



Staff Report to the Planning Commission

Application Number: **191104**

Applicant: Granite Construction Company
Owner: CGK LLC, Sinnot, Kester, etal.
APN: 062-181-12, 064-201-13, -79, -80, -81, 064-211-67, -68

Agenda Date: January 27, 2021
Agenda Item #: 7
Time: After 9:30 a.m.

Project Description

This project has two parts: 1) Permit Review of Felton Quarry operated by Granite Construction Company under Mining Approval 74-0633 (as amended) for compliance with conditions of approval. 2) Proposal to amend the Felton Quarry Mining Approval to allow eighty (80) additional off-hours operations, which occur outside of the normal operating hours of the quarry. The existing permit allows twenty (20) off hours operations and twenty (20) additional off hours operations at the discretion of Planning Department staff. Therefore, the existing permit allows up to forty (40) off hours operations. Eighty (80) additional off hours operations added to the baseline amount allowed under the existing permit would increase the number of off hours operations allowed under the permit to a total of one hundred (100) off-hours operations per year. This proposal requires a Minor Mining Approval Amendment, as further described in the staff report.

Location

End of San Lorenzo Avenue, Felton, CA

Supervisory District

3rd and 5th Districts (District Supervisors: Ryan Coonerty and Bruce McPherson, respectively)

Permits Required

Minor Mining Approval Amendment

Environmental Determination

Negative Declaration

Staff Recommendation

- Conduct a public hearing on the Permit Review of the existing Mining Approval 74-0633 (as amended) for compliance with conditions of approval and the Minor Mining Approval Amendment (Application 191104).
- Approve the CEQA Negative Declaration for the Minor Mining Approval Amendment.
- Approve the Minor Mining Approval Amendment to allow up to 80 additional off hours operations of the asphalt plant for a total of 100 off hours operations per year based on the Findings in Exhibit D.
- Approve the revised Conditions of Approval for Mining Approval 74-0633 in Exhibit C
- Accept and file the report on the Permit Review.

Exhibits

- A. Permit Review
- B. Initial Study and Negative Declaration
- C. Revised Conditions of Approval clean copy
- D. Findings
- E. Comments & Correspondence

Introduction

This staff report consists of two major parts, a review of the existing mine operations for compliance with conditions of approval of the existing mining permit, and a proposed Minor Mining Approval Amendment to increase the number of off-hours operations of the asphalt plant.

Condition II.G of Mining Approval 74-0633 (as amended) for the Felton Quarry requires that the Planning Commission periodically review this permit for compliance with conditions of approval. Santa Cruz County Code (SCCC) 16.54 Mining Regulations, Section 16.54.074, states that new conditions shall not be imposed as part of a review process unless there is a:

- a) Threat to public health and safety;
- b) Significant injurious threat to the environment;
- c) Nuisance;
- d) Violation of approval conditions;
- e) Change in the scope of operations; or,
- f) The ordinance in effect at the time of the Mining Approval, Certificate of Compliance or Reclamation Plan Approval being reviewed was originally approved, or the Approval itself, authorized imposition of new conditions by the County."

A Minor Mining approval amendment means a minor change to a mining operation having no significant impact on the environment, which may include (without limitation), minor change in hours of operation, drainage pattern or operational equipment (SCCC 16.54.020). A Major Mining Approval Amendment means a change in a mining approval, reclamation plan approval, or certificate of compliance having a significant impact on the public health or safety or the environment related to or resulting from mining, phasing, or reclamation in connection with a mining operation. Based on the analysis in the Initial Study, the proposed project would not have a significant effect on the environment, and a Negative Declaration has been prepared. Therefore, the proposed project qualifies as a Minor Amendment. A Minor Mining Approval Amendment is normally a staff level review, meaning no public hearing is required, but requires public notice by mail to property owners and occupants within 0.5 miles of the mine and to others who have requested to be on the mailing list. However, as further explained in the staff report, the public notice for this application was expanded to include property owners and occupants along the existing off-hours truck route.

SCCC requires that when more than one permit action is required for any one project, all the required actions for that permit shall, when appropriate, be concurrently acted upon at the highest processing level required for any of the required permit actions for the project (SCCC 18.10.123(B)). In addition, SCCC 18.10.124(B) provides that, at the discretion of the approving body, any permit approval may be referred to the next higher level if, in the opinion of the approving body, the project merits more extensive review. In this case, the Planning Director, as the approving body for a Level IV approval, has referred the Minor Amendment application to the Planning Commission as the appropriate review level under the circumstances.

Location and Description of Operations

The Felton Quarry is located in an area containing granitic bedrock approximately two miles southwest of the town of Felton in the Santa Cruz Mountains between State Highway 9 and Empire Grade Road (Exhibit B, Figure 1).

The Felton Quarry Operator mines and processes construction aggregate and produces asphalt concrete (AC) products for construction and maintenance projects throughout Santa Cruz County and regionally. The quarry also provides decorative aggregate materials (California Gold path fines, washed aggregates and accent boulders) that are used throughout northern California. The Felton Quarry operations are currently in their 41st year of mining under the current mining approval. Since the original mining approval had an estimated 50-year operating life, the remaining lifespan of the Quarry, under the original estimate, would be about 9 years. However, due to a historic rate of mining which has been less than the original estimate, the remaining lifespan will likely be longer than 9 years.

Quarry operations include the excavation, washing, screening, stockpiling and shipping of aggregate resources. Mining operations begin with the stripping of vegetation and removal of topsoil, which is then stockpiled for use in future reclamation activities. The next process is removing raw materials from the deposit by the benching method. The first step in this process is the ripping of the material by a large ripper-equipped bulldozer. This method is occasionally augmented by blasting when necessary. The harvested raw material is loaded onto the primary feeder and a conveyor system transfers the material to the crushing and screening plant for processing (Exhibit B, Figure 2).

The process of washing and screening the aggregates to produce the desired products requires the use of large quantities of water. Initially water is stored in a reservoir and is then used for scrubbing and rinsing of the aggregates. The process water is then directed to a clarifier that mechanically separates large amounts of fine sand, silt and clay. The next step in the dewatering process includes a belt press that squeezes out additional water. The process water is directed back to the plant for washing aggregate. The “mud” is then sold/donated as a product or used in onsite reclamation. This wash water system was improved in 1995 to recycle 100% of the water directly from the clarifier/ belt press system and to eliminate flow to the pond system.

The operation includes an asphalt plant that processes heavy oil with aggregate to produce asphalt concrete used in road and highway construction and maintenance throughout Santa Cruz County. The asphalt plant occasionally operates at night to supply construction projects that typically occur at night on major roadways and highways to reduce traffic congestion and improve job safety.

All shipping is accomplished by trucks, which vary in size from pick-ups to double trailer big rigs over specific haul routes.

History

While mining has taken place at the Felton Quarry for a much longer period of time, a use permit was approved by the County in 1979 following passage of the State Surface Mining and Reclamation Act (SMARA). A major amendment to the use permit was approved in 1993 and another amendment was approved in 2000. In addition, the Planning Commission has conducted periodic reviews of the mining operation.

On December 8, 2004 the Commission concluded a Permit Review of the operations at the Felton Quarry. The motion to accept and file the Permit Review included incorporating additional measures agreed to by Granite Construction to reduce dust and noise impacts into the Conditions of Approval. Granite Construction has fulfilled its commitments made in 2004 and the additional measures have resulted in a significant reduction in noise levels and improved dust control.

In 2010 the Commission completed another Permit Review of operations at the Felton Quarry. Following the 2010 Permit Review, a Minor Variation was approved amending certain conditions of approval reducing monitoring requirements relative to noise, traffic and hydrologic monitoring.

Permit Review

The following analysis addresses the compliance review and issues currently affecting the quarry. Based on a comprehensive review of the mining permits, staff concludes that the quarry is in substantial compliance with the Conditions of Approval of 74-0633, as amended. Exhibit A contains a review of each Condition of Approval. Review comments are located in the boxes. Some of the more important issues evaluated in the complete permit review are discussed below.

Noise and Vibration

Land uses surrounding the quarry include rural and mountain residential development. The Santa Cruz County General Plan Land Use Compatibility Chart for Exterior Noise Exposure (General Plan Noise Element Table 9-2) identifies a “normally acceptable” exterior noise exposure compatibility level of 60 dBA LDN (Day-Night Average Sound Level) for residential land uses. The DNL represents the 24-hour average sound level with a 10 dBA “penalty” for noise occurring at night to account for increased human sensitivity to sound occurring at night when ambient sound levels are typically lower compared to daytime hours. County Mining Regulations Section 16.54.050 sets a maximum noise level measured at property boundaries of no greater than 60 dBA for a cumulative period of 15 minutes during any hour of operation. Triennial noise monitoring at the quarry by the quarry’s acoustical consultant indicates that noise levels during normal and off-hours quarry operations at the property line and at the nearest residence are in compliance with both standards listed above.

Following the 2004 Planning Commission review the quarry operator implemented a number of measures to further reduce noise from the operation. After consulting with asphalt industry experts, an acoustical engineer, and the Bonnywood neighbors, the decision to install a silencer on the bag house exhaust fan was made and agreed upon by all parties. The acoustical consultant confirmed a significant reduction in sound levels as a result of the new silencer. To reduce noise at the primary screen Granite Construction has replaced metal screens with rubberized screens and installed rubber liners in critical areas of the primary screen discharge chute. As a result, County staff can confirm a dramatic reduction in noise levels at the primary screen. All mobile equipment on site that utilize back up alarms have been outfitted with strobe lights for use in place of back up alarms after sunset and before sunrise.

Standards for vibrations attributable to blasting are established by the Mine Safety and Health Administration (MSHA). Blasting at the quarry is very infrequent and relatively small scale. One blasting event occurred in each of the years 2009 and 2015, for example. A blast is designed to minimize vibration with features such as multiple drill holes and time delayed explosive patterns. The blasting event in 2009 used approximately 1,200 pounds of explosives. For comparison, blasting at Bonny Doon quarry used upwards of 24,000 pounds of explosives in the same basic blasting technique without producing off site vibration levels exceeding MSHA standards.

Air Quality

In July 2005 the Monterey Bay Unified Air Pollution Control District (now Monterey Bay Air Resources

District) conducted a survey of PM10 in the ambient air in and around the Felton Quarry. PM10 is particulate matter less than 10 micrometers that can be entrained in the lungs, and for which there are state and federal ambient air quality standards (AAQS). While the Monterey Bay Air Resources District (MBARD) does not regulate individual business or operations using the AAQS it is used to monitor general air quality in the district. However, measurement of PM10 levels in and around the quarry can be a useful tool to provide an indication as to whether the operations at this facility are causing excess PM10 concentrations. Four monitors were placed to take air quality measurements in the quarry, at a residence just outside the quarry, and at an off-site location to measure background PM10. The survey lasted for one week (July 11, 2005 through July 18, 2005) during normal quarry operations (no night ops). There were no days over the duration of the project where any monitor recorded an excess of the State AAQS for PM10.

In addition, air toxics emissions from stationary sources at the Felton Quarry have been quantified and evaluated by MBARD. Based on a screening analysis, a risk assessment was not required because the results of the screening analysis of the emissions inventory were not significant enough to require a risk assessment. It should be noted that an application for expansion of mining or production capacity would likely trigger a requirement for an updated toxic emissions inventory and screening analysis for all stationary and mobile sources associated with the quarry. An update of the toxic emissions inventory and screening analysis has not been triggered. The emissions from construction vehicles and trucks are not required to be part of the toxic emissions inventory. Reductions of emissions from mobile sources are addressed under separate State regulatory programs.

The purposes of the phased mining plan and concurrent reclamation is to limit the exposed area that could generate dust. Mining has followed the phasing plan with reclamation in progress in areas where mining is complete. Most of the roads in the quarry are paved and are watered when necessary; unpaved roads are watered or treated with a surfactant when necessary. A street-sweeping service is used on the road leading to the entrance to the quarry when necessary. The area around the primary feeder in the pit, the primary jaw crusher, and transfer points on the conveyor system and secondary plant are kept wet to minimize dust. Additionally, the moisture content of the material entering the plant is monitored and recorded for the Monterey Bay Unified Air Pollution Control District. Granite Construction has installed an automatic pump and controller for the dust-suppressing spray system on the main access road leading to the scale. Following the 2004 Planning Commission review the quarry operator began using an odor-suppressing additive in all of the asphalt produced at the Felton quarry.

Surface Hydrology

The aggregate and sand washing system utilized by the quarry recycles 100% of the water from the clarifier/ belt press system. This eliminates process water from flowing to the ponds. The quarry only pulls water from the ponds to make up for evaporation or product retention. All storm water runoff is detained in the ponds, which allows for settling sediment out of the water. The ponds are laid out and built in accordance with the approved engineered drainage plans. Water in the pond system is lowered before significant storm events to allow for adequate storage and detention time. The quarry maintains an 800-gallon per minute electric pump with a backup diesel generator for emergency evacuation of the ponds if necessary. The quarry submits results of monitoring of any pond discharge to the Regional Water Quality Control Board with copies included in the quarry's annual report to the County. These reports indicate that the ponds are effective in preserving water quality. In compliance with the Santa Cruz County Environmental Health Department a Hazardous Material Management Plan is maintained, and Environmental Health staff inspects the site annually. Hazardous materials storage includes

secondary containment as required.

Groundwater Hydrology

The quarry is required to supply water to the Forest Lakes Mutual Water Company (FLMWC) under a set of permit conditions established in 1979. The well system required to supply the water was completed in 1991. The required amounts of water have been made available to FLMWC. A groundwater-monitoring program was established in 1993 to monitor groundwater levels and water quality. Any negative trends attributable to the quarry would trigger more intense monitoring, and further action if necessary. No negative trends have ever been detected in quantity or quality of groundwater or surface water. The quarry's hydrologic consultant will continue to conduct the monitoring program and prepare triennial reports for submittal to the Planning Department.

Days and Hours of Operation

Normal operations of the quarry are confined within the permitted hours for mining, processing and shipping of 6:00 A.M. and 8:00 P.M., Monday through Saturday. The normal start up time at the quarry is typically 7 am for the aggregate plant and the asphalt plant. On heavy paving days, the asphalt plant starts at 6 am. The latest quitting time is typically 5:30 pm. Normal shipping hours continue to be between 7:00 a.m. and 3:30 p.m. Truck traffic is voluntarily limited to no earlier than 6:45 a.m. along San Lorenzo Avenue. Any violations for early arrivals by truckers are addressed with either verbal or written violations per the Felton Quarry Trucker Policy.

Twenty exceptions for off-hour operations of the asphalt plant (nights and Saturday) are allowed without prior approval of the Planning Director. An additional 20 exceptions per year may be granted at the discretion of the Planning Director for a maximum of 40 exceptions per year. In recent years the number of off-hours operations has varied from zero to 34 per year. All off-hour operations are for public agency projects only. Neighborhood notification is given prior to each off-hour operation. The Quarry is required to keep a list of local residents who originally requested notification of off-hours operations and any additional requests. Currently there are 45 residences on the notification list. During off-hours operations involving high numbers of truck trips the quarry monitors speed and decibel levels of trucks along the haul route through the neighborhood. The quarry conducts the required monitoring and submits the records to the County and in the annual report. The neighborhood notice that is mailed out to neighbors along the haul route contains telephone numbers of the quarry and the Planning Department quarry planner. The quarry number is intended to enable neighbors to contact the quarry during the off-hours operation to lodge a complaint. In recent years there has been a very small number of complaints, ranging from zero up to three in any given year.

Roads and Transportation

The quarry maintains a trucker awareness program consisting of several elements. All first-time truckers receive a copy of the Felton Quarry Trucker Policy consisting of speed, noise and time restrictions along with enforcement actions for violations. The quarry operator conducts occasional radar monitoring of speed to enforce this policy. Signs are posted along the quarry road to remind truckers about speed and noise. Truckers are required to use specific haul routes either through Felton and Scotts Valley or down Empire Grade during normal operations, and down Empire Grade only during night operations. The Planning Department receives no complaints related to trucking during normal operating hours.

Revegetation

Concurrent reclamation of previously mined or disturbed areas is an ongoing project. The program is achieving success as documented in the annual revegetation reports submitted to the Planning Department. The majority of the quarry has not been mined to the final slopes; however, the final slopes that have been achieved are experiencing successful re-vegetation. In addition, the quarry operator maintains an ongoing program of removal of non-native invasive plant species from the site.

Excavation and Grading

Mining excavations are conducted in accordance with the approved mining plans. Most of the Felton Quarry's slopes have not yet been excavated to final grade as the operator follows an approved phased mining plan. This minimizes the surface area of exposed soils and rock to limit the generation of fugitive dust and allows for geologic inspection and adjustment of excavation in light of exposed geologic conditions, as necessary. As a result of past instability on the quarry face inclinometers have been installed in drilled holes behind the face to measure very small movement in the rock. No significant movement has been detected. Annual reports from the quarry's consulting geologist addressing the inclinometer readings and quarterly geologic inspection of the quarry face are submitted with each annual report. As a result of the ongoing geologic monitoring, inspection and reporting, phasing areas have been slightly altered over the last several years to respond to geologic conditions exposed in the working face. These changes have been closely coordinated with County Planning staff.

Permit Review Conclusion and Recommendation

Based on a review of the quarry operations and the permit conditions Planning Department staff concludes that the Felton Quarry is in compliance with all Conditions of Approval. No new conditions are recommended as a result of this Permit Review.

Minor Mining Approval Amendment

In 2019 Granite Construction completed the Highway 17 road repaving project that required approximately 100 nights of paving work. As with most contemporary Caltrans projects, the contract required paving at night to limit the impact to daytime commuters. Granite Construction submitted a request to the Santa Cruz County Planning Department to be able to supply 50 of the nights out of the Felton Plant (one night of paving work equals one off-hours operation). Planning Department staff granted the request with concurrence from the Planning Commission as a Minor Variation to their permit. This paving work was facilitated in part as a result of the recent voter-approved increase in gas tax funding and it is anticipated that an increased amount of paving work will continue in future years (In the 2018 general election, by a 75% to 25% margin statewide, voters defeated Proposition 6, which proposed a repeal of the gas tax funding known as SB 1). In anticipation of this trend, this application by Granite Construction seeks approval of a Minor Amendment to their permit to increase off-hours operations at the Felton Plant from a maximum of 40 to 100 off hours operations per year.

SCCC 18.10 Procedures contains several provisions addressing permit amendments and SCCC 16.54 Mining Regulations contains specific procedures for amendments to mining permits, including a Minor Variation, or Minor or Major Amendment. A Minor Variation is an amendment to a planning approval, including (without limitation) project design, improvements, or conditions of approval, if the amendment does not affect the overall concept, density, or intensity of use of the approved project, and

if it does not involve either a modification of a design consideration, an improvement, or a condition of approval which was a matter of discussion at the public hearing at which the planning approval was granted (SCCC 18.10.134). The Mining Regulations specifically provide that a Minor Variation to any condition of approval of a mining permit may be made by Planning staff, pursuant to the authority contained in SCCC 18.10.134, and shall be forwarded as a written correspondence item on the next Planning Commission agenda. No other public notice is required. In reviewing the Minor Variation, the Planning Commission may require the minor variation to be processed as a Minor or Major Amendment or may add, delete, or revise any condition of the Minor Variation (SCCC 16.54.032[e]).

The existing permit allows up to 40 off-hours operations of the asphalt plant and the Minor Variation approved in 2019 allowed up to 50 off-hours operations for the year 2019 only. In future years the existing permit allowance of up to 40 off-hours operations per year would remain in effect unless another permit amendment is granted. The current application is a request to allow up to 100 off-hours operations per year. Figure 1 shows the number of off-hours operations since 2000. As shown in Figure 1, the annual number of night operations has been cyclical, with the largest number of annual off-hours operations occurring every four to seven years (2000, 2006, 2015, and 2019).

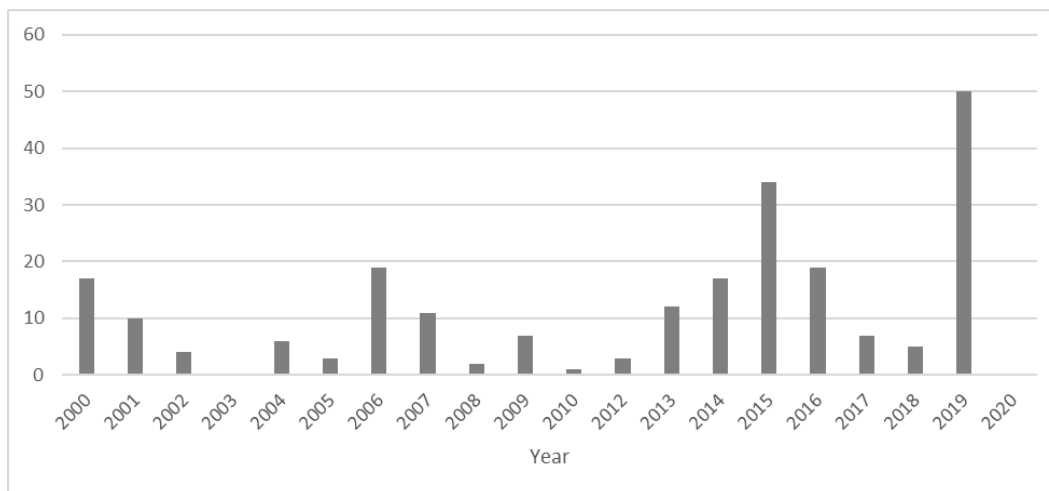


Figure 1 Number of off-hours operations

As explained in the Introduction, based on the results of the Initial Study, the proposed project qualifies as a Minor Amendment. Furthermore, the Planning Commission is the decision-making body for the Minor Mining Approval Amendment based on a combination of its association with the required mining permit review and referral to the Planning Commission by Planning Department staff.

The Initial Study evaluated the potential environmental impacts of the proposed amendment and analyzed the following potential impacts in greater detail: air quality, greenhouse gas emissions, and noise. Brief summaries of the analysis of each potential impact are provided below. Refer to Exhibit B for more in depth analysis in each of these areas. On the basis of this initial evaluation and the criteria and thresholds in the established Initial Study checklist, staff has concluded the proposed amendments would not have a significant effect on the environment.

Air Quality

The project would not conflict with or obstruct MBARD's Air Quality Management Plan (AQMP) for the

North Central Coast Air Basin (NCCAB). The trucking activity associated with this amendment is accounted for in the emissions inventories in the AQMP because it is related to ongoing maintenance of the existing transportation system. In other words, the trucking activity would occur in the Air Basin regardless of the asphalt plant supplying the project. The operation of the asphalt plant is similarly accounted for in that the operating permits for the plant issued by MBARD place no limits on the throughput and fuel use of the plant. An increase in the number of allowed night operations of the asphalt plant is not limited by the existing operating permits from MBARD. Therefore, the increase in night operations of the asphalt plant, subject to the existing operating permits, would not conflict with or obstruct implementation of the air quality plan.

