West Cliff Drive Traffic Analyses.
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ATTACHMENT A
Project Photo Simulations

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VIEW REFERENCE LEGEND



Draft Print VIEW A1 :: EXISTING VIEW | FROM WHARF, LOOKING WEST AND NORTH



Draft Print VIEW A1 :: PROPOSED VIEW | FROM WHARF, LOOKING WEST AND NORTH



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VIEW A2 :: EXISTING VIEW | FROM ROUNDABOUT, LOOKING WEST



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VIEW A2 :: PROPOSED VIEW | FROM ROUNDABOUT, LOOKING WEST



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VIEW A3 :: EXISTING VIEW | FROM SOUTHBOUND W. CLIFF DRIVE, LOOKING SOUTH



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VIEW A3 :: PROPOSED VIEW | FROM SOUTHBOUND W. CLIFF DRIVE, LOOKING SOUTH



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VIEW B :: EXISTING VIEW | FROM EASTBOUND BAY STREET, LOOKING EAST TOWARD W. CLIFF DRIVE



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VIEW B :: PROPOSED VIEW | FROM EASTBOUND BAY STREET, LOOKING EAST TOWARD W. CLIFF DRIVE



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VIEW C :: EXISTING VIEW | FROM NORTHBOUND W. CLIFF DRIVE, LOOKING NORTH



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VIEW C :: PROPOSED VIEW | FROM NORTHBOUND W. CLIFF DRIVE, LOOKING NORTH