As further explained in the Initial Study the project would not be expected to expose sensitive receptors to substantial pollutant concentrations. MBARD's Air Quality Guidelines indicate types of traffic impacts that should be assumed to generate a significant carbon monoxide (CO) impact. The analysis concludes the project would not cause significant traffic impacts such as intersection delays and increased truck idling and, therefore, would not cause a significant CO impact. The trucking activity would involve the use of diesel trucks and equipment that will emit diesel exhaust, including diesel particulate matter (DPM), which is classified as a toxic air contaminant (TAC). The analysis in the Initial Study supports a reasonable conclusion the project would not expose sensitive receptors (i.e. residents and schools) to toxic air contaminants that exceed health exposure rates. Assessment of TAC cancer risks is typically based upon a 70-year (all day, every day) exposure period. Exposure to diesel exhaust would be well below the 70-year exposure period given the intermittent and short-term duration of the trucking activity. Reduction of truck idling is a typical mitigation measure to reduce exposure to diesel exhaust. There would be no idling associated with the project because the trucks would be traveling on public roads compared to trucking activity on a confined site such as a distribution center or port operations. Another typical mitigation measure to reduce exposure to diesel exhaust is improved traffic flow, which reduces exhaust emissions. Because the truck traffic would typically be occurring at night on uncongested roads, the exposure to diesel exhaust is minimize. Finally, the State of California has a comprehensive program to reduce emissions of DPM through required upgrades of existing diesel engines and stricter emissions standards for new engines. Therefore, the project would not be expected to expose sensitive receptors to substantial pollutant concentrations.

Greenhouse Gas Emissions

The project is related to ongoing maintenance of the existing transportation system and, therefore, the increased truck trips related to this project would occur regardless of the particular asphalt plant supplying the project or the origin of the truck trips. Given that no new traffic would be generated by the project there is no indication the project would generate additional greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. As explained in the Initial Study, increasing the number of night operations allowed out of the Felton plant for public paving projects would have the effect of reducing greenhouse gas emissions related to large paving projects or multiple separate paving jobs cumulatively requiring forty (40) or more night operations per year. For a large paving project where the closest source of asphalt is the Felton plant requiring more than the current Felton plant allowance of forty (40) night operations per year, additional asphalt would have to be sourced from a plant further away, increasing greenhouse gas emissions as a result of trucking the asphalt a further distance compared to the Felton plant. Therefore, increasing the allowed number of night operations out of the Felton plant would reduce greenhouse gas emission related to large paving projects or multiple separate paving jobs cumulatively requiring forty (40) or more night operations per year.

Noise

Two sources of noise were identified associated with the project, noise from operation of the asphalt plant and noise associated with off-site trucking. Noise from the mining operation including operation of the asphalt plant is monitored on a regular basis, and a long history of compliance has been established as documented by the monitoring results. Therefore, increasing the number of allowed night operations of the asphalt plant would not result in a significant impact relative to noise generation at the quarry.

The County has no direct control over noise produced by trucks, cars and trains because state and federal regulations preempt local laws. The California Vehicle Code contains noise standards for trucks registered with the DMV, and the standards are enforced by the CHP. According to CVC § 27200 - 27207, for heavy-duty diesel trucks the standard is 80 decibels (dBA) at a distance of 50 feet. Given that the County cannot control transportation noise at the sources, County policies focus on reducing the impact of transportation noise along freeways, arterial roadways and rail corridors. It is also important to note, according to the EIR for the City of Santa Cruz General Plan, Bay Street north of Mission, and Empire Grade west of Bay are designated arterial streets and truck routes. Arterial streets carry the City's heaviest traffic flows and provide regional and inter-community access. Truck routes are intended to channel trucks through the community and away from residential and other areas where they would be a nuisance.

Pursuant to the conditions of approval of the existing permit, Granite Construction personnel has conducted speed and noise monitoring during off-hours operations. Figure 2 shows a random sample of the data from a night trucking operation in 2004. The locations where the data was collected were the Waldorf School entrance and the Arboretum entrance on Empire Grade. The data show truck speeds in the 20-30 miles per hour range and car speeds in the 40-60 miles per hour range. Truck noise is in the 75-80 decibel range and car noise in the 65 to 70 decibel range. A motorcycle was measured going 73 miles per hour with a noise level of 88 decibels. A bus was measured going 28 miles per hour with a noise level of 78 decibels.

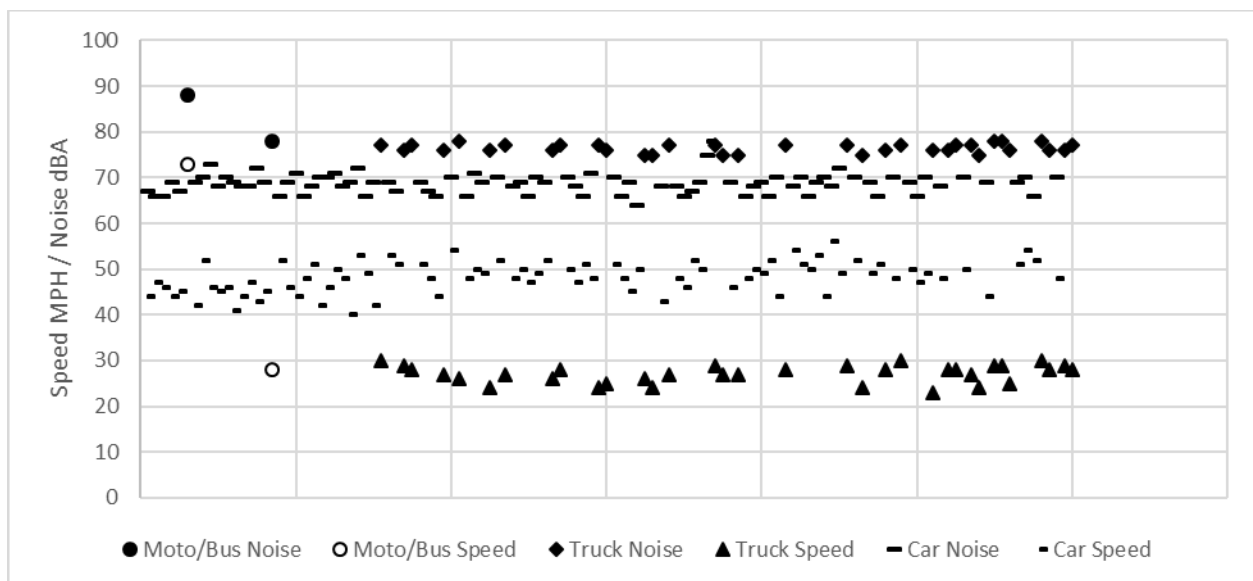


Figure 2 Speed and noise monitoring data from night trucking operation 7/26/2004.

Measured noise levels depend on how close or far away from the source it is measured. The maximum noise level allowed by the vehicle code for heavy trucks is 80 decibels at a distance of 50 feet using a procedure established by the CHP. Therefore, it is important to know how far from the travel lane these measurements were taken. It is also important to ensure the instrumentation is properly calibrated to get accurate data. In 2019, County staff requested Granite Construction use a qualified third-party professional to take speed and noise measurements to compare to past data. Figure 3 shows data for 7 separate nights of truck operations. The third-party data was collected on two of those nights, including the distance from the travel lane. A calibration check showed Granite's meter measuring about 1.5 decibels lower compared to the third-party meter. The data for all 7 nights was corrected based on the calibration and for distance to normalize to 50 feet. The data show the truck noise levels at or below 80 decibels at 50 feet, except for one truck. Notably, two cars exceeded 80 decibels at 50 feet.

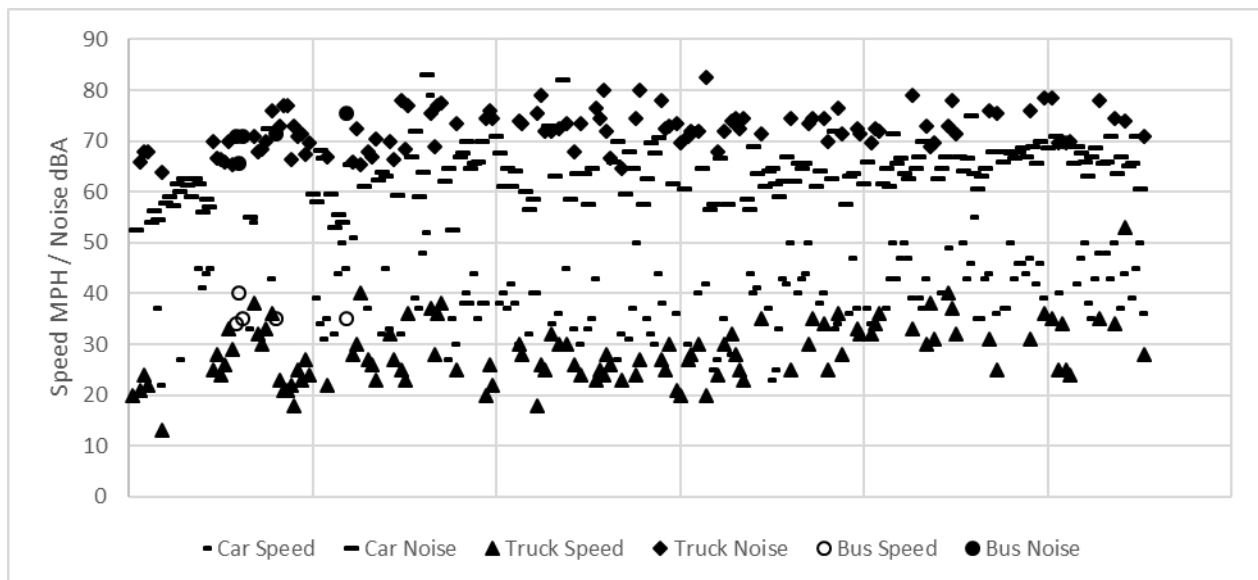


Figure 3 Speed and noise monitoring for 7 nights in April, May, and June 2019 normalized to 50 feet.

While the County has no direct control over truck noise on a designated truck route, there is policy language addressing how to determine if a new activity would represent a significant degradation of the existing noise environment. This policy provides a standard by which to measure the impact of additional truck traffic on the existing noise environment and provides the authority to require noise related mitigation measures for any increase in noise levels as a result of the project activity. Based on the analysis in the Initial Study, it was concluded that truck traffic associated with an off-hours night operation does not have a significant impact on the existing noise environment. However, it is understood that residents do hear the trucks during a night operation. For that reason, the existing permit for the quarry and asphalt plant contains conditions of approval requiring the quarry to maintain an ongoing trucker education program to, among other requirements, obey posted speed limits and prohibits the use of loud engine brakes, known as "jake breaks".

The quarry use permit contains a condition of approval that attempts to gauge the community's response to noise based on complaints. The volume of complaints would be used to gauge the significance of the community response along with consideration of the speed and noise monitoring data from the night operations. The condition of approval indicates that widespread complaints would be grounds for not granting approval for further night operations. The number of complaints received

during the longest duration night operations (zero to 3 per year) is not considered to be widespread even when compared to the number of direct notifications (45) to residents along the truck route of off-hours operations, including phone numbers of the quarry and Planning staff.

Based on the analysis in the Initial Study, increasing the number of allowed night operations of the asphalt plant would not result in a significant impact relative to noise generation on any given night along the off hours truck route. Along with this conclusion, however, it is acknowledged that residents do hear trucks at night. The General Plan does provide the authority to require noise related mitigation measures for any increase in noise levels as a result of the project activity. The Planning Commission did impose a series of such conditions in 1993 and 2000. Staff is proposing several additional conditions as part of this Minor Mining Approval Amendment application related to notification, monitoring and permit review. However, the Planning Commission is authorized to require additional noise related mitigation measures.

Environmental Review

The Initial Study and proposed Negative Declaration for the currently proposed project was reviewed by the County's Environmental Coordinator and a preliminary determination to issue a Negative Declaration was made on February 3, 2020. The public comment period ended on February 24, 2020 for a total of 21 days. Based on the analysis in the Initial Study, the proposed project would not have a significant effect on the environment, and a Negative Declaration has been prepared. A Notice of Intent to adopt a Negative Declaration, including contact information for submittal of comments, was sent to all owners and occupants of all properties within 0.5 miles of the boundaries of the quarry parcels and all properties along the truck route from the quarry entrance on Empire Grade down to Mission Street in the City of Santa Cruz for a total of over 600 mailings.

A comment was submitted by MBARD requesting that prior to any additional off hours operations, that Granite Construction complete upgrade of air pollution control equipment on the asphalt plant. The upgrades were proposed and completed by Granite Construction voluntarily. Several comments were received asking if the increased trucking would impact San Lorenzo Avenue. Many comments were received from residents along the off-hours truck route opposing the project. One comment was submitted in support of the project. The public notice was sent to all owners and/or occupants (186) and absentee owners (70), along the off-hours truck route for a total of 256 mailings along the truck route. The comments are compiled in Exhibit E.

The letter with 13 signatures contains several specific comments on the Initial Study addressing neighborhood notification, the title of the proposed amendment, the off-hours truck route, the noise analysis, and recreational activities. The following paragraphs address the relevant comments in the letter.

The existing permit requires that prior to an off-hours operation, the quarry operator send a notice out to a list of local residents who request notification of off-hours operations. The list was established after the approval of additional off-hours operations in 1993. There are currently 45 residential addresses on the list that have been sent a notice prior to each off-hours operation since the list was established. The notice contains phone numbers for both the quarry and Planning Department staff. As stated in the Initial Study, a very small number of complaints related to off-hours trucking have been received by the Planning Department, ranging from zero to three in any given year.

The project title is based on meeting the definition in the Mining Regulations for a Minor Mining Approval Amendment. However, the decision-making body is the Planning Commission, which is the same approval level as a regular Mining Approval or Major Mining Approval Amendment.

The off-hours truck route was established in the permit in 1993 when the original 20 off-hours operations of the asphalt plant were approved. Due to concerns about the capacity of San Lorenzo Avenue, a relatively narrow mountain road, to safely handle truck traffic at night, the off-hours truck route was required to be Empire Grade and Bay Street, which is a designated truck route and arterial street through the City of Santa Cruz leading to Mission Street/Highway 1.

Noise monitoring is complicated because depending on the location of the monitoring equipment the data must be corrected to allow direct comparison to noise standards. The monitoring data shows noise levels of the trucks comply with vehicle code standards. The noise study from 2000 shows that the truck traffic does not represent a significant degradation of the noise environment. The Initial Study acknowledges that residents can hear the truck traffic. However, the staff analysis is based on established criteria and existing data. Staff is recommending several conditions of approval explained below to improve notification, monitoring, and timing of the next permit review to ensure off-hours operations continue to meet established criteria. In addition, the Planning Commission has the authority to require additional noise related mitigation measures for any increase in noise levels.

Regarding use of the truck route by cyclists and potential conflicts with truck traffic, this is not expected to be an issue for off-hours operations at night, which is typical. Very rarely are off-hours operations conducted on a Saturday.

Additional Conditions of Approval

Staff recommends modifications to the following existing conditions of approval. Deletions are shown strikethrough and additional language is shown underlined.

Part II General Provisions, Condition G:

This Approval shall be reviewed by the Planning Commission within three years from the date of issuance of the 2021 Minor Mining Approval Amendment to increase the number of allowed off-hours operations. In connection with such review, the Planning Commission shall take public testimony and shall otherwise investigate the permittee's compliance with the conditions of this Mining Approval Amendment, and shall be empowered to amend the conditions of the Approval pursuant to SCCC 16.54.074 ~~if necessary to eliminate nuisance conditions~~ or to mitigate problems resulting from a change of circumstances.

Part III Operating Requirements, Section E Days and Hours of Operation:

1. All mining and processing activities at the site shall be confined to between the hours of 6:00 A.M. and 8:00 P.M., Monday through Saturday. Maintenance operations may be conducted at any time.
2. All shipping activities shall normally be confined to between the hours of 6:00 A.M. and 8:00 P.M., Monday through Friday.

3. Blasting activity shall be confined to between the hours of 7:30 A.M. and 6:00 P.M.
4. ~~Twenty (20)~~One hundred (100) exceptions to III.E.2 for the off-hour operations of the asphalt plant are allowed without prior approval of the Planning Director. ~~An additional 10 exceptions to Condition III.E.2 per year may be granted at the discretion of the Planning Director for off-hour operations Monday thru Friday, and 10 additional exceptions for Saturday (daytime) operations for a maximum of 40 exceptions per year.~~ These off hour operations are authorized for the quarry providing that:
 - a. Off hours shall be defined as those hours that are not included in the normal hours of operation and shipping authorized by this permit. One off-hour operation shall be defined as one night or one weekend day.
 - ~~b. In order to obtain approval for 20 additional off hours operations at the discretion of the Planning Director (for a maximum total of 40 exceptions per year), the quarry operator shall submit a letter to the Planning Director demonstrating the need for the additional off hours work and the quarry operator's ability to adequately address any noise, odor, or other related complaints by local residents.~~
 - ~~c.~~b. The Quarry shall keep a list of ~~local~~all residents of properties abutting the off-hours truck route from the Empire Grade gate to the intersection of Bay and Mission.~~who request notification of off-hours operations.~~ These neighbors shall be notified prior to the operation as soon as practical and at least 48 hours in advance of projected start of operations. The notice shall contain the information in condition III.E.5.e. below.
 - ~~d.~~c. A log of off-hour operations shall be kept and included in the annual report including days and hours of operation and the size, number and destination of haul trucks required.
 - ~~e.~~d. Off-hour Asphalt operation shall be limited to public agency projects only.
 - ~~f.~~e. This 2021 amendment of off-hour operations shall be reviewed by the Planning Commission during the three-year review of the mining operation, ~~and within one year of this Mining Approval Amendment.~~ The Planning Department staff shall report back to the Planning Commission regarding ~~the success of mitigations for~~ truck noise and speed monitoring data and asphalt odor associated with off-hour operations.
5. To reduce noise levels of the asphalt plant and truck traffic for off-hour operations, the Quarry shall construct and/or implement the following improvements (Mit. #5 and Mit. #A.1 and Mit. #B.):
 - a. Construction and permanent maintenance of noise baffling or some other type of noise reduction barriers on the dust collector exhaust system.
 - b. Installation and permanent maintenance of a muffler device on the pneumatic system that operates the hopper flaps.
 - c. Install all other recommendations of acoustical engineer noise reports to reduce decibel

level for surrounding neighborhood.

- d. The quarry operator shall monitor and keep records of speed and noise levels of trucks from the quarry entrance at Empire Grade to the intersection of Bay Avenue and Highway 1 (Mission Street) during off-hour operations. ~~involving more than 1,000 tons unless the Planning Director determines that monitoring of smaller off hours operation is necessary based on evidence of potentially excessive truck speed and noise levels.~~ This shall be accomplished using a vehicle equipped with a radar detector and a decibel meter. The vehicle shall set up at random locations along the entire route to ensure compliance. The records shall be made available to the County at the close of each paving project and shall be submitted to the Planning Department as part of the quarry's annual report.
 - e. The quarry shall post notices in the community of each upcoming off-hour operation. Notices shall inform readers of the range of dates within which the operation may begin, the possible hours of operation, the expected duration of the operation and shall display the appropriate telephone number at the Planning Department to which to report complaints of excessive noise. The notices shall be posted on Bay Street at each of four intersections: Nobel/Iowa, Escalona, King, and Mission, 48 hours in advance of the projected start of the operation.
 - f. Notices of off-hour operations shall be mailed to the City of Santa Cruz Public Works and Planning Departments, and the County of Santa Cruz Planning Department, at least 48 hours in advance of the projected start date.
 - g. ~~As determined by the Planning Commission, if widespread complaints are received from residents within the Bay Street area along the truck route (with consideration of acoustical and vehicle speed data provided by the quarry operator) further approvals by the Planning Director for off hour operations will not be granted the Planning Commission, during the three year review of the mining operation, may modify the number of off-hours operations allowed by this approval. The Community Response to Noise chart (ISO R1996) will be used as guidance to determine the number and nature of complaints that represent a significant impact.~~
6. To reduce objectionable odors during off hour operations the applicant shall use:
- a. A silo load-out and weigh system to load trucks, which includes a fugitive fumes recovery system which shall be interlocked so as to only allow the loading of trucks while the recovery system is operating. The fugitive fumes recovery system shall be maintained in good working order (Mit. #C).
 - b. Cover trucks loaded with asphalt

A clean version of the complete Conditions of Approval is in Exhibit C.

Staff Recommendation

It is therefore RECOMMENDED, that your Commission

- Conduct a public hearing on the Permit Review of the existing Mining Approval 74-0633 (as amended) for compliance with conditions of approval and the Minor Mining Approval Amendment (Application 191104).
- Approve the CEQA Negative Declaration for the Minor Mining Approval Amendment.
- Approve the Minor Mining Approval Amendment to allow up to 80 additional off hours operations of the asphalt plant for a total of 100 off hours operations per year based on the Findings in Exhibit D.
- Approve the revised Conditions of Approval for Mining Approval 74-0633 in Exhibit C.

Supplementary reports and information referred to in this report are on file and available for viewing at the Santa Cruz County Planning Department and are hereby made a part of the administrative record for the proposed project.

The County Code and General Plan, as well as hearing agendas and additional information are available online at: www.co.santa-cruz.ca.us

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Exhibit A

Granite Construction Company Felton Quarry
Santa Cruz County Mining and Reclamation Plan Approval 74-0633 as amended
Review of 2011 Conditions of Approval

Note: Conditions of Approval are listed in original outline format with staff review comments enclosed in boxes.

I. EXHIBITS

Quarry operations shall be described in the following exhibits except where modified by the conditions below. All exhibits are on file with the Planning Department.

- A. Felton Quarry, Quarry Regulations; Felton Quarry; 1974.
- B. Asphalt Plant Operation, Planned Quarry Permit Application; Granite Construction Company; 1975.
- C. Surveyor Map of the Land of Felton Quarry; Robert Baldwin; May 1974.
- D. Topographic Map of Felton Quarry (existing contours); Maurice-Helmkamp-Musser; May 10, 1974.
- E. Draft Environmental Impact Report, Felton Quarry; Environs; August 1978.
- F. Final Environmental Impact Report, Felton Quarry; Environs; November 1978.
- G. Addendum to the EIR for Proposed Operations, Felton Quarry, Environs; July 1979.
- H. Response to comments on the Hydrologic Elements of the Addendum to the EIR for the Proposed Felton Quarry expansion; Environs; October 1979.
- I. "Review of Mining Progression Plans, Phases 1 through 5, Felton Quarry Pit Slope, Santa Cruz County, California" Rogers/Pacific Professional Engineering Consultants, May 17, 1993. Plate 1 through Plate 5, Felton Quarry Mining Progression Plan.
- J. "Phase 1 Engineered Drainage Plan", Rogers/Pacific Professional Engineering Consultants, April 29, 1993.
- K. "Felton Quarry Area Hydrogeologic Evaluation Report, R.L. Stollar and Associates (now Watkins-Johnson Environmental, Inc.), June 12, 1992, Hydrologic Monitoring Program, Section 8.0, Pages 8-1 through 8-14.
- L. "Storm Drainage and Siltation Pond Study for Granite Construction Company, Felton Quarry," Ifland Engineers, Inc., December, 1991.
- M. "Felton Quarry Amended Revegetation Plan," Habitat Restoration Group, April 12, 1991,

27 pages with Appendices, Sheets 1 through 3.

- N. "Riparian Revegetation Plan and Revegetation Monitoring Plan, Addendum to amended Revegetation Plan of April 12, 1991, "Greening Associates, December, 1992. 10 pages.
- O. "A Wildlife Habitat Monitoring Plan for Felton Quarry," Greening Associates, 7 pages with Appendix.
- P. Application No. 94-0144, Request for minor variation to Mining Approval 74-633 (Amended) to include the use of a polymer water clarifier to the product washing system, as conditioned. Approval: April 11, 1994.
- Q. Environmental Determination/Mitigated Negative Declaration dated July, 1999.

Quarry operations are conducted in general compliance with the above exhibits.

II. GENERAL PROVISIONS

- A. This Planned Quarry Permit shall supersede all provisions of Use Permit 1574-U, and 74-633-PQ.

Quarry operations are reviewed for compliance with the amended conditions listed herein.

- B. This permit is for the extraction, processing, storage, and shipping of the sand and aggregate resources obtained from the property, including the hot plant facilities for production of asphalt, conducted in accordance with the descriptions in the exhibit documents and as modified by the conditions of this permit for a 50 year excavation project.

Quarry operations have been conducted in substantial compliance with this condition for the past 40 years. A Major amendment to the permit in 1993 covered a number of changes related to, groundwater hydrology, days and hours of operation, geologic monitoring of slopes, mining progression plans, revegetation, and overburden storage areas. A permit amendment in 2000 allowed twenty (20) additional off hours operations of the asphalt plant. It should be noted, incidental to the activities described in this permit condition, recycling of aggregate materials occasionally is associated with the primary mining and processing activities on the site.

- C. Minor variations to this Approval meeting the standards of County Code Section 18.10.134 and requested by the mining operator or staff which do not change the general concept of use and operation, and which do not adversely affect the environment, may be approved in writing by the Planning Director following review and recommendation by the County's Environmental Coordinator.

In 1994 a minor variation was approved allowing the use of a polymer water clarifying system, which eliminated use of the ponds to recycle plant wash water. In 2019, a minor variation was approved to allow 10 additional days of off hours operations for a total of 50 days for 2019.

- D. If at any time the Planning Director determines that there is a substantial noncompliance with any of these conditions, and/or Exhibits, the Planning Director shall forward a recommendation to the Planning Commission to set a hearing to consider revocation of this Approval in accordance with the provisions of County Code Section 18.10.136.

Past changes in quarry operations related to slope stability (landsliding) and improper overburden placement have been resolved in cooperation with the quarry operator. County staff has not found any other noncompliance with permit conditions.

- E. Within 45-days from the date of issuance of this Mining Amendment Approval, the property owner and applicant shall sign, date and return two copies of the Approval to indicate acceptance and agreement with the conditions thereof. By signing this Approval, property owners agree to file a Declaration with the County's Recorder Office within 45 days from the date of acceptance, binding themselves and any future owners or lessees to the revegetation and reclamation requirements of this Approval. The Declaration shall be supplied by the Planning Director. Failure to sign the approval or record the declaration as described above shall render this Mining Approval null and void and all mining operations shall cease at the Quarry site except reclamation and revegetation work in accordance with the above listed exhibits.

The approval was signed and the declaration was recorded in a timely manner.

- F. All mining and reclamation activities shall conform with the Conditions of Approval and with the regulations of the following agencies as they apply to the mining operations. The mining operator shall provide the County with copies of any permits issued by these agencies and any permit amendments, within 30 days of receipt.
1. Central Coast Regional Water Quality Control Board
 2. Monterey Bay Unified Air Pollution Control District
 3. California Department of Fish and Game
 4. State Coastal Commission

The Quarry maintains compliance with the regulations of the listed agencies and other agency regulations related to occupational safety, explosives, truck scale accuracy, and highway construction material standards.

- G. This Approval shall be reviewed by the Planning Commission within three years from the date of issuance. In connection with such review, the Planning Commission shall take public testimony and shall otherwise investigate the permittee's compliance with the conditions of this Mining Approval Amendment, and shall be empowered to amend the conditions of the Approval if necessary to eliminate nuisance conditions or to mitigate problems resulting from a change of circumstances.

The initial permit review after the date of issuance occurred. Subsequent reviews by the Planning Commission have occurred in 2004 and 2010.

- H. In conjunction with the annual report to the State Geologist required by SMARA, an annual report to the Planning Director shall be prepared by a professional determined by the Planning Director as qualified to prepare such report. The report shall be submitted by the mining operator to the Planning Director by April 1 of each year. If the Planning Director determines the need for an independent consultant with specialized expertise, the mining operator shall obtain such consultant. All costs of such report and its review shall be paid by the mining operator. The report shall include the following unless waived or modified in writing by the Planning Director (Mit. #1, 2, 3, 4, 5, and 6):
1. A report on compliance with all Conditions of Approval including the required monitoring programs.
 2. An analysis of any significant changes in environmental conditions or in the mining operation which have not been anticipated in this Approval.
 3. A current aerial photograph of the entire site (1"=200' scale) showing property lines, facilities, stripped areas, and revegetated and reclaimed areas, together with a report on the extent of excavation and reclamation completed in the previous year and projected for the coming year.
 4. Every fifth year, a current aerial photogrametric topographical map prepared from current aerial photographs map (1"=200' scale with a 10 foot contour interval) showing all the requirements of II.H.3. above.
 5. A revegetation report prepared by a botanist, horticulturist or plant ecologist retained by the mining operator and approved by the Planning Director. The revegetation report shall describe the degree of success in achieving the objectives of the revegetation plan, and shall identify any changes or additional measures which may facilitate achievement of the desired results.
 6. Written verification of the renewal and/or validity of the financial assurance.
 7. A report to be held as proprietary information in accordance with the County's Mining Regulations, stating the annual amounts of production and shipping of mining products, and the estimated time to complete mining in the permitted area.
 8. Monitoring logs for all wells, piezometers and springs (if any) for the entire year, and analysis thereof, as described in Conditions III.D.11.
 9. Every third year, a noise report prepared by a qualified noise/acoustical consultant retained by the mining operator and approved by the Planning Director, unless the Planning Director determines a shorter interval is necessary based on substantial evidence of potentially excessive noise levels. Each noise report shall determine whether or not the mining operator is in compliance with

noise standards contained in the County Mining Regulations, and shall investigate and make recommendations regarding (relative to noise mitigations): (i) Any Mining equipment used at the mining site; (ii) Proposed and existing noise protection; (iii) Any other significant impact resulting from mining operations. The mining operator shall implement all recommendations of the noise consultant determined to be necessary by the Planning Director for compliance with the conditions of the Mining Approval.

10. All reports submitted to the Monterey Bay Unified Air Pollution Control District.
11. A log of nighttime operations as required by Condition III.E.4.(c).
12. A copy of this required annual report with all proprietary information removed shall also be submitted for staff inclusion on the next regularly scheduled Planning Commission consent agenda for Planning Commission review.
13. The operator shall include update discussion of the activities listed in Condition III.B.3 and III.A.4 through III.A.6 in the April 1, 2005 Annual Report required under the current Conditions of Approval. Granite shall make a diligent effort to include the Bonnywood residents or other residents of concern as improvements are made to the facility.

Each year on April 1st the operator submits an annual report containing all of the required elements. A brief summary of these reports have been included on the Planning Commission consent agenda, most recently in the years 2005, 2006, and 2008. In recent years, these reports have not been submitted to the Planning Commission. The 2004 Annual Report, submitted April 1st, 2005, included updates on the additional measures to reduce noise and dust impacts. As required, Granite Construction made diligent efforts to include the Bonnywood residents or other residents of concern about improvements made to the facility. Granite Construction fulfilled its commitments to incorporate additional measures to reduce noise and dust impacts at the Felton quarry. These measures have resulted in a significant reduction in noise levels and improved dust control.

- I. All costs for the County's inspections and review of Annual Reports and other reports submitted by the Quarry shall be paid by the Quarry, within 30 days after billing.

The quarry operator pays all costs invoiced for County inspections and reviews.

- J. All mining operations shall be in compliance with the State's Surface Mining and Reclamation Act (SMARA).

The County as lead agency verifies compliance with SMARA. In annual reports to the State Office of Mine Reclamation the County has verified the mine operation is in compliance with SMARA.

- K. In the event that future County inspections of the subject property disclose non-compliance with any conditions of this Approval or any violation of the County Code, the operator shall pay to the County the full cost of such County inspections, including any follow-up inspections and/or necessary enforcement actions, up to and including

Approval revocation.

Condition noted.

III. OPERATING REQUIREMENTS

The establishment, operation, and maintenance of the quarry facility shall be in compliance with the requirements of Sections 14.06.060 and 14.06.070 of the Santa Cruz County Code except where modified below.

The referenced sections of the County Code no longer exist. The current Mining Regulations are contained in Chapter 16.54 of the County Code, as applicable.

A. Noise and Vibration

- 1. Maximum operating noise at the site boundaries (not including haul trucks or construction activities) shall not exceed the limits of Section 13.04.236.25 (C) of the County Zoning Ordinance. Average noise levels at the site boundaries shall conform to an LDN (day/night weighted average) of 60 dBA.**

Although Section 13.04 of the County Code was repealed in 1992, the County's General Plan Land Use Compatibility Chart for Exterior Community Noise (General Plan Figure 9-2) identifies a "normally acceptable" exterior noise exposure compatibility level of 60 dBA Ldn (DNL), which is consistent with the previous Code Section 13.04.236.25 (C).

In addition, the County Mining Regulations Section 16.54.050 sets a maximum noise level measured at property boundaries of no greater than 60 dBA for a cumulative period of 15 minutes during any hour of operation.

Annual noise monitoring by the acoustical consultant indicates that noise levels during quarry operations at the property line and at the nearest residence are in compliance with both standards listed above.

- 2. Off-site vibrations shall be subject to the provisions of Section 13.04.236.25 (F) of the County Code.**

Section 13.04.236.25(F) of the County Code was deleted in 1982, when the Zoning Ordinance was updated. Currently, blasting is the only vibration detectable by human senses beyond the boundaries of the quarry. Standards for vibrations attributable to blasting are established by MSHA (the Mine Safety and Health Administration). Blasting at the quarry is very infrequent. One blasting event occurred in 2009 and another occurred in 2015, for example.

- 3. Blasting procedures shall utilize time-delayed multiple charges to minimize noise and shock wave disturbances.**

Non-electric cap delayed explosives in multiple drill hole patterns are used when blasting. The blasting event in 2009 used approximately 1,200 pounds of explosives. This represents a relatively small blast. For comparison, blasting at Bonny Doon quarry used upwards of 24,000 pounds of explosives without producing off site vibration levels exceeding MSHA standards.

4. The operator shall pursue an engineering evaluation of the baghouse exhaust fan to determine ways to mitigate noise from this portion of the plan. The operator along with the Bonnywood residents, or appointed representative, shall review the engineer recommendations. The operator shall determine economic and mechanical feasibility without jeopardizing the existing air permit and plant production rates. The operator shall implement all recommendations to the extent feasible and reasonable in cost relative to the size and conditions of the Quarry operations by April 1, 2005.

Granite Construction pursued an engineering evaluation of the bag house exhaust fan to determine ways to mitigate noise from this source. After consulting with asphalt industry experts, an acoustical engineer, and the Bonnywood neighbors, the decision to install a New York Blower VRDS-34 silencer was made and agreed upon by all parties. The subsequent annual report includes an analysis of the silencer by the acoustical consultant, which indicates a significant reduction in sound levels with the silencer. Following installation of the silencer, one of the neighbors most impacted by quarry noise has confirmed a significant reduction in sound levels and County staff has made a similar observation during site inspection.

5. The operator shall replace the existing metal screens at the primary screen with a rubberized screen to reduce process noise by April 1, 2005.

To reduce noise at the primary screen Granite Construction has replaced metal screens with rubberized screens and installed rubber liners in critical areas of the primary screen discharge chute. As a result County staff can confirm a dramatic reduction in noise levels at the primary screen.

6. By April 1, 2005, the operator shall use strobes on mobile equipment that utilize back-up alarms, after sunset and before sunrise.

All mobile equipment on site that utilize back up alarms have been outfitted with strobe lights for use in place of back up alarms after sunset and before sunrise. In addition, all employees have been trained to follow the sunset to sunrise rule.

B. Air Quality

1. Stripping and mining activities shall be conducted in a manner to minimize the generation of dust.

The quarry is following their approved phased mining plan and is also following the reclamation procedures outlined in the phased mining plan. One of the purposes of the phased mining plan and concurrent reclamation is to limit the exposed area that could generate dust. Additionally, the

moisture content of the material entering the plant is monitored and recorded for the Monterey Bay Unified Air Pollution Control District. The area around the primary feeder in the pit, the primary jaw crusher, and transfer points on the conveyor system and secondary plant are kept wet to minimize dust.

2. All roads on the property shall be either surfaced, treated, or sprinkled with water frequently enough to ensure that windblown materials do not present a problem to adjacent properties or public roads.

Most of the roads in the quarry are paved and are watered when necessary; unpaved roads are watered or treated with a surfactant when necessary. A street sweeping service is used on the road leading to the entrance to the quarry when necessary.

3. The operator shall work with Hydro-Turf to develop an automatic control spray system for the access road by April 1, 2005.

After consulting with Hydro-Turf, an irrigation consultant, Granite Construction has installed a dedicated pump and pump controller for the dust-suppressing spray system on the main access road leading to the scale. The pump controller has a timer and works automatically and precludes the need for quarry staff to manually operate this system.

4. The operator shall pursue economically feasible measures for odor reduction from the asphalt plant, including use of odor suppressing additives, with the effectiveness of these measures to be addressed in the annual reports beginning in April 2005.

Granite Construction began using an odor-suppressing additive in all of the asphalt produced at the Felton quarry in December 2004. Granite Construction will continue to use the product until alternative economically feasible measures become available.

C. Surface Hydrology

1. Process water shall be isolated in a separate, closed, recycling system of ponds and conveyances.

The aggregate and sand washing system utilized by the quarry recycles 100% of the water from their clarifier/ belt press system. This eliminates process water from flowing to the ponds. The quarry only pulls water from the ponds to make up for evaporation or product retention.

2. Site drainage from all disturbed areas, including all mining, processing, or stockpile areas, shall be directed to detention and settling basins prior to release from the property. Detention facilities shall be designed to handle a 2-hour, 100-year storm event and limit storm water flows from the property to those which would occur under natural conditions. The ponds shall also be designed to provide a median detention time of at least 20 to 40 minutes for design storms up to a 2 hour, 100 year event.

All storm water runoff is detained in settling basins. The ponds are laid out and built in accordance with the approved Storm Drainage and Siltation Pond Study by Ifland Engineers for a 2-hour, 100-year storm event. Water in the system is lowered before significant storm events to allow for adequate storage and detention time.

3. The outflow from the detention ponds shall be conveyed across the access road by closed culvert and shall be released in such a manner as to minimize erosion hazards.

The storm drain system is in compliance with this condition.

4. Pond facilities shall not be relocated on the property without first submitting a revised drainage plan, calculations, and structural certification prepared by a registered civil engineer.

Pond facilities have not been relocated. Future relocation of pond facilities must comply with this condition.

5. Prior to construction of any new detention ponds which will maintain a residual impoundment greater than 15 feet in depth, a reconnaissance study prepared by a qualified professional limnologist shall be submitted which addresses potential water quality impacts, notably the potential for adverse water quality impacts of manganese concentrations. The recommendations of the study shall be incorporated in the construction and maintenance of such ponds.

No new pond construction has taken place. Future pond construction must comply with this condition.

6. All catchment basins, drainageways, culverts, pumps, pipelines, etc. shall be maintained on a regular basis to ensure proper functioning free of breakage, siltation deposits, or malfunction.

These facilities are adequately maintained on a regular basis. No malfunction has occurred resulting in off site siltation.

7. The applicant shall maintain and dispose of any petroleum products on the property in such a manner that no contamination of ground or surface waters will occur.

In compliance with the Santa Cruz County Environmental Health Department a Hazardous Material Management Plan is maintained, and Environmental Health staff inspects the site annually. Hazardous materials storage includes secondary containment as required.

8. Drainage improvements shall be in accordance with the approved engineered drainage plans by Ifland Engineers dated December 1991 and the above

referenced Rogers/Pacific "Review of Phase 1 Drainage." Amendments to the Ifland Engineers, Inc. plan shall be submitted to County Planning for review and approval prior to implementation (Mit. #2).

The ponds are laid out and built in accordance with the approved Storm Drainage and Siltation Pond Study by Ifland Engineers for a 2-hour, 100-year storm event. The quarry is currently transitioning from Phase 2 to Phase 3, so the Phase 1 drainage plan is no longer applicable.

9. Operation of the detention pond evacuation plan prepared by Ifland Engineers shall continue. The plan shall utilize an electric powered pump, with a diesel powered back-up system in case of loss of electric power. Back up system shall be in place at all times during October 15 to April 15. Results of all water sampling shall be included in the quarry's annual report (Mit. #2).

The quarry maintains an 800-gallon per minute electric pump with a backup diesel generator. Results of monitoring of any pond discharge are submitted by the quarry to the RWQCB with copies included in the quarry's annual report to the County.

10. Sediment basins shall be cleaned out annually prior to October 15th. A siltation marking device shall be installed which notes remaining pond capacity of major settling basins. Annual reporting of basin capacity by Hydrological consultant in-lieu of marker system is acceptable (Mit. #2).

Adequate clean out of sediment basins is performed annually or as needed.

11. Spoil material from annual dredging of settling basins shall not be allowed to enter streams or setting basins. Spoils shall be deposited in such a way that is safe and requires no maintenance. Seeding and mulching prior to October 15th shall be required if spoil placement requires (Mit. #2).

Spoils material from dredging is stockpiled within a confined area with controlled drainage and treated for erosion control.

D. Groundwater Hydrology

1. FELTON QUARRY (QUARRY) will establish, and submit evidence of same to FOREST LAKES MUTUAL WATER COMPANY (FLMWC) within two (2) years from the date of issuance of the 1979 Use Permit, a source of groundwater producing at least nine (9) acre feet per year of groundwater starting as of the beginning of the third year from the date of issuance of the Use Permit, and shall provide at least a total of eighteen (18) acre feet per year of ground water by the beginning of the ninth year from the date of issuance of the Use Permit.

QUARRY shall have the right to inspect, at reasonable times and upon reasonable notice, the meters and other records pertaining to the corporation yard wells.

The well system required to supply the water was completed in 1991. The required amounts of water have been made available to FLMWC.

2. The water to be provided to FLMWC by QUARRY shall be ground water which shall be comparable in quality to the ground water presently drawn from FLMWC'S corporation yard wells, within reasonable tolerances. "Presently drawn" shall mean the quality of this ground water based upon data collected from the corporation yard wells by FLMWC for a six (6) month period following issuance of the Use Permit. Duplicate samples of water taken shall be given to the QUARRY for testing, should it so desire.

Water pumped from the well is processed through a water treatment plant to reduce iron and manganese levels to meet State drinking water standards.

3. The water sources developed by QUARRY to supply FLMWC as provided above shall not interfere with the FLMWC corporation yard wells. Further, the quarry operation shall not interfere with the water quality of the corporation yard wells.

Water quality and quantity reports are submitted to the Planning Department every three years. The reports indicate that there is no change in water quality or quantity of FLMWC wells attributable to the quarry.

4. QUARRY shall deliver, through water pipelines, the required water to FLMWC'S corporation yard for connection into the FLMWC water system. A meter shall be installed at the delivery point by QUARRY, with the meter accessible to FLMWC and to be maintained and replaced, if necessary, by QUARRY.

The wells, pipeline, meters and water treatment plant are monitored and maintained by FLMWC and the quarry operator.

5. FLMWC shall have the right to specify the rate of delivery of the water from QUARRY, staying within nine (9) or eighteen (18) acre feet per year, as the case may be, with a maximum monthly delivery of one-sixth (1/6) of the annual total, or one-seventh (1/7) of the same if QUARRY provides adequate storage capacity to meet this latter requirement.

FLMWC controls the rate of delivery of water to their system with no reported quantity problems.

6. The QUARRY well, or wells, as well as the transmission lines, shall be constructed, installed and maintained according to standards of the State of California, applicable to FLMWC; and the overall system shall be comparable in quality to FLMWC'S present system in the corporation yard.

The system was constructed to state standards.

7. If FLMWC establishes that the loss of water at the corporation yard well field is

more than nine (9) acre feet per year at any time during the third through the eighth year, or more than eighteen (18) acre feet per year thereafter, and said loss is attributable to the quarry operations, the QUARRY must supply FLMWC sufficient additional water to replace such loss.

No water loss attributable to the quarry has been established.

8. At the end of the fifty (50) year use Permit, and if QUARRY does not seek an extension of the Use Permit, or subsequent to the end of the thirty-ninth year of the Use Permit, should QUARRY abandon the quarry operation, QUARRY shall transfer to FLMWC the well or wells supplying the water to FLMWC, all equipment and transmission lines pertaining to same, easements for access, maintenance and replacement of equipment and transmission lines, and the right to draw water from the well or wells. However, should QUARRY abandon the quarry operation prior to the end of the thirty-ninth year of the Use Permit, the above transfer shall take place only if FLMWC establishes that its corporation yard well field has been damaged by the quarry operation.

Should such transfer occur, QUARRY agrees that the system being transferred shall be in good working condition at the time of transfer.

This condition is not applicable at this time.

9. The QUARRY shall, within one (1) year from the issuance of the 1979 Use Permit, provide eighteen (18) acre feet of detention ponds, and a total of twenty-four (24) acre feet of same within the first ten (10) years from the issuance of the Use Permit. Thereafter, the QUARRY shall provide one-half (1/2) acre of additional detention storage for every new acre of net disturbed area. Net disturbed area shall mean the area where the overburden is removed less the area which has been revegetated by the QUARRY.

Approximately 30 acre-feet of detention pond capacity is maintained by the quarry, which is adequate in relation to net disturbed area.

10. To the extent allowed by law, and in view of the fact that Conditions III.C.1 through III.C.19, and Conditions III.G.1 through III.G.5 as amended herein are for the benefit and protection of the shareholders of the FLMWC and other residents within the area served by FLMWC, QUARRY agrees that FLMWC may seek directly through Court action to compel QUARRY to perform these Conditions, or obtain damages or injunctive relief for the failure of QUARRY to perform same, without the necessity of first requesting enforcement by the County of Santa Cruz. The prevailing party in such litigation shall be entitled to reasonable attorney's fees and actual costs incurred. In addition, FLMWC shall have the right, upon reasonable notice and at reasonable times, to inspect those operations of QUARRY which involve performing the conditions set forth in this paragraph. Reasonable notice shall include such time as is necessary to comply with all requirements of the State of California pertaining to a person or persons entering

the QUARRY property.

FLMWC has reasonable access to the quarry and the wells.

11. The Hydrologic Monitoring Program prepared for this project by Watkins-Johnson Environmental, Inc., dated June 12, 1992, shall be implemented every third year. The frequency of water quality sampling and groundwater level measuring shall occur two times per monitoring year during August and April unless the County Hydrologist determines that an increase or decrease in the frequency of sampling is appropriate based on water quality trends reported in the triennial hydrologic monitoring report. At a minimum, water quality monitoring shall occur in August of each monitoring year and groundwater level measurements shall occur two times per monitoring year during August and April. This monitoring shall include measurements of groundwater elevations and water sampling collected for general chemical analysis. Analysis shall be conducted by a certified water quality testing laboratory. The results of all monitoring and chemical analysis shall be submitted to County Planning every three years as part of the quarry's annual report and shall include biannual comparisons in the findings of monitoring results. Any water quality changes of 15% or more shall be discussed in the report including methods to track water quality trends, and to remediate any negative impacts if trends of deteriorating water quality continues (Mit. #3).

The quarry's hydrologic consultant performs the required water quality monitoring on a triannual basis. The quarry submits copies of their hydrologic consultant's report to the Planning Department in the quarry annual report.

12. The following measures shall be implemented in addition to the Monitoring Program prepared by Watkins-Johnson (Mit. #3):
 - a. A "Class A Evaporation Pan" shall be installed near the quarry office rain gauge to measure the rate of evaporation and to provide a more accurate measurement of amount of infiltration occurring from the detention ponds. Results of monitoring shall be included in the annual hydrological report.
 - b. Two additional monitoring wells shall be installed, one located near the existing detention ponds and the other located proximate and northeast of the future relocated detention ponds for Phase 3. The same monitoring as specified in the Watkins-Johnson Monitoring Report for the existing wells shall be conducted (depth of wells shall be sufficient to reach year-around groundwater levels with 300 feet being the maximum necessary depth);
 - c. Water quality sampling at the headwaters of the tributary to Gold Gulch (located directly south of Limestone Brook) shall be conducted in the same fashion as other surface water quality monitoring on the site;
 - d. The quarry's hydrologic consultant shall include in the twice/year reports, hydrographs of groundwater level measurements that compare current

groundwater levels with the levels shown in the previous report.

These measures have all been implemented.

7. Groundwater level and water quality monitoring, analyses and reporting shall be increased to a quarterly frequency (August, November, February, May) if documented trends of deterioration of surface water or groundwater are not successfully remediated by the quarry over a two-year period. This more frequent monitoring shall determine if a public health concern may be created through continued quarrying activities. In this case, all quarrying activities may be required to cease by the County until it can be demonstrated that the threat to public health no longer exists (Mit. #3).

No negative trends have been documented.

E. Days and Hours of Operation

1. All mining and processing activities at the site shall be confined to between the hours of 6:00 A.M. and 8:00 P.M., Monday through Saturday. Maintenance operations may be conducted at any time.

The normal start up time at the quarry is 7 am for the aggregate plant and the asphalt plant. On heavy paving days, the asphalt plant starts at 6 am. The latest quitting time is 5:30 pm.

2. All shipping activities shall normally be confined to between the hours of 6:00 A.M. and 8:00 P.M., Monday through Friday.

Normal shipping hours continue to be between 7:00 a.m. and 3:30 p.m. Truck traffic is voluntarily limited to 6:45 a.m. along San Lorenzo Avenue. Any violations for early arrivals by truckers are addressed with either verbal or written violations per the Trucker Awareness program.

3. Blasting activity shall be confined to between the hours of 7:30 A.M. and 6:00 P.M.

The minimal blasting that occurs at the quarry is confined to these hours.

4. Twenty (20) exceptions to III.E.2 for the off-hour operations of the asphalt plant are allowed without prior approval of the Planning Director. An additional 10 exceptions to Condition III.E.2 per year may be granted at the discretion of the Planning Director for off-hour operations Monday thru Friday, and 10 additional exceptions for Saturday (daytime) operations for a maximum of 40 exceptions per year. These off hour operations are authorized for the quarry providing that (Mit. #5 and Mit. #A.1):

- a. Off hours shall be defined as those hours that are not included in the normal

hours of operation and shipping authorized by this permit. One off-hour operation shall be defined as one night or one weekend day.

Almost all of the off-hour operations occur at night.

- b. In order to obtain approval for 20 additional off hours operations at the discretion of the Planning Director (for a maximum total of 40 exceptions per year), the quarry operator shall submit a letter to the Planning Director demonstrating the need for the additional off hours work and the quarry operator's ability to adequately address any noise, odor, or other related complaints by local residents.

Over the past 20 years, in only 2 years has the quarry used in excess of 20 off hours operations. In 2015, in addition to the first 20 approved off hours operations, 14 additional off hours operations were approved by Planning Department staff for a total of 34 off hours operations. In 2019, in addition to the first 20 approved off hours operations, 20 additional off hours operations were approved by Planning Department staff. Also, a Minor Variation was approved in 2019 by the Planning Commission for an additional 10 off hours operations for a total of 50 off hours operations in 2019. All of the off hours operations in 2019 were used to repave Highway 17.

- c. The Quarry shall keep a list of local residents who request notification of off-hours operations. These neighbors shall be notified prior to the operation as soon as practical.

A neighborhood notifications list is maintained and updated by the quarry operator. Neighborhood notification is given prior to each off-hour operation. Currently, the neighborhood notification list contains 45 residents.

- d. A log of off-hour operations shall be kept and included in the annual report including days and hours of operation and the size, number and destination of haul trucks required.

Logs of off-hours operations are submitted with the annual report.

- e. Off-hour Asphalt operation shall be limited to public agency projects only.

All off-hour operations are for public agency projects only.

- f. This amendment of off-hour operations shall be reviewed by the Planning Commission during the three-year review of the mining operation, and within one year of this Mining Approval Amendment. The Planning Department staff shall report back to the Planning Commission regarding the success of mitigations for truck noise and asphalt odor associated with off-hour operations.

The initial permit review after the date of issuance occurred. Subsequent reviews by the Planning

Commission have occurred in 2004 and 2010. As a result of the 2010 review by the Planning Commission the monitoring requirement for truck noise and speed was amended to apply only to off hours operations exceeding 1,000 tons (Approximately 40 loaded trucks). During off-hours operations the quarry monitors speed and decibel levels of trucks along the haul route through the neighborhood. The neighborhood notice that is mailed out to neighbors along the haul route contains telephone numbers of the quarry and the Planning Department quarry planner. The quarry number is intended to enable neighbors to contact the quarry during the off-hours operation to lodge a complaint. See additional conditions below regarding noise and odors.

5. To reduce noise levels of the asphalt plant and truck traffic for off-hour operations, the Quarry shall construct and/or implement the following improvements (Mit. #5 and Mit. #A.1 and Mit. #B.):
 - a. Construction and permanent maintenance of noise baffling or some other type of noise reduction barriers on the dust collector exhaust system.

Noise reducing equipment was installed on the dust collector exhaust system in compliance with this condition. As a result of the last Planning Commission review additional noise reducing equipment was installed, which further reduced noise level.

- b. Installation and permanent maintenance of a muffler device on the pneumatic system that operates the hopper flaps.

Mufflers were installed in 1993 on all of the pneumatic equipment on the plant.

- c. Install all other recommendations of acoustical engineer noise reports to reduce decibel level for surrounding neighborhood.

The operator implemented all of the recommendations of the acoustical engineer. Following the last Planning Commission review the operator installed additional noise reducing equipment on the asphalt plant.

- d. The quarry operator shall monitor and keep records of speed and noise levels of trucks from the quarry entrance at Empire Grade to the intersection of Bay Avenue and Highway 1 (Mission Street) during off-hour operations involving more than 1,000 tons unless the Planning Director determines that monitoring of smaller off hours operation is necessary based on evidence of potentially excessive truck speed and noise levels. This shall be accomplished using a vehicle equipped with a radar detector and a decibel meter. The vehicle shall set up at random locations along the entire route to ensure compliance. The records shall be made available to the County at the close of each paving project and shall be submitted to the Planning Department as part of the quarry's annual report.

The quarry conducts the required monitoring for qualifying off-hour operations and submits the records to the County following each off-hour operation and in the annual report.

- e. The quarry shall post notices in the community of each upcoming off-hour operation. Notices shall inform readers of the range of dates within which the operation may begin, the possible hours of operation, the expected duration of the operation and shall display the appropriate telephone number at the Planning Department to which to report complaints of excessive noise. The notices shall be posted on Bay Street at each of four intersections: Nobel/Iowa, Escalona, King, and Mission, 48 hours in advance of the projected start of the operation.

These notices have not been posted. They will be posted in the future. In the past, notice of off-hours operations has been in the form of direct mailing to a mailing list of 45 residents along the truck route. As a result of the current application, the condition of approval requiring mailed notification would be increased to all residents along the truck route. This revised condition may reduce or eliminate the need or effectiveness of the community posting required by this condition because all residents along the truck route will be notified directly.

- f. Notices of off-hour operations shall be mailed to the City of Santa Cruz Public Works and Planning Departments, and the County of Santa Cruz Planning Department, 48 hours in advance of the projected start date.

The Planning Department has received the required notice for each off-hour operation, and copies of the required notices to other agencies.

- g. If widespread complaints are received from residents within the Bay Street area (with consideration of acoustical and vehicle speed data provided by the quarry operator) further approvals by the Planning Director for off-hour operations will not be granted. The Community Response to Noise chart (ISO R1996) will be used as guidance to determine the number and nature of complaints that represent a significant impact.

Widespread complaints have not been received. Since the last Planning Commission review complaints have varied from none up to three in any given year.

- 6. To reduce objectionable odors during off hour operations the applicant shall use:
 - a. A silo load-out and weigh system to load trucks, which includes a fugitive fumes recovery system which shall be interlocked so as to only allow the loading of trucks while the recovery system is operating. The fugitive fumes recovery system shall be maintained in good working order (Mit. #C).

During off-hours operations the silo load out system with fugitive fumes recovery system is used. In addition, since the last Planning Commission review the operator has been using an asphalt odor suppressant added to the asphalt oil.

- b. Cover trucks loaded with asphalt

All trucks loaded with asphalt during off-hours operations are required to be covered. However, staff

understands that some trucks loaded with asphalt may not covered. The operator has been reminded of this requirement.

F. Insurance.

- 1. Verification of insurance coverage in compliance with the requirements of the County Quarry regulations shall be provided within three (3) months of the issuance of this permit and with each annual report.**

Verification of insurance coverage is provided.

G. Roads and Transportation

- 1. The applicant shall maintain the entrance roads reasonably free of dust and debris resulting from the site operations and shall load trucks in such a manner as to minimize spillage on haul routes.**

The entrance road is cleaned by a street sweeping service as needed. In compliance with vehicle code requirements, trucks that are loaded with material above the sideboards are tarped.

- 2. The applicant shall maintain an affirmative action program to inform all truck drivers of their obligation to comply with State and Federal vehicle noise regulations and State and local traffic regulations, and to encourage programs of vehicle safety and driving courtesy.**

The quarry does maintain a trucker awareness program consisting of several elements. All first-time truckers receive a copy of the Felton Quarry Trucker Policy consisting of speed, noise and time restrictions along with enforcement actions for violations. The quarry operator conducts occasional radar monitoring of speed. Signs are posted along the quarry road to remind truckers about speed and noise.

- 3. Within one (1) year of the abandonment of Quarry Bend Road, the ends of the road shall be closed off with solid wood gates, fencing, earthen berms, and landscaping as required to discourage public access while providing adequate fire protection access in accordance with a plan to be approved by staff or approved plans on file.**

This work has been completed.

- 4. Within one (1) year of the issuance of this permit, internal haul routes for stripping and mining materials shall be developed so that public roads shall not be required to move materials from one part of the site to another.**

This work has been completed.

5. The private access roads leading to San Lorenzo Avenue and Empire Grade shall be maintained at a minimum paved width of 16 feet.

These roads are in compliance with this condition.

6. Gates approved by the State Division of Forestry and the Felton Fire Protection District shall be maintained at the property entrances from Empire Grade and San Lorenzo Avenue to prevent unauthorized public access through the site during non-working hours.

The required gates are in place and CDF, Felton Fire and County Sheriff have keys.

7. Off-road vehicles shall be prohibited on the property except those operated by company employees.

This is accomplished with appropriate fencing.

8. Nighttime and off-hour operations shall use the Empire Grade entrance to the Quarry only. No use of San Lorenzo Avenue will be allowed except during the daytime hours listed in Condition III.E.2. (amended) above.

Night operations utilize the Empire Grade gate.

- a. Truck shipment from the Quarry shall be limited to the existing routes along Empire Grade and San Lorenzo Avenue. Use of Highway 9, south to Santa Cruz, and Graham Hill Road for destination in Santa Cruz and beyond is not permitted.

Quarry shipping has remained in compliance with these haul route restrictions.

H. Revegetation, Screening, Erosion Control

1. All unvegetated disturbed areas not actively involved in the excavation or processing activities shall be seeded with grass at the start of the rainy season each year to establish a ground cover to reduce visibility and erosion potential.

The quarry operator maintains an ongoing program of both temporary and permanent seeding of disturbed areas.

2. Within one (1) year of the issuance of this permit the banks of Limestone Brook, including the side slopes extending up to the entrance road and the hot-batch plant, shall be planted in native brush and tree species to maximize the shading of the canyon and waterways and to minimize the erosion potential.

This work was completed in 1974. An ongoing program of removal of non-native invasive plant continued in 2009.

- 3. The entrance from Empire Grade and the ends of Quarry Bend Road shall be provided with screen plantings to minimize visibility into the property and the view of any excavation areas.**

These screen plantings are well established.

- 4. The benches on final slopes shall be provided with a planting medium composed of topsoil and compost removed from excavation areas mixed into a minimum 1 foot thick layer of porous gravel material, and a similar planting medium shall be drifted down the face of the cut slopes. The final slopes shall be seeded with native plant species and planted with tree seedlings. Adequate fertilization and irrigation shall be provided for a minimum of 2 years to ensure proper establishment and growth of plants.**

The majority of the quarry has not been mined to the final slopes. The final slopes that have been achieved are experiencing successful re-vegetation.

- 5. The operator shall institute a yearly control program of non-native plant species, including Acacia, Scotch Broom, Pampas Grass, and Periwinkle.**

The quarry operator maintains an annual program of removal of these species.

- 6. All revegetation/reclamation shall be implemented in accordance with the requirements of Exhibits M, N, and O of this Amended Mining Approval.**

Concurrent reclamation of previously mined or disturbed areas is an ongoing project. The program is achieving success as documented in the annual revegetation reports.

I. Signing

- 1. Within three (3) months of the issuance of this permit, the signing requirements of the Quarry Regulations Ordinance shall be completed. The property shall also be posted to prohibit the use of off-road vehicles and firearms.**

The required signage is properly posted.

J. Bonding

- 1. The quarry shall maintain an adequate financial assurance to ensure reclamation in accordance with the approved Reclamation Plan and compliance with the County's Mining Regulations and SMARA.**

The financial assurance cost estimate is updated annually and the financial assurance mechanism is adjusted accordingly.

K. Excavation and Grading

- 1. Final side-slopes shall be stepped or scarified to provide soil and vegetation retention, and the thickest feasible blanket of overburden strippings shall be replaced on the benches and drifted down the side-slopes to provide for groundwater retention and establishment of vegetation.**

Most of the Felton Quarry's slopes have not yet been excavated to final grade, but the final slopes that have been excavated have been stepped and have soil on the benches for revegetation.

- 2. Excavations shall maintain a setback of 50 feet from the property line measured in a horizontal plane from the property boundary (excavations may thereby extend closer to the property line where the site rises up from the property boundary), except as amended herein.**

The mining plan boundary is setback greater than 50 feet from the property line.

- 3. Prior to any relocation of the entrance road descending from Empire Grade, the applicant shall submit detailed engineering design plans for the new road placement prepared by a registered civil engineer and obtain amendment of this permit by the Planning Commission. Excavations where physically possible shall take place behind a barrier formed by the entrance road to protect the adjacent Forest Lakes development from the noise and visibility of operations. Excavations adjacent to the access road shall not be below the level of the road for the first 50 feet and then shall follow the configuration for final slopes as specified above.**

The entrance road was not relocated.

- 4. Prior to any excavations west of Limestone Brook below an elevation of 900 feet, the operator shall submit revised drainage plans to be approved by County staff. Excavations on site shall not be below the 700-foot elevation.**

This condition is not applicable at this time.

- 5. Prior to excavating or undermining the present utility easement on Quarry Bend Road, the operator shall relocate the easement and telephone lines to the satisfaction of the Pacific Telephone Company and Pacific Gas and Electric Company.**

This work was completed in 1988.

6. Topsoil and vegetation removed during the quarrying process shall be stockpiled in a level area and to minimize sight from adjacent public roads. The stockpiles shall not exceed 60 feet in a horizontal dimension or 15 feet in height and adequate drainage protection shall be provided.

Topsoil is stockpiled in general conformance with this condition.

7. The existing fill operation at the head of Limestone Brook shall be conducted in accordance with the provisions of the permit from the California Department of Fish and Game.

This work was completed in 1974

8. All final excavations shall provide for positive surface drainage to prevent the ponding or accumulation of storm waters or natural seepage except in the planned drainage pond facilities.

The final slopes that do exist on the site are in compliance with this requirement.

9. In the event that significant paleontological or archaeological finds are made on the quarrying site, all operations shall be halted within 200 feet of the find and the Planning Department Director shall be immediately notified. Operations may be resumed in three working days following notification of the Planning Department unless specific request is made to allow additional time for proper excavation of fossils or artifacts in accordance with the provisions of the County's Native American Cultural Sites Ordinance.

None have been found.

10. The operator shall endeavor to minimize the surface area of the quarry which is disturbed at any given time to the greatest extent compatible with mining and marketing requirements.

The quarry operation is in compliance with this condition.

11. No excavation or disturbance of Assessor's Parcel Number 62-181-08 shall be allowed during the time the Open Space Easement Contract (OS-6-72) with the County is in force.

The quarry operation is in compliance with this condition.

12. All mining of the Active Mining Area of the south pit workforce shall be limited to a maximum interim gradient of 3/4:1 (horizontal:vertical). In some cases, slopes of 1/2:1 will be acceptable if first approved by both the quarry's geologic consultant and County Planning Staff (Mit. #1).

The quarry operation is in compliance with this condition.

13. Inclinometers with surface reading capability shall be installed behind the cut for Phase 1 mining (approximately 200 feet northwest of the slide area) to detect any slope movement. Monitoring and recording of inclinometer readings shall be done once each quarter (every three months) by the quarry's geologic consultant. The quarry's geologic consultant shall submit the results of each reading to County Planning Staff on an annual basis with the Quarry's annual report unless a significant movement occurs. The frequency of these readings shall be increased if deemed warranted by evolving site conditions as determined by the County Planning Geologist (Mit. #1). Should a significant slope movement occur, or should the monitoring indicate a significant change in the inclinometer readings, the geologic consultant must contact the County both verbally and in writing of the change(s) within 48 hours and shall make recommendations to address the observed changes.

The required instrumentation, monitoring and reporting is completed as required. No significant movement has been detected.

14. The quarry's consulting geologist shall observe the quarry operation on a minimum basis of once/quarter (every three months) and report on the quarry program on an annual basis. The report shall be submitted to County Planning within 20 days of the quarry's annual report and shall (Mit. #1):
- a. Document the geologic structure exposed by the quarry as shown on the geologic map of the March 17, 1993, Rogers/Pacific report;
 - b. Discuss the success of the quarry's activities regarding stability and make recommendations about continuing operations;
 - c. Discuss the results of the inclinometer readings conducted over the year, including the consultant's supervision of quarry personnel's monitoring of the inclinometers. The quarry shall immediately notify the County Planning Department if and (sic) adverse geologic conditions become exposed during the monitoring or inspections of quarry activities and coordinate with County Planning on the remedial action to be taken.

Annual reports from the quarry's consulting geologist addressing the requirements of this permit condition are submitted with each annual report.

15. All mining excavations shall be conducted in accordance with the recommendations of the "Review of Mining Progression Plans, Phases 1 through 5" by Rogers/Pacific, dated April 29, 1993 (Mit. #1).

Mining excavations are conducted in accordance with the approved mining plans.

16. Prior to commencing a new mining phase, the quarry's geologic consultant shall

conduct a "Phase Closure Inspection" and submit in report form the results of the inspection to County Planning. The report shall discuss the same issues as required by the annual report for geologic issues (Mit. #1).

As a result of the ongoing geologic monitoring, inspection and reporting, phasing areas have been slightly altered over the last several years to respond to geologic conditions exposed in the working face. These changes have been closely coordinated with County Planning staff.



County of Santa Cruz

PLANNING DEPARTMENT

701 OCEAN STREET, 4TH FLOOR, SANTA CRUZ, CA 95060

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KATHLEEN MOLLOY, PLANNING DIRECTOR

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NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

Pursuant to the California Environmental Quality Act, the following project has been reviewed by the County Environmental Coordinator to determine if it has a potential to create significant impacts to the environment and, if so, how such impacts could be solved. A Negative Declaration is prepared in cases where the project is determined not to have any significant environmental impacts. Either a Mitigated Negative Declaration or Environmental Impact Report (EIR) is prepared for projects that may result in a significant impact to the environment.

Public review periods are provided for these Environmental Determinations according to the requirements of the County Environmental Review Guidelines. The environmental document is available for review at the County Planning Department located at 701 Ocean Street, in Santa Cruz. You may also view the environmental document on the web at www.sccoplanning.com under the Planning Department menu. If you have questions or comments about this Notice of Intent, please contact Matt Johnston of the Environmental Review staff at (831) 454-5357.

The County of Santa Cruz does not discriminate on the basis of disability, and no person shall, by reason of a disability, be denied the benefits of its services, programs or activities. If you require special assistance in order to review this information, please contact Bernice Shawver at (831) 454-3137 to make arrangements.

PROJECT: Felton Quarry

APP #: 191104

APNs: 062-181-12, 064-201-13, -79, 80, -81, 064-211-67, -68

PROJECT DESCRIPTION: The project is an amendment of the Felton Quarry Mining Approval to allow eighty (80) additional off-hours operations, which occur outside of the normal operating hours of the quarry, for a total of one hundred (100) off-hours operations per year. The mining operation includes an asphalt plant that processes heavy oil with aggregate to produce asphaltic concrete used in road and highway construction and maintenance throughout Santa Cruz County and the region. Off-hours operations include operation of the asphalt plant to supply public paving projects at night and on Saturday. The normal operating hours of the quarry are 6:00 A.M. to 8:00 P.M. Monday through Friday for shipping. The existing Mining Approval allows twenty (20) exceptions to these hours for operation of the asphalt plant and trucking of asphalt to public paving projects at night and on Saturday without prior approval of the Planning Director. One exception is represented by one night operation or one Saturday operation, and one night or Saturday operation may involve varying amounts of truck trips depending on the size of the paving project. The existing Mining Approval also allows the quarry operator to request twenty (20) additional exceptions and the Planning Department has the discretion to approve or deny the request. Approval such a request would allow a total of up to forty (40) off-hours operations per year under the existing Mining Approval. With this application, the quarry operator is seeking to amend the Mining Approval for approval of eighty (80) additional exceptions in addition to the twenty (20) exceptions already allowed by the permit conditions for a total of one hundred (100) exceptions for off-hours operations of the asphalt plant.

The reason for the request is due to a combination of factors. Because of increasing traffic congestion and the impacts on traffic flow, road maintenance projects on major roadways and highways are

increasingly scheduled at night to reduce traffic congestion and improve job safety. In addition, the Road Repair and Accountability Act of 2017 (SB 1) is generating significant new funding for road maintenance projects, which is expected to result in an increase in paving projects occurring at night.

PROJECT LOCATION: The project is located at the end of Felton Quarry Road which extends from San Lorenzo Avenue in the community of Felton in unincorporated Santa Cruz County. Santa Cruz County is located on the central California coast in the northern part of Monterey Bay. The inland boundary of the County follows the crest of the northwest-southeast trending Santa Cruz Mountains. The Felton Quarry is located in an area of granitic rocks in the northern part of the County in a rural area between the town of Felton and the more dispersed community of Bonny Doon.

APPLICANT/OWNER: Granite Construction Company / CGK, Sinnot, Kester, et.al.

PROJECT PLANNER: David Carlson, (831) 454-3173

EMAIL: David.Carlson@santacruzcounty.us

ACTION: Negative Declaration

REVIEW PERIOD: February 3, 2020 through February 24, 2020

This project will be considered at a public hearing before the Planning Commission. The time, date and location have not been set. When scheduling does occur, these items will be included in all public hearing notices for the project.



COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT

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NEGATIVE DECLARATION

Project: Felton Quarry

APPLICATION #: 191104

APNs: 062-181-12, 064-201-13, -79, 80, -81, 064-211-67, -68

Project Description: The project is an amendment of the Felton Quarry Mining Approval to allow eighty (80) additional off-hours operations, which occur outside of the normal operating hours of the quarry, for a total of one hundred (100) off-hours operations per year. The mining operation includes an asphalt plant that processes heavy oil with aggregate to produce asphaltic concrete used in road and highway construction and maintenance throughout Santa Cruz County and the region. Off-hours operations include operation of the asphalt plant to supply public paving projects at night and on Saturday. The normal operating hours of the quarry are 6:00 A.M. to 8:00 P.M. Monday through Friday for shipping. The existing Mining Approval allows twenty (20) exceptions to these hours for operation of the asphalt plant and trucking of asphalt to public paving projects at night and on Saturday without prior approval of the Planning Director. One exception is represented by one night operation or one Saturday operation, and one night or Saturday operation may involve varying amounts of truck trips depending on the size of the paving project. The existing Mining Approval also allows the quarry operator to request twenty (20) additional exceptions and the Planning Department has the discretion to approve or deny the request. Approval such a request would allow a total of up to forty (40) off-hours operations per year under the existing Mining Approval. With this application, the quarry operator is seeking to amend the Mining Approval for approval of eighty (80) additional exceptions in addition to the twenty (20) exceptions already allowed by the permit conditions for a total of one hundred (100) exceptions for off-hours operations of the asphalt plant.

The reason for the request is due to a combination of factors. Because of increasing traffic congestion and the impacts on traffic flow, road maintenance projects on major roadways and highways are increasingly scheduled at night to reduce traffic congestion and improve job safety. In addition, the Road Repair and Accountability Act of 2017 (SB 1) is generating significant new funding for road maintenance projects, which is expected to result in an increase in paving projects occurring at night.

Project Location: The project is located at the end of Felton Quarry Road which extends from San Lorenzo Avenue in the community of Felton in unincorporated Santa Cruz County. Santa Cruz County is located on the central California coast in the northern part of Monterey Bay. The inland boundary of the County follows the crest of the northwest-southeast trending Santa Cruz Mountains. The Felton Quarry is located in an area of granitic rocks in the northern part of the County in a rural area between the town of Felton and the more dispersed community of Bonny Doon.

Owner: CGK, Sinnot, Kester, et.al.

Applicant: Granite Construction Company

Staff Planner: David Carlson, (831) 454-3173

Email: David.Carlson@santacruzcounty.us

This project will be considered at a public hearing before the Planning Commission. The time, date and location have not been set. When scheduling does occur, these items will be included in all public hearing notices for the project

California Environmental Quality Act Negative Declaration Findings:

Find, that this Negative Declaration reflects the decision-making body's independent judgment and analysis, and; that the decision-making body has reviewed and considered the information contained in this Negative Declaration and the comments received during the public review period, and; on the basis of the whole record before the decision-making body (including this Negative Declaration) that there is no substantial evidence that the project will have a significant effect on the environment. The expected environmental impacts of the project are documented in the attached Initial Study on file with the County of Santa Cruz Clerk of the Board located at 701 Ocean Street, 5th Floor, Santa Cruz, California.

Review Period Ends: February 24, 2020

Date: _____

MATT JOHNSTON, Environmental Coordinator
(831) 454-5357



County of Santa Cruz

PLANNING DEPARTMENT

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(831) 454-2580 FAX: (831) 454-2131 TDD: (831) 454-2123

KATHLEEN MOLLOY, PLANNING DIRECTOR

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

Date: Thursday January 16, 2020

Application Number: 191104

Project Name: Felton Quarry

Staff Planner: David Carlson

I. OVERVIEW AND ENVIRONMENTAL DETERMINATION

APPLICANT: Granite Construction Company

APN(s): 062-181-12, 064-201-13, -79, -80, -81, 064-211-67, -68

OWNER: CGK, Sinnott, Kester, etal.

SUPERVISORAL DISTRICT: 3 and 5

PROJECT LOCATION: The project is located at the end of Felton Quarry Road which extends from San Lorenzo Avenue in the community of Felton in unincorporated Santa Cruz County (Figure 1). Santa Cruz County is located on the central California coast in the northern part of Monterey Bay. The inland boundary of the County follows the crest of the northwest-southeast trending Santa Cruz Mountains. The Felton Quarry is located in an area of granitic rocks in the northern part of the County in a rural area between the town of Felton and the more dispersed community of Bonny Doon.

SUMMARY PROJECT DESCRIPTION:

The project is an amendment of the Felton Quarry Mining Approval to allow eighty (80) additional off-hours operations, which occur outside of the normal operating hours of the quarry, for a total of one hundred (100) off-hours operations per year. The mining operation includes an asphalt plant that processes heavy oil with aggregate to produce asphaltic concrete used in road and highway construction and maintenance throughout Santa Cruz County and the region. Off-hours operations include operation of the asphalt plant to supply public paving projects at night and on Saturday. The normal operating hours of the quarry are 6:00 A.M. to 8:00 P.M. Monday through Saturday for mining and processing, and 6:00 A.M. to 8:00 P.M. Monday through Friday for shipping. The existing Mining Approval allows twenty (20) exceptions to these hours for operation of the asphalt plant and trucking of asphalt to public paving projects at night and on Saturday without prior approval of the Planning Director. One exception is represented by one night operation or one Saturday operation, and one night or Saturday operation may involve varying amounts of truck trips depending on the size of the paving project. The existing Mining Approval also allows the quarry operator to request twenty (20) additional exceptions and the Planning Department has the discretion to approve or deny the request. Approval of such a request would allow a total of up to forty (40) off-

hours operations per year under the existing Mining Approval. With this application, the quarry operator is seeking to amend the Mining Approval for approval of eighty (80) additional exceptions in addition to the twenty (20) exceptions already allowed by the permit conditions for a total of one hundred (100) exceptions for off-hours operations of the asphalt plant.

The reason for the request is due to a combination of factors. Because of increasing traffic congestion and the impacts on traffic flow, road maintenance projects on major roadways and highways are increasingly scheduled at night to reduce traffic congestion and improve job safety. In addition, the Road Repair and Accountability Act of 2017 (SB 1) is generating significant new funding for road maintenance projects, which is expected to result in an increase in paving projects occurring at night.

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

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

DISCRETIONARY APPROVAL(S) BEING CONSIDERED:

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

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

<u>Permit Type/Action</u>	<u>Agency</u>
None	None

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

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

DETERMINATION:

On the basis of this initial evaluation:

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

MATT JOHNSTON, Environmental Coordinator

Date



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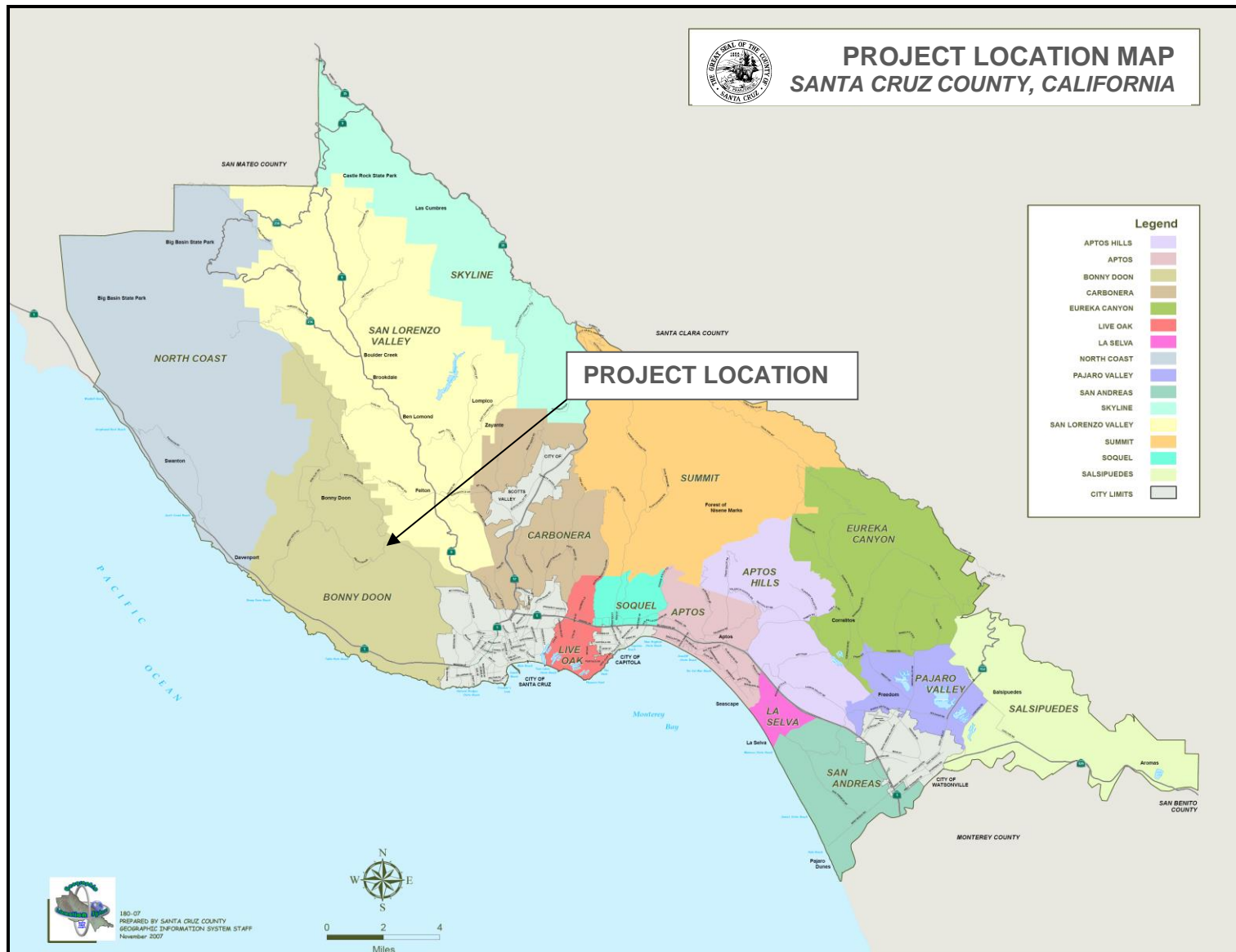


Figure 1



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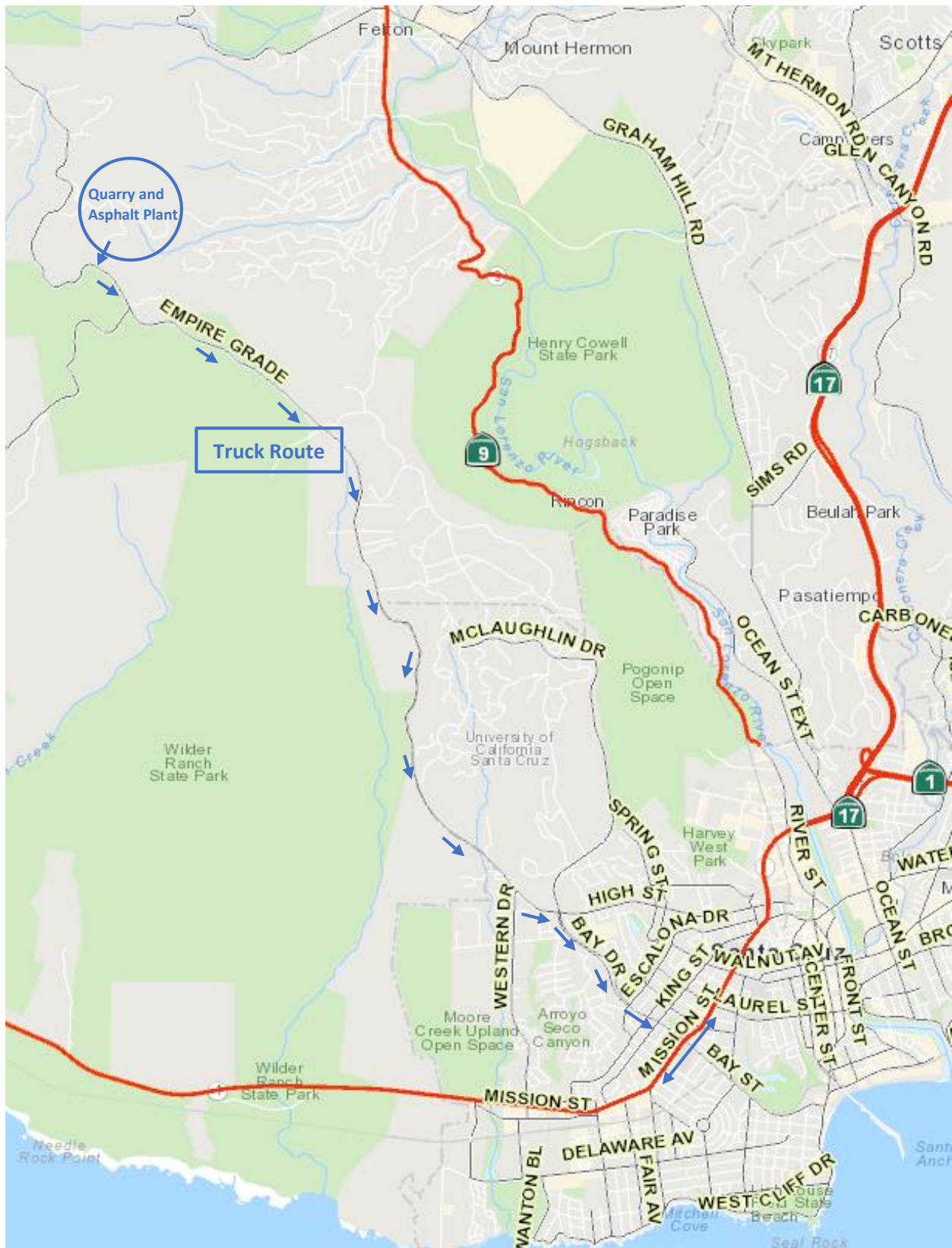


Project Site Plan

Figure 2



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Night and Saturday Truck Route

Figure 3



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II. BACKGROUND INFORMATION

EXISTING SITE CONDITIONS:

Parcel Size (acres): 7 parcels, 260 acres; Mining area approximately 90 acres
 Existing Land Use: Mining
 Vegetation: Mixed evergreen forest outside of mining area
 Slope in area affected by project: ☐ 0 - 30% ☐ 31 – 100% ☒ N/A
 Nearby Watercourse: Gold Gulch Creek
 Distance To: Headwaters on site

ENVIRONMENTAL RESOURCES AND CONSTRAINTS:

Water Supply Watershed:	Yes	Fault Zone:	No
Groundwater Recharge:	Yes	Scenic Corridor:	No
Timber or Mineral:	Both	Historic:	No
Agricultural Resource:	No	Archaeology:	No
Biologically Sensitive Habitat:	No	Noise Constraint:	Yes
Fire Hazard:	Critical/High	Electric Power Lines:	N/A
Floodplain:	No	Solar Access:	N/A
Erosion:	Yes	Solar Orientation:	Yes
Landslide:	Yes	Hazardous Materials:	Yes
Liquefaction:	No	Other:	N/A

SERVICES:

Fire Protection:	CSA 48	Drainage District:	Zone 8
School District:	SLV	Project Access:	Private
Sewage Disposal:	CSA 12	Water Supply:	Wells

PLANNING POLICIES:

Zone District:	M-3, TP	Special Designation:	No
General Plan:	R-M	Mountain Residential	
Urban Services Line:	<input type="checkbox"/> Inside	<input checked="" type="checkbox"/> Outside	
Coastal Zone:	<input type="checkbox"/> Inside	<input checked="" type="checkbox"/> Outside	

ENVIRONMENTAL SETTING AND SURROUNDING LAND USES:

Natural Environment

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

specific accommodations to ensure building is done in a safe, responsible and environmentally respectful manner.

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

There are a number of active mining operations in Santa Cruz County which provide important mineral resources for industrial uses and construction purposes. The mines occur on mineral resource lands that have been classified by the State Geologist and designated by the State Mining and Geology Board as Regionally Significant Mineral Resource Areas. County policies reflect the requirements of State law to protect mineral resource lands for the orderly extraction of minerals with minimal impact on the environment and surrounding land uses, and reclamation of mine (quarry) sites.

PROJECT BACKGROUND:

While mining has taken place at the Felton Quarry for a much longer period of time, a use permit was approved by the County in 1979 following passage of the State Surface Mining and Reclamation Act (SMARA). A major amendment to the use permit was approved in 1993 that established the current mining plan and another amendment was approved in 2000 that allowed additional night operations of the asphalt plant. In addition, the Planning Commission has conducted periodic reviews of the mining operation in 2004 and 2010. As a result of the 2004 review additional measures were implemented by Granite Construction that have significantly reduced noise and improved dust control at the quarry.

DETAILED PROJECT DESCRIPTION:

The Felton Quarry operation mines and processes construction aggregate and asphalt concrete (asphalt) products for construction and maintenance projects throughout Santa Cruz County and regionally. The quarry also provides decorative aggregate materials (California Gold path fines, washed aggregates and accent boulders) that are used throughout northern California. The Felton Quarry operations are currently in their 41st year of mining under the current mining approval. The original mining approval estimated a 50-year operating life, which indicates the remaining lifespan of the Quarry, under the original estimate, would be about 9 years. However, due to a historic rate of mining which has been less than the original estimate, the remaining lifespan will likely be longer than 9 years.

Quarry operations include the excavation, washing, screening, stockpiling and shipping of aggregate resources. Mining operations begin with the stripping of vegetation and removal of topsoil, which is then stockpiled for use in future reclamation activities. The next process is removing raw materials from the deposit by the benching method. The first step in this process is the ripping of the material by a large ripper-equipped bulldozer. This method is occasionally augmented by blasting when necessary. The harvested raw material is loaded onto the primary feeder and a conveyor system transfers the material to the crushing and screening plant for processing.

The process of washing and screening the aggregates to produce the desired products requires the use of large quantities of water. Initially water is stored in a reservoir and is then used for scrubbing and rinsing of the aggregates. The process water is then directed to a clarifier that mechanically separates large amounts of fine sand, silt and clay. The next step in the dewatering process includes a belt press that squeezes out additional water from the silts and clays. The process water is directed back to the plant for washing aggregate. The “mud” is then sold/donated as a product or used in onsite reclamation. This wash water system was improved in 1995 to recycle 100% of the water directly from the clarifier/ belt press system and to eliminate flow to the pond system.

All shipping is accomplished by trucks, which vary in size from pick-ups to double trailer big rigs over specific haul routes.

The operation includes an asphalt plant that processes heavy oil with aggregate to produce asphalt used in road and highway construction and maintenance throughout Santa Cruz County and the region. The asphalt plant can also use Recycled Asphalt Products (RAP) in its mix, processing old asphalt removed from the highway as part of the fresh asphalt mix returned to the highway. The asphalt plant can produce new asphalt that includes 15 percent RAP with plans to increase the portion to 25 percent. This reduces the amount of fresh oil and aggregate needed to produce new asphalt. As allowed under the existing permit, the asphalt plant occasionally operates at night to supply public road paving projects that occur at night. Because of increased traffic congestion and the impacts on traffic flow, road maintenance projects on major roadways and highways are increasingly scheduled at night to reduce traffic congestion and improve job safety.

Twenty exceptions for off-hour operations of the asphalt plant (nights and Saturday) are allowed without prior approval of the Planning Director. An additional 20 exceptions per year may be granted at the discretion of the Planning Director for off-hour operations for a maximum of 40 exceptions per year. In recent years the number of off-hours operations has varied from 1 to 34 per year. All off-hour operations are for public agency projects only. Neighborhood notification is given prior to each off-hour operation. During off-hours operations the quarry monitors speed and decibel levels of trucks along the haul route through the neighborhood. A neighborhood notice that is mailed out to neighbors along the haul route contains telephone numbers of the quarry and the Planning Department quarry planner. The

contact information is intended to enable neighbors to contact the quarry or the Planning Department quarry planner during the off-hours operation to lodge a complaint. In recent years there has been a very small number of complaints, ranging from zero to three per year.

The asphalt plant, which operates at night on the occasion of an exception, is constructed with noise reducing equipment (mufflers, silencers) on noise producing parts of the plant. As a result of the 2010 Planning Commission review additional noise reducing equipment was installed, which further reduced noise level. In addition, since the last Planning Commission review the operator has been using an asphalt odor suppressant added to the asphalt oil to reduce odors in general and during night operations.

The quarry maintains a trucker awareness program consisting of several elements. All first-time truckers receive a copy of the Felton Quarry Trucker Policy consisting of speed, noise and time restrictions along with enforcement actions for violations. The quarry operator conducts occasional radar monitoring of speed to enforce this policy. Signs are posted along the quarry road to remind truckers about speed and noise. Truckers are required to use specific haul routes either through Felton and Scotts Valley or down Empire Grade during normal operations, and down Empire Grade only during night operations. The truck route for a night operation is down Empire Grade, which transitions to High Street within the City of Santa Cruz, right on Bay Drive, which transitions to Bay Street at the bottom of the hill, and left or right on Mission Street, which is the continuation of Highway 1 through the City of Santa Cruz. The Planning Department receives no complaints related to trucking during normal operating hours.

Granite Construction was recently selected by the California Department of Transportation (Caltrans) as the lead contractor on a Highway 17 road repaving project that required approximately 100 nights of paving work in 2019. As with most contemporary Caltrans projects, the contract required paving at night to limit the impact to daytime commuters. Granite Construction did supply the project with asphalt out of multiple area plants and submitted a request to the Santa Cruz County Planning Department to be able to supply 50 of the nights out of the Felton Plant in 2019. Planning Department staff granted the request with concurrence from the Planning Commission as a Minor Variation to their permit. This paving work was facilitated in part as a result of the recent voter-approved increase in gas tax funding and it is anticipated that an increased amount of paving work will continue in future years (In the 2018 election voters defeated Proposition 6, which proposed a repeal of SB 1). In anticipation of this trend, this application by Granite Construction seeks approval of a Minor Amendment to their permit, similar to the 2000 minor amendment, to increase off-hours operations at the Felton Plant to 100 nights and weekends per year.

Santa Cruz County Code Chapters 18.10 Procedures contains several provisions addressing permit amendments and SCCC Chapter 16.54 Mining Regulations contains specific procedures for amendments to mining permits, including a Minor Variation, or Minor or Major Amendment.

A Minor Variation is an amendment to a planning approval, including (without limitation) project design, improvements, or conditions of approval, if the amendment does not affect the overall concept, density, or intensity of use of the approved project, and if it does not involve either a modification of a design consideration, an improvement, or a condition of approval which was a matter of discussion at the public hearing at which the planning approval was granted (SCCC 18.10.134). The Mining Regulations specifically provide that a Minor Variation to any condition of approval of a mining permit may be made by Planning staff, pursuant to the authority contained in SCCC 18.10.134, and shall be forwarded as a written correspondence item on the next Planning Commission agenda. No other public notice is required. In reviewing the Minor Variation the Planning Commission may require the minor variation to be processed as a Minor or Major Amendment or may add, delete, or revise any condition of the Minor Variation (SCCC 16.54.032(e)).

The existing permit allows up to 40 off-hours operations of the asphalt plant and the Minor Variation approved in 2019 allowed up to 50 off-hours operations for the year 2019 only. In future years the existing permit allowance of up to 40 off-hours operations per year would remain in effect unless another permit amendment is granted. The current application is a request to allow up to 100 off-hours operations per year.

A Minor Mining approval amendment means a minor change to a mining operation having no significant impact on the environment, which may include (without limitation), minor change in hours of operation, drainage pattern or operational equipment (SCCC 16.54.020). Based on the analysis in this Initial Study, the proposed project would not have a significant effect on the environment, and a Negative Declaration will be prepared. Therefore, the proposed project qualifies as a Minor Amendment. A Minor Mining Approval Amendment is a staff level review, meaning no public hearing is required, but requires public notice by mail to property owners and occupants within 0.5 miles of the mine and to others who have requested to be on the mailing list.

The mining regulations also require that the mining operation undergo a permit review by the Planning Commission at regular intervals. The last permit review occurred in 2010, therefore, the mining operation is due for another permit review by the Planning Commission. Santa Cruz County Code requires that when more than one permit action is required for any one project, all the required actions for that permit shall, when appropriate, be concurrently acted upon at the highest processing level required for any of the required permit actions for the project (SCCC 18.10.123(B)). This means that the requested permit amendment and the permit review will both be acted on concurrently by the Planning Commission at a public hearing.

III. ENVIRONMENTAL REVIEW CHECKLIST

A. AESTHETICS AND VISUAL RESOURCES

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

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project involves a request for additional off-hours operations involving operation of an existing asphalt plant and additional trucking along an existing truck route. The project would not directly impact any public scenic vistas in the area.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The truck route for off-hours operations travels along a portion of Empire Grade which is a County-designated scenic road. However, the project would not damage any scenic resources because it does not involve any changes to physical features within a state scenic highway, a County-designated scenic road, public viewshed area, scenic corridor, or scenic resource area. Therefore, no impact would occur.

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

Discussion: The truck route for off-hours operations travels along a portion of Empire Grade which is a County-designated scenic road. However, the project would not degrade the existing visual character or quality of public views of the site and its surroundings because it does not involve any changes to physical features or public views. Therefore, no impact would occur.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project would create an incremental increase in night lighting during off-hours operation of the asphalt plant. However, the asphalt plant is not visible from any public areas. Therefore, no impact would occur.

B. AGRICULTURE AND FORESTRY RESOURCES

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

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

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

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

Discussion: The project site is not located in an agricultural zone. Additionally, the project site's land is not under a Williamson Act contract. Therefore, the project does not conflict with existing zoning for agricultural use, or a Williamson Act contract. No impact would occur.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 3. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Public Resources Code section 4526), or
timberland zoned Timberland Production
(as defined by Government Code section
51104(g))?*

Discussion: The project would not impact land designated as Timber Resource. Therefore, no impact would occur.

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

Discussion: No forest land would be affected by the project. No impact would occur.

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

Discussion: The project would not impact Farmlands or forest lands. Therefore, no impacts would occur.

C. AIR QUALITY

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

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. <i>Conflict with or obstruct implementation of
the applicable air quality plan?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project would not conflict with or obstruct the Air Quality Management Plan (AQMP) of MBARD for the North Central Coast Air Basin (NCCAB). Because general estimated basin-wide on-road trucking related emissions are accounted for in the emission inventories included in the AQMP, impacts to air quality plan objectives are less than significant. The project is related to ongoing maintenance of the existing transportation system and, therefore, the increased truck trips related to this project would occur regardless of the asphalt plant supplying the project.

Because the trucking activity would be associated with repaving the existing public roadway system which does not increase population or housing the trucking activity would have no impact on the emissions forecast in the AQMP. Therefore, the trucking activity would be consistent with the AQMP.

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

Santa Cruz County is located within the NCCAB. The NCCAB does not meet state standards for ozone (reactive organic gases [ROGs] and nitrogen oxides [NOx]) and fine particulate matter (PM₁₀). Therefore, the regional pollutants of concern that would be emitted by the project are ozone precursors and PM₁₀. General estimated basin-wide trucking-related emissions are included in the MBARD emission inventory and are not expected to prevent long-term attainment or maintenance of the ozone and particulate matter standards within the North Central Coast Air Basin (NCCAB). Therefore, trucking impacts related to air quality plans for these pollutants from the project would be less than significant, and no mitigation would be required, since they are presently estimated and accounted for in the District's emission inventory. No stationary sources would be constructed that would be long-term permanent sources of emissions.

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

Although not a mitigation measure per se (i.e., required by law), California ultralow sulfur diesel fuel with a maximum sulfur content of 15 ppm by weight will be used in all diesel-powered equipment, which minimizes sulfur dioxide and particulate matter. In addition, California regulations require the types of trucks typically used to haul asphalt to reduce exhaust emissions by meeting particulate matter (PM) filter requirements and upgrade to a 2010 or newer engine model year (EMY).

The asphalt plant is subject to operating permits from the MBARD which sets no limits on the throughput and fuel use to operate the plant. The permits are renewed annually at which time annual process throughput, along with propane and diesel fuel usage are reported to the District. An increase in the number of allowed night operations of the asphalt plant is not limited by the existing operating permit. Therefore, the increase in night operations of the asphalt plant, subject to the existing operating permit, would not conflict with or obstruct implementation of the air quality plan.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 2. <i>Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The primary pollutants of concern for the NCCAB are ozone and PM₁₀, as those are the pollutants for which the district is in nonattainment. The criteria for assessing cumulative impacts on localized air quality are the same as those for assessing individual project impacts. Projects that do not exceed MBARD's construction or operational thresholds and are consistent with the AQMP would not have cumulatively considerable impacts on

regional air quality (MBARD, 2008). Because the project would not exceed MBARD's thresholds and is consistent with the AQMP, there would not be cumulative impacts on regional air quality.

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

Discussion: The project is an amendment of the Felton Quarry Mining Approval to allow eighty (80) additional off-hours operations, which occur outside of the normal operating hours of the quarry, for a total of one hundred (100) off-hours operations per year. Off-hours operations include operation of the asphalt plant to supply public paving projects at night and on Saturday. The truck route for a night operation is down Empire Grade, which transitions to High Street within the City of Santa Cruz, right on Bay Drive, which transitions to Bay Street at the bottom of the hill, and left or right on Mission Street, which is the continuation of Highway 1 through the City of Santa Cruz. Sensitive receptors along the truck route primarily consist of residences. Along Bay Drive/Street and High Street the homes are typically setback from the front property line at least 20 feet, more in some cases, with additional distance represented by sidewalks and landscaping areas between the property line and the travel lane of the street. Sensitive receptors exist further up Empire Grade in an isolated rural residential neighborhood where the homes are typically setback from the road by much greater distances compared to homes within the city limits. There is a private school along the truck route on Empire Grade but school would not be in session during a night operation of the asphalt plant.

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

MBARD's CEQA Air Quality Guidelines indicate that the following traffic effects should be assumed to generate a significant carbon monoxide (CO) impact, unless CO dispersion modeling demonstrates otherwise:

- Intersections or road segments that operate at level of service (LOS) D or better would operate at LOS E or F with the project's traffic;
- Intersections or road segments that operate at LOS E or F where the volume-to-capacity (V/C) ratio would increase 0.05 or more with the project's traffic;
- Intersections that operate at LOS E or F where delay would increase by 10 seconds or more with the project's traffic;

- Unsignalized intersections which operate at LOS E or F where the reserve capacity would decrease by 50 or more with the project's traffic; or
- The project would generate substantial heavy-duty truck traffic or generate substantial traffic along urban street canyons or near a major stationary source of CO.

Impacts

The asphalt plant is subject to operating permits from the MBARD which sets no limits on the throughput and fuel use to operate the plant. The permits are renewed annually at which time annual process throughput, along with propane and diesel fuel usage are reported to the District. An increase in the number of allowed night operations of the asphalt plant is not limited by the existing operating permit. Therefore, the increase in night operations of the asphalt plant, subject to the existing operating permit, would not conflict with or obstruct implementation of the air quality plan and would have a less than significant impact on sensitive receptors in the vicinity of the plant.

Diesel particulate matter was identified as a toxic air contaminant (TAC) by the State of California in 1998. Following the identification of diesel as a TAC, the California Air Resources Board (CARB) developed a comprehensive strategy to control diesel PM emissions. The "Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles"—a document approved by ARB in September 2000—set goals to reduce diesel PM emissions in California by 75% by 2010 and 85% by 2020. This objective would be achieved by a combination of approaches (including emission regulations for new diesel engines and low sulfur fuel program). An important part of the Diesel Risk Reduction Plan is a series of measures for various categories of in-use on- and off-road diesel engines, which are generally based on the following types of controls:

- Retrofitting engines with emission control systems, such as diesel particulate filters or oxidation catalysts,
- Replacement of existing engines with new technology diesel engines or natural gas engines, and
- Restrictions placed on the operation of existing equipment.

Once the Diesel Risk Reduction Plan was adopted, the ARB started developing emission regulations for a number of categories of in-use diesel vehicles and equipment. In July 2007, the ARB adopted regulations for in-use, diesel vehicles that will significantly reduce particulate matter emissions by requiring fleet owners to accelerate turnover to cleaner engines and install exhaust retrofits.

The trucking activity would involve the use of diesel trucks and equipment that will emit diesel exhaust, including diesel particulate matter, which is classified as a TAC. Adjacent

residents and businesses would be exposed to diesel emissions related to the diesel trucking activity, but the trucking activities would be of intermittent and of short-term duration. CARB has identified diesel exhaust particulate matter as a TAC, and assessment of TAC cancer risks is typically based upon a 70-year exposure period. The diesel trucking activity would expose receptors to possible diesel exhaust for a limited number of days and hours out of a 70-year (365 day per year, 24-hour per day) period. Because exposure to diesel exhaust will be well below the 70-year exposure period and given the intermittent and short-term duration of the trucking activity, trucking related diesel emissions are not considered significant. Furthermore, the State is implementing emission standards for different classes of on and off-road diesel vehicles and equipment that apply to on-road diesel fleets and includes measures such as retrofits. Additionally, Title 13 of the California Code of Regulations (section 2485(c)(1)) prohibit idling of a diesel engine for more than 5 minutes in any location.

Additionally, the trucking would occur for a limited number of nights (up to 100 nights per year) and the trucks would not be limited to operations on a constrained site such as a construction site. Rather the trucks would be traveling along a designated truck route on an arterial street at regular intervals. It can be reasonably concluded that the exposure rate would be well below the 70-year (365 day per year, 24-hour per day) period. Therefore, the increased night trucking would not expose sensitive receptors (i.e. residents, schools, hospitals) to toxic air contaminants that exceed health exposure rates.

The City of Santa Cruz considers “D” or better to be an acceptable intersection level of service for intersections. According to the EIR for the City of Santa Cruz General Plan 2030, the signalized intersections along the truck route all operate at acceptable levels of service during peak traffic hours and would continue to operate at acceptable levels of service with the build-out assumptions in the General Plan 2030. The off-hours increase in truck traffic would occur during non-peak hours. Therefore, it can be reasonably concluded the increased truck traffic would not cause impacts to LOS at any intersections along the truck route. This also means the increased night truck traffic during non-peak hours would not cause a significant carbon monoxide (CO) impact.

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

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

Discussion: The County has received complaints about odor from the asphalt plant from one neighbor of the operation. The County has not received complaints about odor from trucks from any residents along the truck route. This does not represent a substantial or considerable number of people. The asphalt plant operates under permits from the MBARD with annual reporting on throughput and resulting emissions from the plant. Based on this

regulatory oversight, and compliance with the operating permits, the operation of the asphalt plant does not represent a health or safety danger to the public. Therefore, the operation of the asphalt plant associated with the increased night trucking would not create objectionable odors in substantial concentrations, affecting a substantial number of people, which could result in injury, nuisance or annoyance to a considerable number of persons or would endanger the comfort, health or safety of the public.

D. BIOLOGICAL RESOURCES

Would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project consists of operation of an existing asphalt plant and increased trucking activity along an existing truck route. The project would not have an 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.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 2. Have a substantial adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations (e.g., wetland, native grassland, special forests, intertidal zone, etc.) or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project consists of operation of an existing asphalt plant and increased trucking activity along an existing truck route. The project would not have an adverse effect on any riparian habitat or 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.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 3. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

filling, hydrological interruption, or other means?

Discussion: The project consists of operation of an existing asphalt plant and increased trucking activity along an existing truck route. The project would not have an adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 4. <i>Interfere substantially with the movement of any native resident or migratory fish or wildlife species or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project does not involve any activities that would interfere with the movements or migrations of fish or wildlife or impede use of a known wildlife nursery site.

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

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

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

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

E. CULTURAL RESOURCES

Would the project:

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

Discussion: The project would not include any activity that could cause a substantial adverse change in the significance of a historical resource.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The project would not include any activity that could cause a substantial adverse change in the significance of an archaeological resource.

3. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project would not include any activity that could potentially disturb human remains.

F. ENERGY

Would the project:

1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project is related to ongoing maintenance of the existing transportation system and, therefore, the increased truck trips and asphalt plant operations related to this project would occur regardless of the particular asphalt plant supplying the project. Therefore, the project will not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would not occur.

2. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project is related to ongoing maintenance of the existing transportation system and, therefore, the increased truck trips and asphalt plant operations related to this project would occur regardless of the particular asphalt plant supplying the project. Therefore, the project would not conflict with or obstruct any state or local plan for renewable energy or energy efficiency.

G. GEOLOGY AND SOILS

Would the project:

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

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

Discussion (A through D): The asphalt plant is existing, and the increased trucking would occur on an existing truck route. Therefore, the project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving any geologic hazards.

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

Discussion: The project would not result in substantial soil erosion or the loss of topsoil. No impact would occur.

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

Discussion: The project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 4. <i>Be located on expansive soil, as defined in section 1803.5.3 of the California Building Code (2016), creating substantial direct or indirect risks to life or property?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project would not be located on expansive soil. No impact would occur.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 5. <i>Have soils incapable of adequately supporting the use of septic tanks, leach fields, or alternative waste water disposal systems where sewers are not available for the disposal of waste water?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The soils at the facility are capable of adequately supporting the use of a septic tank and leach filed currently serving the facility and permitted by Environmental Health. The project would have no impact on the existing septic system.

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

Discussion: There are no unique paleontological resources or unique geologic features associated with the existing facility. No impact would occur.

H. GREENHOUSE GAS EMISSIONS

Would the project:

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

Discussion: The project is related to ongoing maintenance of the existing transportation system and, therefore, the increased truck trips related to this project would occur regardless of the particular asphalt plant supplying the project or the origin of the truck trips. Given that no new traffic would be generated by the project there is no indication the project would generate additional greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

The project would not be responsible for an incremental increase in greenhouse gas (GHG) emissions by usage of fossil fuels. For a given public roadway paving project the source of the asphalt and the trucking of the asphalt to the job site would involve operation of a nearby asphalt plant and truck transport to the job site. The Felton asphalt plant is the subject of this

application and is operated by Granite Construction Company (Granite). Other asphalt plants operated by Granite are located in Salinas and Santa Clara. For a given paving project where Granite is the contractor the source of the asphalt would be determined by the most economical source in terms of distance from the job site and other limitations such as the current limitation on the number of night operations at the Felton plant. For example, for a public paving project in Santa Cruz County the closest source of asphalt would be the Felton plant because other plants operated by Granite are located further away from any point in the County compared to the Felton plant.

Therefore, the ability of Granite to source asphalt from the asphalt plant closest to any given paving project site is beneficial in terms of greenhouse gas emission produced by trucking operations. For a large paving project where the most efficient source of asphalt is the Felton plant requiring more than the current Felton plant allowance of forty (40) night operations per year, additional asphalt would have to be sourced from a plant further away, increasing greenhouse gas emissions as a result of trucking the asphalt a further distance compared to the Felton plant. This recently occurred in the summer of 2019 during the project to repave Highway 17 in Santa Cruz County. The project was supplied out of the Felton plant for forty (40) nights and an addition ten (10) nights allowed by a one-time exception. The additional night operations required to complete the job were supplied out of the Santa Clara plant which is further away from the job site. Trucking asphalt from a plant further away from the job site resulted in greater greenhouse gas emissions than would have occurred had the entire job been supplied out of the Felton plant. Therefore, increasing the allowed number of night operations out of the Felton plant would reduce greenhouse gas emission related to large paving projects or multiple separate paving jobs cumulatively requiring forty (40) or more night operations per year.

Due to the nature of a typical public road paving project, distance to the job site from the asphalt plant creates another trucking impact that effects greenhouse gas emissions. The asphalt supply needs to be transported to the job site in regular intervals to keep the job progressing without backing up asphalt trucks at the job site where there is typically limited space in the roadway to accommodate waiting trucks. The trucks arrive at regular intervals so that as one truck leaves empty another full truck arrives to keep the paving going without delay. This is important on a public road paving project involving lane closures and equipment mobilization on a given night to maximize progress on the job and minimize disruption of roadway operations for the public. To maintain this regular interval of asphalt supply from a plant closer to the job site would require fewer trucks to maintain a steady supply to the job compared to transporting asphalt from a plant further away which would require more trucks to maintain a steady supply while driving a longer distance to the job site. Therefore, based on the unique nature of a public road paving project, this is another

way in which supplying the project from the closest asphalt plant reduces greenhouse gas emissions.

A further consideration is the infrastructure for the production of asphalt at the various plants. The Felton plant is combined with the Felton quarry which produces the aggregate rock used in the production of asphalt. The Granite asphalt plants in Santa Clara and Salinas are not located on quarry sites and aggregate rock must be imported to these plants in order to produce asphalt. The trucking operations represented by the need to import aggregate to these other plants to produce asphalt represents increased greenhouse gas emissions compared to the production of asphalt at the Felton plant which does not require import of aggregate rock. For a given paving project that would be preferentially supplied out of the Felton plant greenhouse gas emissions associated with the production of the asphalt would be less compared to the other Granite asphalt plants.

In conclusion, increasing the number of night operations allowed out of the Felton plant for public paving projects would have the effect of reducing greenhouse gas emissions related to large paving projects or multiple separate paving jobs cumulatively requiring forty (40) or more night operations per year.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 2. <i>Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

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

I. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. <i>Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project would not create a significant hazard to the public or the environment. No routine transport or disposal of hazardous materials is proposed. No impacts are anticipated. The mining operation and the asphalt plant involve the use and storage of petroleum products and other fluids commonly associated with operation of the heavy equipment and machinery. The operation has obtained a hazardous materials permit from the County of Santa Cruz Environment Health Department and is subject to at least annual routine inspections by the department to verify safe storage and handling of hazardous materials.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
2. <i>Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: See discussion under I-1 above. No impacts are anticipated.

3. <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project would not result in hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No impacts are anticipated.

4. <i>Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project site is not included on the list of hazardous sites in Santa Cruz County compiled pursuant to Government Code section 65962.5. No impacts are anticipated from project implementation.

5. <i>For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project is not located within two miles of a public airport or public use airport. No impact is anticipated.

6. <i>Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, no impacts

to an adopted emergency response plan or evacuation plan would occur from project implementation.

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

Discussion: The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. No impact would occur.

J. HYDROLOGY, WATER SUPPLY, AND WATER QUALITY

Would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. <i>Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project would not discharge runoff either directly or indirectly into a public or private water supply. No impacts are anticipated.

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

Discussion: The project would not decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. No impact would occur.

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

which would result in flooding on- or offsite;

C. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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D. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project would not alter the existing drainage pattern of the site or area. No impact would occur.

4. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project is not located in a flood hazard, tsunami, or seiche zone and is not subject to inundation. No impact would occur.

5. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. No impact would occur.

K. LAND USE AND PLANNING

Would the project:

1. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project does not include any element that would physically divide an established community. No impact would occur.

2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The project would not cause a significant environmental impact due to a conflict with any land use plan, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. No impacts are anticipated.

The project was analyzed with respect to General Plan policies of the County of Santa Cruz and the City of Santa Cruz because the trucking route travels through the city where the majority of the residential uses exist along the trucking route. Policy considerations related to air quality, noise, and transportation are the same in the City's and the County's General Plans. The policy basis for the impact analysis contains the same thresholds of significance in each of these areas. See the sections on air quality, noise and transportation for these analyses.

L. MINERAL RESOURCES

Would the project:

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

Discussion: The existing asphalt plant is located on the site of an existing quarry. The permitted mining operation produces a mineral resource of value to the region and residents of the state. No impact is anticipated from project implementation.

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

Discussion: The existing mining operation and the on-site asphalt plant utilized a locally-important mineral resource delineated in the General Plan. No impact would occur as a result of the project.

M. NOISE

Would the project result in:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project would generate noise as a result of operation of the asphalt plant which shares the site with a mining operation. Noise from the mining operation including

operation of the asphalt plant is monitored on a regular basis, and a long history of compliance has been established as documented by the monitoring results.

The Santa Cruz County General Plan Land Use Compatibility Chart for Exterior Community Noise (General Plan Figure 9-2) identifies a “normally acceptable” exterior noise exposure compatibility level of 60 dBA LDN (Day-Night Level). County Mining Regulations Section 16.54.050 sets a maximum noise level measured at property boundaries of no greater than 60 dBA for a cumulative period of 15 minutes during any hour of operation (L₂₅). Condition of Approval II.H.9 of the mining permit requires the operator to submit a noise monitoring report every third year to determine compliance with noise standards. Noise monitoring at the quarry by the quarry’s acoustical consultant indicates that noise levels during normal quarry operations and off-hours operations of the asphalt plant at the property line and at the nearest residence are in compliance with both standards listed above (60dBA LDN and 60dBA L₂₅). Provided the mining operation continues to meet these standards on a daily and hourly basis the noise standards place no limit on the number of days the asphalt plant may operate at night. Therefore, increasing the number of allowed night operations of the asphalt plant would not result in a significant impact relative to noise generation.

Noise policies in the Santa Cruz County General Plan have been located in the Public Safety Element but were recently amended and moved to a new stand-alone Noise Element in Chapter 9. The introduction to the new Chapter explains the County has no direct control over noise produced by trucks, cars and trains because state and federal regulations preempt local laws. Given that the County cannot control transportation noise at the sources, County policies focus on reducing the impact of transportation noise along freeways, arterial roadways and rail corridors.

A series of policies address the exposure of new development to existing noise sources, such as transportation noise along a truck route. Sound insulating features would be required in the new development to mitigate existing excessive noise levels such as setback, site and floor plan design, and special sound insulating construction.

There is a series of policies that address the exposure of existing development defined as a sensitive receptor such as an existing house to new sources of noise from new commercial or industrial development on nearby property. The policies focus on stationary noise sources on the site of the new development, but also address transportation projects. This project is not a transportation project because it does not involve the construction or modification of a roadway. The project would involve increased truck traffic on an existing roadway system utilizing a designated truck route. The project is a request to allow additional trucking at night to supply asphalt to road paving projects. While the County has no direct control over truck noise, there is policy language addressing how to determine if a new activity would represent a significant degradation of the existing noise environment.

Objective 9-2 of the General Plan is to minimize exposure of existing noise-sensitive land uses and receptors to excessive, unsafe, or disruptive noise that may be generated by new land uses and development projects.

Policy 9.2.2 requires site-design and noise reduction measures for any project, including transportation projects, that would cause significant degradation of the noise environment due to project effects that could:

- (a) Increase the noise level at existing noise-sensitive receptors or areas by 5 dB or more, where the post-project CNEL or DNL will remain equal to or below 60 dB;
- (b) Increase the noise level at existing noise-sensitive receptors or areas by 3 dB or more, where the post-project CNEL or DNL would exceed 60 dB;

Policy 9.2.2 further states that the policy shall not be interpreted in a manner that would limit the ability of the County to require noise-related mitigation measures or conditions of approval for projects that may generate lesser increases than the above. Special consideration may also be applied to special events or activities subject to permit requirements, or to land use development permits for uses and activities exempted from County noise control regulations.

This policy provides a standard by which to measure the impact of additional truck traffic on the existing noise environment and provides the authority to require noise related mitigation measures for any increase in noise levels as a result of the project activity.

The noise environment along Bay Street was studied in 2000 as part of a previous request for additional night operations. At that time the quarry operator was requesting 20 additional night operations. The study by Consultants in Engineering Acoustics recorded noise levels in the front yard of a residence at the corner of Bay Street and Escalona Drive. The noise monitoring equipment was set up to record the noise environment for 24 hours on each of three days. Two of the days included night operations truck traffic from the quarry and one of the days did not. The results show that the trucks associated with the night operations of the asphalt plant did not exceed the noise limit specified at that time in the Motor Vehicle Code (86 dBA at 50 feet). The results also indicate that the night trucking caused an increase in average noise levels from the average noise level without night trucking of LDN of 62.7 dBA to an average noise level with night trucking of LDN of 64.5 dBA. The increase in average noise levels of 1.8 dBA is not considered significant and did not exceed the level in County General Plan Policy 9.2.2 of 3 dBA. Although this study was conducted in 2000, it is still considered valid because noise measurement techniques and equipment have not changed and ongoing periodic speed and noise monitoring of nighttime trucking operations to the present time, as required by the quarry permit, continues to show data consistent with the data collected for the 2000 study.

As noted in the detailed project description, during off-hours operations the quarry monitors speed and decibel levels of trucks along the truck route and submits the data to the Planning Department. During the most recent off-hours operation in 2019 Planning Department staff requested speed and noise monitoring by a qualified third-party acoustical consultant for quality control. Comparing noise data is complicated by the location of the sound level meter and the distance to the source. However, the third-party data is generally consistent with historic quarry data in terms of the sound level of trucks. Comparing the data from the acoustical consultant in 2000 to the data from the acoustical consultant in 2019 by correcting for distance of the sound level meter from the source does show a potential trend, however. Average maximum truck sound level appears to be reduced by approximately one decibel for trucks traveling downhill and by approximately five decibels for trucks traveling uphill. A difference of one decibel is generally not noticeable, but a difference of five decibels is generally noticeable as a reduction in sound level. Residents can still hear and count the trucks and the five-decibel reduction may not be as noticeable over a long period of time between 2000 and 2019, but it appears to be a real reduction in sound level. A possible explanation for the trend shown in the consultant data may be a gradual evolution of the truck fleet to include more modern trucks, and truck engine upgrades mandated by state law to improve air quality.

The Noise Element contains a series of policies to reduce the effects of noise generated by transportation projects. The policies suggest ways to minimize ground transportation related noise impacts including speed limits, road surfacing and maintenance, and a policy to continue to consider noise concerns in evaluating all proposed development decisions related to roadway and other transportation projects. The existing permit for the quarry and asphalt plant contains conditions of approval requiring the quarry to maintain an ongoing trucker education program to, among other requirements, obey posted speed limits and prohibits the use of loud engine brakes, known as “jake breaks”.

While the noise standards use average noise levels over a 24-hour period, residents can hear the noise from individual trucks. The quarry use permit contains a condition of approval that attempts to gauge the community’s response to noise based on complaints. The volume of complaints would be used to gauge the significance of the community response along with consideration of the speed and noise monitoring data from the night operations. The condition of approval indicates that widespread complaints would be grounds for not granting approval for further night operations. The community response to noise chart referenced in the condition of approval indicates that widespread complaints would be associated with a project sound level that exceeds the ambient or background sound level by a certain amount. The acoustical study has already demonstrated that the change in average sound level as a result of truck traffic during a night operation do not increase average

sound levels by a significant amount. Furthermore, the number of complaints received during the longest duration night operations is not considered to be widespread.

The City of Santa Cruz General Plan 2030 includes the following policy regarding truck traffic:

Policy M3.3 Discourage, reduce, and slow through-traffic and trucks on neighborhood streets.

According to the EIR for the City's General Plan 2030:

"The City's road system consists of arterial highways and arterial, collector and local streets. These different classifications relate to different transportation functions and are classified in terms of access, mobility, design and use. Additionally, visitor/coastal access and truck routes have been designated to facilitate the movement of visitor traffic and commodities. Highways and arterial streets carry the City's heaviest traffic flows and provide regional and inter-community access." Bay Street and Empire Grade west of Bay are designated as arterial streets.

Truck routes are intended to channel trucks through the community and away from residential and other areas where they would be a nuisance. The truck routes in the City are Highway 1 – Mission Street, Highway 17, Bay Street north of Mission, Empire Grade west of Bay, Highway 9, Morrissey Boulevard, and Soquel Avenue.

Therefore, it is expected that Bay Street will carry significant amount of truck traffic to facilitate commodities movement and protect other local streets from excessive truck traffic.

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

Discussion: See the discussion under Section M-1 above. Residents along the truck route do hear the sound of and vibration from individual trucks. However, the analysis shows the trucking does not exceed established thresholds of significance for noise impacts and is in compliance with existing permit conditions.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 3. <i>For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

N. POPULATION AND HOUSING

Would the project:

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

Discussion: The project would not induce population growth in the area because the project does not propose any physical or regulatory change that would remove a restriction to or encourage population growth in the area including, but limited to the following: new or extended infrastructure or public facilities; new commercial or industrial facilities; large-scale residential development; accelerated conversion of homes to commercial or multi-family use; or regulatory changes including General Plan amendments, specific plan amendments, zone reclassifications, sewer or water annexations; or LAFCO annexation actions. No impact would occur.

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

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

O. PUBLIC SERVICES

Would the project:

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

- | | | | | |
|-----------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Other public facilities; including the maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion (a through e): The project would have no impact on service ratios, response times, or other performance objectives for any of these public services. No impact would occur.

P. RECREATION

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project would not increase the use of existing neighborhood and regional parks or other recreational facilities. No impacts would occur.

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

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

Q. TRANSPORTATION

Would the project:

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

Discussion: This analysis will focus on the proposed trucking activity as it affects the truck route through the City of Santa Cruz. This is because the policy considerations address existing signalized intersections, which are all located in the City.

In terms of traffic congestion the City of Santa Cruz General Plan 2030 EIR provides the following information regarding intersection function:

“The City of Santa Cruz considers “D” or better to be an acceptable intersection level of service for intersections, which is a policy in the City’s existing General Plan as well as in

the proposed General Plan. A significant impact would result if LOS dropped below a “D” level of service or where a project would contribute traffic increases of more than 3% at intersections currently operating at unacceptable levels (E or F), as further described below. The existing and proposed General Plans also account for accepting a LOS below “D” at major regional intersections where improvements would be prohibitively costly or result in significant, unacceptable environmental impacts. There are no other adopted plans, ordinances or policies that establish “measures of effectiveness” for the performance of the circulation system.”

According to the EIR, the signalized intersections along the truck route all operate at acceptable levels of service during peak traffic hours and would continue to operate at acceptable levels of service with the build-out assumptions in the General Plan 2030. The off-hours increase in truck traffic would occur during non-peak hours. Therefore, it can be reasonably concluded the increased truck traffic would not cause impacts to LOS at any intersections along the truck route.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: In response to the passage of Senate Bill 743 in 2013 and other climate change strategies, the Governor’s Office of Planning and Research (OPR) amended the CEQA Guidelines to replace LOS with vehicle miles traveled (VMT) as the measurement for traffic impacts. The “Technical Advisory on Evaluating Transportation Impacts in CEQA,” prepared by OPR (2018) provides recommended thresholds and methodologies for assessing impacts of new developments on VMT. Tying significance thresholds to the State’s GHG reduction goals, the guidance recommends a threshold reduction of 15% under current average VMT levels for residential projects (per capita) and office projects (per employee), and a tour-based reduction from current trips for retail projects. Based on the latest estimates compiled from the Highway Performance Monitoring System, the average daily VMT in Santa Cruz County is 18.3 miles per capita (Department of Finance [DOF] 2018; Caltrans 2018). The guidelines also recommend a screening threshold for residential and office projects—trip generation under 110 trips per day is generally considered a less-than-significant impact.

The project is related to ongoing maintenance of the existing transportation system and, therefore, the increased truck trips related to this project would occur regardless of the location of the particular asphalt plant supplying the project or the origin of the truck trips. Given that no new traffic would be generated by the project there is no indication the project would conflict with or be inconsistent with CEQA Guidelines related to VMT. No impact would occur.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Discussion: No increase in hazards would occur as a result of normal trucking activity along an existing truck route. Nighttime trucking activity is intended to reduce hazards by occurring at night when traffic congestion is less and to supply public highway projects that occur at night in order to reduce hazards and congestion related to road maintenance operations.

4. Result in inadequate emergency access?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project would have no impact on emergency access.

R. TRIBAL CULTURAL RESOURCES

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

- A. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources Code section 5020.1(k), or
- B. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The project would have no impact on tribal cultural resources.

S. UTILITIES AND SERVICE SYSTEMS

Would the project:

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

Discussion: The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. No impact would occur.

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

Discussion: The existing facility has sufficient water supplies available to serve the permitted mining operation and hydrogeologic monitoring is performed on a regular basis to confirm current water supply conditions. The project would have no impact on water supplies.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 3. Result in determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project is not served by a wastewater treatment provider. The project would have no impact on wastewater treatment capacity.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 4. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project would not 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. No impact would occur.

5. *Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project would comply with all federal, state, and local statutes and regulations related to solid waste disposal. No impact would occur.

T. WILDFIRE

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

1. *Substantially impair an adopted emergency response plan or emergency evacuation plan?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project will not conflict with emergency response or evacuation plans. Therefore, no impact would occur.

2. *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project would not exacerbate wildfire risks. No impact would occur.

3. *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project does not require the installation any new infrastructure. No impact would occur.

4. *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project would not exacerbate wildfire risk, therefore, would not result in downslope or downstream impacts as a result of wildfire.

U. MANDATORY FINDINGS OF SIGNIFICANCE

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

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

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

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

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

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

IV. REFERENCES USED IN THE COMPLETION OF THIS INITIAL STUDY

California Department of Fish and Wildlife, 2019

California Natural Diversity Database Felton USGS 7.5-minute quadrangle; queried 1/6/20.

CalFIRE, 2010

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

City of Santa Cruz, 2012a

General Plan 2030 for the City of Santa Cruz, California. Adopted by the City Council in June 2012.

City of Santa Cruz, 2012b

Environmental Impact Report for the City of Santa Cruz General Plan 2030. Adopted by the City Council in June 2012.

Consultants in Engineering Acoustics, 2000

Noise at Two Residences Associated with Asphalt Plant Operation and Trucks during Nighttime Paving. August 31, 2000. (Attached)

County of Santa Cruz, 1994

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

County of Santa Cruz, 2013

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

County of Santa Cruz, 2015

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

Environmental Consulting Services, 2019

Monitoring of Speed and Noise of Vehicles Using Empire Grade in Santa Cruz During Evening Haul Periods. June 11, 2019. (Attached)

FEMA, 2012

Flood Insurance Rate Map Panel 0211 Federal Emergency Management Agency. Effective on May 6, 2012.

MBARD, 2008

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

MBARD, 2017

MBARD Air Quality Management Plan, Triennial Plan Revision 2012-2015. Adopted March 15, 2015.

OPR, 2018

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

Exhibit C

Granite Construction Company Felton Quarry Santa Cruz County Mining and Reclamation Plan Approval 74-0633 as amended Revised Conditions of Approval

I. EXHIBITS

Quarry operations shall be described in the following exhibits except where modified by the conditions below. All exhibits are on file with the Planning Department.

- A. Felton Quarry, Quarry Regulations; Felton Quarry; 1974.
- B. Asphalt Plant Operation, Planned Quarry Permit Application; Granite Construction Company; 1975.
- C. Surveyor Map of the Land of Felton Quarry; Robert Baldwin; May 1974.
- D. Topographic Map of Felton Quarry (existing contours); Maurice-Helmkamp-Musser; May 10, 1974.
- E. Draft Environmental Impact Report, Felton Quarry; Environs; August 1978.
- F. Final Environmental Impact Report, Felton Quarry; Environs; November 1978.
- G. Addendum to the EIR for Proposed Operations, Felton Quarry, Environs; July 1979.
- H. Response to comments on the Hydrologic Elements of the Addendum to the EIR for the Proposed Felton Quarry expansion; Environs; October 1979.
- I. "Review of Mining Progression Plans, Phases 1 through 5, Felton Quarry Pit Slope, Santa Cruz County, California" Rogers/Pacific Professional Engineering Consultants, May 17, 1993. Plate 1 through Plate 5, Felton Quarry Mining Progression Plan.
- J. "Phase 1 Engineered Drainage Plan", Rogers/Pacific Professional Engineering Consultants, April 29, 1993.
- K. "Felton Quarry Area Hydrogeologic Evaluation Report, R.L. Stollar and Associates (now Watkins-Johnson Environmental, Inc.), June 12, 1992, Hydrologic Monitoring Program, Section 8.0, Pages 8-1 through 8-14.
- L. "Storm Drainage and Siltation Pond Study for Granite Construction Company, Felton Quarry," Ifland Engineers, Inc., December, 1991.
- M. "Felton Quarry Amended Revegetation Plan," Habitat Restoration Group, April 12, 1991, 27 pages with Appendices, Sheets 1 through 3.
- N. "Riparian Revegetation Plan and Revegetation Monitoring Plan, Addendum to amended Revegetation Plan of April 12, 1991, "Greening Associates, December, 1992. 10 pages.

- O. "A Wildlife Habitat Monitoring Plan for Felton Quarry," Greening Associates, 7 pages with Appendix.
- P. Application No. 94-0144, Request for minor variation to Mining Approval 74-633 (Amended) to include the use of a polymer water clarifier to the product washing system, as conditioned. Approval: April 11, 1994.
- Q. Environmental Determination/Mitigated Negative Declaration dated July, 1999.

II. GENERAL PROVISIONS

- A. This Planned Quarry Permit shall supersede all provisions of Use Permit 1574-U, and 74-633-PQ.
- B. This permit is for the extraction, processing, storage, and shipping of the sand and aggregate resources obtained from the property, including the hot plant facilities for production of asphalt, conducted in accordance with the descriptions in the exhibit documents and as modified by the conditions of this permit for a 50 year excavation project.
- C. Minor variations to this Approval meeting the standards of County Code Section 18.10.134 and requested by the mining operator or staff which do not change the general concept of use and operation, and which do not adversely affect the environment, may be approved in writing by the Planning Director following review and recommendation by the County's Environmental Coordinator.
- D. If at any time the Planning Director determines that there is a substantial noncompliance with any of these conditions, and/or Exhibits, the Planning Director shall forward a recommendation to the Planning Commission to set a hearing to consider revocation of this Approval in accordance with the provisions of County Code Section 18.10.136.
- E. Within 45-days from the date of issuance of this Mining Amendment Approval, the property owner and applicant shall sign, date and return two copies of the Approval to indicate acceptance and agreement with the conditions thereof. By signing this Approval, property owners agree to file a Declaration with the County's Recorder Office within 45 days from the date of acceptance, binding themselves and any future owners or lessees to the revegetation and reclamation requirements of this Approval. The Declaration shall be supplied by the Planning Director. Failure to sign the approval or record the declaration as described above shall render this Mining Approval null and void and all mining operations shall cease at the Quarry site except reclamation and revegetation work in accordance with the above listed exhibits.
- F. All mining and reclamation activities shall conform with the Conditions of Approval and with the regulations of the following agencies as they apply to the mining operations. The mining operator shall provide the County with copies of any permits issued by these agencies and any permit amendments, within 30 days of receipt.
 - 1. Central Coast Regional Water Quality Control Board

2. Monterey Bay Unified Air Pollution Control District
 3. California Department of Fish and Game
 4. State Coastal Commission
- G. This 2021 amendment of off-hour operations shall be reviewed by the Planning Commission during the three-year review of the mining operation. The Planning Department staff shall report back to the Planning Commission regarding truck noise and speed monitoring data and asphalt odor associated with off-hour operations.
- H. In conjunction with the annual report to the State Geologist required by SMARA, an annual report to the Planning Director shall be prepared by a professional determined by the Planning Director as qualified to prepare such report. The report shall be submitted by the mining operator to the Planning Director by April 1 of each year. If the Planning Director determines the need for an independent consultant with specialized expertise, the mining operator shall obtain such consultant. All costs of such report and its review shall be paid by the mining operator. The report shall include the following unless waived or modified in writing by the Planning Director (Mit. #1, 2, 3, 4, 5, and 6):
1. A report on compliance with all Conditions of Approval including the required monitoring programs.
 2. An analysis of any significant changes in environmental conditions or in the mining operation which have not been anticipated in this Approval.
 3. A current aerial photograph of the entire site (1"=200' scale) showing property lines, facilities, stripped areas, and revegetated and reclaimed areas, together with a report on the extent of excavation and reclamation completed in the previous year and projected for the coming year.
 4. Every fifth year, a current aerial photogrametric topographical map prepared from current aerial photographs map (1"=200' scale with a 10 foot contour interval) showing all the requirements of II.H.3. above.
 5. A revegetation report prepared by a botanist, horticulturist or plant ecologist retained by the mining operator and approved by the Planning Director. The revegetation report shall describe the degree of success in achieving the objectives of the revegetation plan, and shall identify any changes or additional measures which may facilitate achievement of the desired results.
 6. Written verification of the renewal and/or validity of the financial assurance.
 7. A report to be held as proprietary information in accordance with the County's Mining Regulations, stating the annual amounts of production and shipping of mining products, and the estimated time to complete mining in the permitted area.

8. Monitoring logs for all wells, piezometers and springs (if any) for the entire year, and analysis thereof, as described in Conditions III.D.11.
 9. Every third year, a noise report prepared by a qualified noise/acoustical consultant retained by the mining operator and approved by the Planning Director, unless the Planning Director determines a shorter interval is necessary based on substantial evidence of potentially excessive noise levels. Each noise report shall determine whether or not the mining operator is in compliance with noise standards contained in the County Mining Regulations, and shall investigate and make recommendations regarding (relative to noise mitigations): (i) Any Mining equipment used at the mining site; (ii) Proposed and existing noise protection; (iii) Any other significant impact resulting from mining operations. The mining operator shall implement all recommendations of the noise consultant determined to be necessary by the Planning Director for compliance with the conditions of the Mining Approval.
 10. All reports submitted to the Monterey Bay Unified Air Pollution Control District.
 11. A log of nighttime operations as required by Condition III.E.4.(c).
 12. A copy of this required annual report with all proprietary information removed shall also be submitted for staff inclusion on the next regularly scheduled Planning Commission consent agenda for Planning Commission review.
 13. The operator shall include update discussion of the activities listed in Condition III.B.3 and III.A.4 through III.A.6 in the April 1, 2005 Annual Report required under the current Conditions of Approval. Granite shall make a diligent effort to include the Bonnywood residents or other residents of concern as improvements are made to the facility.
- I. All costs for the County's inspections and review of Annual Reports and other reports submitted by the Quarry shall be paid by the Quarry, within 30 days after billing.
 - J. All mining operations shall be in compliance with the State's Surface Mining and Reclamation Act (SMARA).
 - K. In the event that future County inspections of the subject property disclose non-compliance with any conditions of this Approval or any violation of the County Code, the operator shall pay to the County the full cost of such County inspections, including any follow-up inspections and/or necessary enforcement actions, up to and including Approval revocation.

III. OPERATING REQUIREMENTS

The establishment, operation, and maintenance of the quarry facility shall be in compliance with the requirements of Sections 14.06.060 and 14.06.070 of the Santa Cruz County Code except where modified below.

A. Noise and Vibration

1. Maximum operating noise at the site boundaries (not including haul trucks or construction activities) shall not exceed the limits of Section 13.04.236.25 (C) of the County Zoning Ordinance. Average noise levels at the site boundaries shall conform to an LDN (day/night weighted average) of 60 dBA.
2. Off-site vibrations shall be subject to the provisions of Section 13.04.236.25 (F) of the County Code.
3. Blasting procedures shall utilize time-delayed multiple charges to minimize noise and shock wave disturbances.
4. The operator shall pursue an engineering evaluation of the baghouse exhaust fan to determine ways to mitigate noise from this portion of the plan. The operator along with the Bonnywood residents, or appointed representative, shall review the engineer recommendations. The operator shall determine economic and mechanical feasibility without jeopardizing the existing air permit and plant production rates. The operator shall implement all recommendations to the extent feasible and reasonable in cost relative to the size and conditions of the Quarry operations by April 1, 2005.
5. The operator shall replace the existing metal screens at the primary screen with a rubberized screen to reduce process noise by April 1, 2005.
6. By April 1, 2005, the operator shall use strobes on mobile equipment that utilize back-up alarms, after sunset and before sunrise.

B. Air Quality

1. Stripping and mining activities shall be conducted in a manner to minimize the generation of dust.
2. All roads on the property shall be either surfaced, treated, or sprinkled with water frequently enough to ensure that windblown materials do not present a problem to adjacent properties or public roads.
3. The operator shall work with Hydro-Turf to develop an automatic control spray system for the access road by April 1, 2005.
4. The operator shall pursue economically feasible measures for odor reduction from the asphalt plant, including use of odor suppressing additives, with the effectiveness of these measures to be addressed in the annual reports beginning in April 2005.

C. Surface Hydrology

1. Process water shall be isolated in a separate, closed, recycling system of ponds and conveyances.
2. Site drainage from all disturbed areas, including all mining, processing, or stockpile areas, shall be directed to detention and settling basins prior to release from the property. Detention facilities shall be designed to handle a 2-hour, 100-year storm event and limit storm water flows from the property to those which would occur under natural conditions. The ponds shall also be designed to provide a median detention time of at least 20 to 40 minutes for design storms up to a 2 hour, 100 year event.
3. The outflow from the detention ponds shall be conveyed across the access road by closed culvert and shall be released in such a manner as to minimize erosion hazards.
4. Pond facilities shall not be relocated on the property without first submitting a revised drainage plan, calculations, and structural certification prepared by a registered civil engineer.
5. Prior to construction of any new detention ponds which will maintain a residual impoundment greater than 15 feet in depth, a reconnaissance study prepared by a qualified professional limnologist shall be submitted which addresses potential water quality impacts, notably the potential for adverse water quality impacts of manganese concentrations. The recommendations of the study shall be incorporated in the construction and maintenance of such ponds.
6. All catchment basins, drainageways, culverts, pumps, pipelines, etc. shall be maintained on a regular basis to ensure proper functioning free of breakage, siltation deposits, or malfunction.
7. The applicant shall maintain and dispose of any petroleum products on the property in such a manner that no contamination of ground or surface waters will occur.
8. Drainage improvements shall be in accordance with the approved engineered drainage plans by Ifland Engineers dated December 1991 and the above referenced Rogers/Pacific "Review of Phase 1 Drainage." Amendments to the Ifland Engineers, Inc. plan shall be submitted to County Planning for review and approval prior to implementation (Mit. #2).
9. Operation of the detention pond evacuation plan prepared by Ifland Engineers shall continue. The plan shall utilize an electric powered pump, with a diesel powered back-up system in case of loss of electric power. Back up system shall be in place at all times during October 15 to April 15. Results of all water sampling shall be included in the quarry's annual report (Mit. #2).

10. Sediment basins shall be cleaned out annually prior to October 15th. A siltation marking device shall be installed which notes remaining pond capacity of major settling basins. Annual reporting of basin capacity by Hydrological consultant in-lieu of marker system is acceptable (Mit. #2).
11. Spoil material from annual dredging of settling basins shall not be allowed to enter streams or setting basins. Spoils shall be deposited in such a way that is safe and requires no maintenance. Seeding and mulching prior to October 15th shall be required if spoil placement requires (Mit. #2).

D. Groundwater Hydrology

1. FELTON QUARRY (QUARRY) will establish, and submit evidence of same to FOREST LAKES MUTUAL WATER COMPANY (FLMWC) within two (2) years from the date of issuance of the 1979 Use Permit, a source of groundwater producing at least nine (9) acre feet per year of groundwater starting as of the beginning of the third year from the date of issuance of the Use Permit, and shall provide at least a total of eighteen (18) acre feet per year of ground water by the beginning of the ninth year from the date of issuance of the Use Permit.

QUARRY shall have the right to inspect, at reasonable times and upon reasonable notice, the meters and other records pertaining to the corporation yard wells.

2. The water to be provided to FLMWC by QUARRY shall be ground water which shall be comparable in quality to the ground water presently drawn from FLMWC'S corporation yard wells, within reasonable tolerances. "Presently drawn" shall mean the quality of this ground water based upon data collected from the corporation yard wells by FLMWC for a six (6) month period following issuance of the Use Permit. Duplicate samples of water taken shall be given to the QUARRY for testing, should it so desire.
3. The water sources developed by QUARRY to supply FLMWC as provided above shall not interfere with the FLMWC corporation yard wells. Further, the quarry operation shall not interfere with the water quality of the corporation yard wells.
4. QUARRY shall deliver, through water pipelines, the required water to FLMWC'S corporation yard for connection into the FLMWC water system. A meter shall be installed at the delivery point by QUARRY, with the meter accessible to FLMWC and to be maintained and replaced, if necessary, by QUARRY.
5. FLMWC shall have the right to specify the rate of delivery of the water from QUARRY, staying within nine (9) or eighteen (18) acre feet per year, as the case may be, with a maximum monthly delivery of one-sixth (1/6) of the annual total, or one-seventh (1/7) of the same if QUARRY provides adequate storage capacity to meet this latter requirement.
6. The QUARRY well, or wells, as well as the transmission lines, shall be constructed,

installed and maintained according to standards of the State of California, applicable to FLMWC; and the overall system shall be comparable in quality to FLMWC'S present system in the corporation yard.

7. If FLMWC establishes that the loss of water at the corporation yard well field is more than nine (9) acre feet per year at any time during the third through the eighth year, or more than eighteen (18) acre feet per year thereafter, and said loss is attributable to the quarry operations, the QUARRY must supply FLMWC sufficient additional water to replace such loss.
8. At the end of the fifty (50) year use Permit, and if QUARRY does not seek an extension of the Use Permit, or subsequent to the end of the thirty-ninth year of the Use Permit, should QUARRY abandon the quarry operation, QUARRY shall transfer to FLMWC the well or wells supplying the water to FLMWC, all equipment and transmission lines pertaining to same, easements for access, maintenance and replacement of equipment and transmission lines, and the right to draw water from the well or wells. However, should QUARRY abandon the quarry operation prior to the end of the thirty-ninth year of the Use Permit, the above transfer shall take place only if FLMWC establishes that its corporation yard well field has been damaged by the quarry operation.

Should such transfer occur, QUARRY agrees that the system being transferred shall be in good working condition at the time of transfer.

9. The QUARRY shall, within one (1) year from the issuance of the 1979 Use Permit, provide eighteen (18) acre feet of detention ponds, and a total of twenty-four (24) acre feet of same within the first ten (10) years from the issuance of the Use Permit. Thereafter, the QUARRY shall provide one-half (1/2) acre of additional detention storage for every new acre of net disturbed area. Net disturbed area shall mean the area where the overburden is removed less the area which has been revegetated by the QUARRY.
10. To the extent allowed by law, and in view of the fact that Conditions III.C.1 through III.C.19, and Conditions III.G.1 through III.G.5 as amended herein are for the benefit and protection of the shareholders of the FLMWC and other residents within the area served by FLMWC, QUARRY agrees that FLMWC may seek directly through Court action to compel QUARRY to perform these Conditions, or obtain damages or injunctive relief for the failure of QUARRY to perform same, without the necessity of first requesting enforcement by the County of Santa Cruz. The prevailing party in such litigation shall be entitled to reasonable attorney's fees and actual costs incurred. In addition, FLMWC shall have the right, upon reasonable notice and at reasonable times, to inspect those operations of QUARRY which involve performing the conditions set forth in this paragraph. Reasonable notice shall include such time as is necessary to comply with all requirements of the State of California pertaining to a person or persons entering the QUARRY property.
11. The Hydrologic Monitoring Program prepared for this project by Watkins-Johnson Environmental, Inc., dated June 12, 1992, shall be implemented every third year.

The frequency of water quality sampling and groundwater level measuring shall occur two times per monitoring year during August and April unless the County Hydrologist determines that an increase or decrease in the frequency of sampling is appropriate based on water quality trends reported in the triennial hydrologic monitoring report. At a minimum, water quality monitoring shall occur in August of each monitoring year and groundwater level measurements shall occur two times per monitoring year during August and April. This monitoring shall include measurements of groundwater elevations and water sampling collected for general chemical analysis. Analysis shall be conducted by a certified water quality testing laboratory. The results of all monitoring and chemical analysis shall be submitted to County Planning every three years as part of the quarry's annual report and shall include biannual comparisons in the findings of monitoring results. Any water quality changes of 15% or more shall be discussed in the report including methods to track water quality trends, and to remediate any negative impacts if trends of deteriorating water quality continues (Mit. #3).

12. The following measures shall be implemented in addition to the Monitoring Program prepared by Watkins-Johnson (Mit. #3):
 - a. A "Class A Evaporation Pan" shall be installed near the quarry office rain gauge to measure the rate of evaporation and to provide a more accurate measurement of amount of infiltration occurring from the detention ponds. Results of monitoring shall be included in the annual hydrological report.
 - b. Two additional monitoring wells shall be installed, one located near the existing detention ponds and the other located proximate and northeast of the future relocated detention ponds for Phase 3. The same monitoring as specified in the Watkins-Johnson Monitoring Report for the existing wells shall be conducted (depth of wells shall be sufficient to reach year-around groundwater levels with 300 feet being the maximum necessary depth);
 - c. Water quality sampling at the headwaters of the tributary to Gold Gulch (located directly south of Limestone Brook) shall be conducted in the same fashion as other surface water quality monitoring on the site;
 - d. The quarry's hydrologic consultant shall include in the twice/year reports, hydrographs of groundwater level measurements that compare current groundwater levels with the levels shown in the previous report.
13. Groundwater level and water quality monitoring, analyses and reporting shall be increased to a quarterly frequency (August, November, February, May) if documented trends of deterioration of surface water or groundwater are not successfully remediated by the quarry over a two-year period. This more frequent monitoring shall determine if a public health concern may be created through continued quarrying activities. In this case, all quarrying activities may be required to cease by the County until it can be demonstrated that the threat to public health no longer exists (Mit. #3).

E. Days and Hours of Operation

1. All mining and processing activities at the site shall be confined to between the hours of 6:00 A.M. and 8:00 P.M., Monday through Saturday. Maintenance operations may be conducted at any time.
2. All shipping activities shall normally be confined to between the hours of 6:00 A.M. and 8:00 P.M., Monday through Friday.
3. Blasting activity shall be confined to between the hours of 7:30 A.M. and 6:00 P.M.
4. One hundred (100) exceptions to III.E.2 for the off-hour operations of the asphalt plant are allowed without prior approval of the Planning Director. These off hour operations are authorized for the quarry providing that:
 - a. Off hours shall be defined as those hours that are not included in the normal hours of operation and shipping authorized by this permit. One off-hour operation shall be defined as one night or one weekend day.
 - b. The Quarry shall keep a list of all residents of properties abutting the off-hours truck route from the Empire Grade gate to the intersection of Bay and Mission. These neighbors shall be notified prior to the operation as soon as practical and at least 48 hours in advance of projected start of operations. The notice shall contain the information in condition III.E.5.e. below.
 - c. A log of off-hour operations shall be kept and included in the annual report including days and hours of operation and the size, number and destination of haul trucks required.
 - d. Off-hour Asphalt operation shall be limited to public agency projects only.
 - e. This 2021 amendment of off-hour operations shall be reviewed by the Planning Commission during the three-year review of the mining operation. The Planning Department staff shall report back to the Planning Commission regarding truck noise and speed monitoring data and asphalt odor associated with off-hour operations.
5. To reduce noise levels of the asphalt plant and truck traffic for off-hour operations, the Quarry shall construct and/or implement the following improvements (Mit. #5 and Mit. #A.1 and Mit. #B.):
 - a. Construction and permanent maintenance of noise baffling or some other type of noise reduction barriers on the dust collector exhaust system.
 - b. Installation and permanent maintenance of a muffler device on the pneumatic system that operates the hopper flaps.

- c. Install all other recommendations of acoustical engineer noise reports to reduce decibel level for surrounding neighborhood.
 - d. The quarry operator shall monitor and keep records of speed and noise levels of trucks from the quarry entrance at Empire Grade to the intersection of Bay Avenue and Highway 1 (Mission Street) during off-hour operations. This shall be accomplished using a vehicle equipped with a radar detector and a decibel meter. The vehicle shall set up at random locations along the entire route to ensure compliance. The records shall be made available to the County at the close of each paving project and shall be submitted to the Planning Department as part of the quarry's annual report.
 - e. The quarry shall post notices in the community of each upcoming off-hour operation. Notices shall inform readers of the range of dates within which the operation may begin, the possible hours of operation, the expected duration of the operation and shall display the appropriate telephone number at the Planning Department to which to report complaints of excessive noise. The notices shall be posted on Bay Street at each of four intersections: Nobel/Iowa, Escalona, King, and Mission, 48 hours in advance of the projected start of the operation.
 - f. Notices of off-hour operations shall be mailed to the City of Santa Cruz Public Works and Planning Departments, and the County of Santa Cruz Planning Department, at least 48 hours in advance of the projected start date.
 - g. As determined by the Planning Commission, if widespread complaints are received from residents along the truck route (with consideration of acoustical and vehicle speed data provided by the quarry operator) the Planning Commission, during the three year review of the mining operation, may modify the number of off-hours operations allowed by this approval.
6. To reduce objectionable odors during off hour operations the applicant shall use:
- a. A silo load-out and weigh system to load trucks, which includes a fugitive fumes recovery system which shall be interlocked so as to only allow the loading of trucks while the recovery system is operating. The fugitive fumes recovery system shall be maintained in good working order (Mit. #C).
 - b. Cover trucks loaded with asphalt

F. Insurance.

- 1. Verification of insurance coverage in compliance with the requirements of the County Quarry regulations shall be provided within three (3) months of the issuance of this permit and with each annual report.

G. Roads and Transportation

1. The applicant shall maintain the entrance roads reasonably free of dust and debris resulting from the site operations and shall load trucks in such a manner as to minimize spillage on haul routes.
2. The applicant shall maintain an affirmative action program to inform all truck drivers of their obligation to comply with State and Federal vehicle noise regulations and State and local traffic regulations, and to encourage programs of vehicle safety and driving courtesy.
3. Within one (1) year of the abandonment of Quarry Bend Road, the ends of the road shall be closed off with solid wood gates, fencing, earthen berms, and landscaping as required to discourage public access while providing adequate fire protection access in accordance with a plan to be approved by staff or approved plans on file.
4. Within one (1) year of the issuance of this permit, internal haul routes for stripping and mining materials shall be developed so that public roads shall not be required to move materials from one part of the site to another.
5. The private access roads leading to San Lorenzo Avenue and Empire Grade shall be maintained at a minimum paved width of 16 feet.
6. Gates approved by the State Division of Forestry and the Felton Fire Protection District shall be maintained at the property entrances from Empire Grade and San Lorenzo Avenue to prevent unauthorized public access through the site during non-working hours.
7. Off-road vehicles shall be prohibited on the property except those operated by company employees.
8. Nighttime and off-hour operations shall use the Empire Grade entrance to the Quarry only. No use of San Lorenzo Avenue will be allowed except during the daytime hours listed in Condition III.E.2. (amended) above.
 - a. Truck shipment from the Quarry shall be limited to the existing routes along Empire Grade and San Lorenzo Avenue. Use of Highway 9, south to Santa Cruz, and Graham Hill Road for destination in Santa Cruz and beyond is not permitted.

H. Revegetation, Screening, Erosion Control

1. All unvegetated disturbed areas not actively involved in the excavation or processing activities shall be seeded with grass at the start of the rainy season each year to establish a ground cover to reduce visibility and erosion potential.
2. Within one (1) year of the issuance of this permit the banks of Limestone Brook,

including the side slopes extending up to the entrance road and the hot-batch plant, shall be planted in native brush and tree species to maximize the shading of the canyon and waterways and to minimize the erosion potential.

3. The entrance from Empire Grade and the ends of Quarry Bend Road shall be provided with screen plantings to minimize visibility into the property and the view of any excavation areas.
4. The benches on final slopes shall be provided with a planting medium composed of topsoil and compost removed from excavation areas mixed into a minimum 1 foot thick layer of porous gravel material, and a similar planting medium shall be drifted down the face of the cut slopes. The final slopes shall be seeded with native plant species and planted with tree seedlings. Adequate fertilization and irrigation shall be provided for a minimum of 2 years to ensure proper establishment and growth of plants.
5. The operator shall institute a yearly control program of non-native plant species, including Acacia, Scotch Broom, Pampas Grass, and Periwinkle.
6. All revegetation/reclamation shall be implemented in accordance with the requirements of Exhibits M, N, and O of this Amended Mining Approval.

I. Signing

1. Within three (3) months of the issuance of this permit, the signing requirements of the Quarry Regulations Ordinance shall be completed. The property shall also be posted to prohibit the use of off-road vehicles and firearms.

J. Bonding

1. The quarry shall maintain an adequate financial assurance to ensure reclamation in accordance with the approved Reclamation Plan and compliance with the County's Mining Regulations and SMARA.

K. Excavation and Grading

1. Final side-slopes shall be stepped or scarified to provide soil and vegetation retention, and the thickest feasible blanket of overburden strippings shall be replaced on the benches and drifted down the side-slopes to provide for groundwater retention and establishment of vegetation.
2. Excavations shall maintain a setback of 50 feet from the property line measured in a horizontal plane from the property boundary (excavations may thereby extend closer to the property line where the site rises up from the property boundary),

except as amended herein.

3. Prior to any relocation of the entrance road descending from Empire Grade, the applicant shall submit detailed engineering design plans for the new road placement prepared by a registered civil engineer and obtain amendment of this permit by the Planning Commission. Excavations where physically possible shall take place behind a barrier formed by the entrance road to protect the adjacent Forest Lakes development from the noise and visibility of operations. Excavations adjacent to the access road shall not be below the level of the road for the first 50 feet and then shall follow the configuration for final slopes as specified above.
4. Prior to any excavations west of Limestone Brook below an elevation of 900 feet, the operator shall submit revised drainage plans to be approved by County staff. Excavations on site shall not be below the 700-foot elevation.
5. Prior to excavating or undermining the present utility easement on Quarry Bend Road, the operator shall relocate the easement and telephone lines to the satisfaction of the Pacific Telephone Company and Pacific Gas and Electric Company.
6. Topsoil and vegetation removed during the quarrying process shall be stockpiled in a level area and to minimize sight from adjacent public roads. The stockpiles shall not exceed 60 feet in a horizontal dimension or 15 feet in height and adequate drainage protection shall be provided.
7. The existing fill operation at the head of Limestone Brook shall be conducted in accordance with the provisions of the permit from the California Department of Fish and Game.
8. All final excavations shall provide for positive surface drainage to prevent the ponding or accumulation of storm waters or natural seepage except in the planned drainage pond facilities.
9. In the event that significant paleontological or archaeological finds are made on the quarrying site, all operations shall be halted within 200 feet of the find and the Planning Department Director shall be immediately notified. Operations may be resumed in three working days following notification of the Planning Department unless specific request is made to allow additional time for proper excavation of fossils or artifacts in accordance with the provisions of the County's Native American Cultural Sites Ordinance.
10. The operator shall endeavor to minimize the surface area of the quarry which is disturbed at any given time to the greatest extent compatible with mining and marketing requirements.
11. No excavation or disturbance of Assessor's Parcel Number 62-181-08 shall be allowed during the time the Open Space Easement Contract (OS-6-72) with the County is in force.

12. All mining of the Active Mining Area of the south pit workforce shall be limited to a maximum interim gradient of 3/4:1 (horizontal:vertical). In some cases, slopes of 1/2:1 will be acceptable if first approved by both the quarry's geologic consultant and County Planning Staff (Mit. #1).
13. Inclinometers with surface reading capability shall be installed behind the cut for Phase 1 mining (approximately 200 feet northwest of the slide area) to detect any slope movement. Monitoring and recording of inclinometer readings shall be done once each quarter (every three months) by the quarry's geologic consultant. The quarry's geologic consultant shall submit the results of each reading to County Planning Staff on an annual basis with the Quarry's annual report unless a significant movement occurs. The frequency of these readings shall be increased if deemed warranted by evolving site conditions as determined by the County Planning Geologist (Mit. #1). Should a significant slope movement occur, or should the monitoring indicate a significant change in the inclinometer readings, the geologic consultant must contact the County both verbally and in writing of the change(s) within 48 hours and shall make recommendations to address the observed changes.
14. The quarry's consulting geologist shall observe the quarry operation on a minimum basis of once/quarter (every three months) and report on the quarry program on an annual basis. The report shall be submitted to County Planning within 20 days of the quarry's annual report and shall (Mit. #1):
 - a. Document the geologic structure exposed by the quarry as shown on the geologic map of the March 17, 1993, Rogers/Pacific report;
 - b. Discuss the success of the quarry's activities regarding stability and make recommendations about continuing operations;
 - c. Discuss the results of the inclinometer readings conducted over the year, including the consultant's supervision of quarry personnel's monitoring of the inclinometers. The quarry shall immediately notify the County Planning Department if and (sic) adverse geologic conditions become exposed during the monitoring or inspections of quarry activities and coordinate with County Planning on the remedial action to be taken.
15. All mining excavations shall be conducted in accordance with the recommendations of the "Review of Mining Progression Plans, Phases 1 through 5" by Rogers/Pacific, dated April 29, 1993 (Mit. #1).
16. Prior to commencing a new mining phase, the quarry's geologic consultant shall conduct a "Phase Closure Inspection" and submit in report form the results of the inspection to County Planning. The report shall discuss the same issues as required by the annual report for geologic issues (Mit. #1).

Exhibit D

Findings

Pursuant to Santa Cruz County Code 18.10.230(A) Findings for approval of Application 191104 are provided below.

The approving body may grant an approval for a project as the project was applied for or in modified form if, on the basis of the application and the evidence submitted, the approving body makes the findings listed below; no approval and no permit shall be issued unless the findings below can be made:

(1) That the proposed location of the project and the conditions under which it would be operated or maintained will not be detrimental to the health, safety, or welfare of persons residing or working in the neighborhood or the general public, and will not result in inefficient or wasteful use of energy, and will not be materially injurious to properties or improvements in the vicinity.

Based on the analysis in the Initial Study and summarized in the Staff Report, the additional off-hours operations along the established truck route and subject to the conditions under which the off-hours operations would occur will not be detrimental to the health, safety, or welfare of persons residing or working in the neighborhood or the general public, and will not result in inefficient or wasteful use of energy, and will not be materially injurious to properties or improvements in the vicinity. The project would not be expected to expose sensitive receptors to substantial pollutant concentrations. The project would not result in a significant impact relative to noise generation on any given night along the off hours truck route. The project would reduce greenhouse gas emission related to large paving projects or multiple separate paving jobs cumulatively requiring forty (40) or more night operations per year.

(2) That the proposed location of the project and the conditions under which it would be operated or maintained will be consistent with all pertinent County ordinances and the purpose of the zone district in which the site is located.

The additional off-hours operations of the asphalt plant at the Felton Quarry and the conditions under which it would be operated will be consistent with all pertinent County ordinances and the purpose of the zone district in which the site is located. The existing mining use, including the operation of the asphalt plant, is consistent with the zone district in which it is located. The parcels containing the mine are zoned Mineral Extraction (M-3) and Timber Production (TP) and mining is an allowed use in both zone districts.

(3) That the proposed use is consistent with all elements of the County General Plan and with any specific plan which has been adopted for the area.

Approval of the additional off-hours operations is consistent with all elements of the County General Plan. The existing mining operation is located on a site with a Heavy Industrial General Plan designation which is consistent with the existing mining operation, including the existing asphalt plant. There is no specific plan for this area.

(4) That the proposed use will not overload utilities, and will not generate more than the acceptable level of traffic on the streets in the vicinity.

The additional off-hours operations of the asphalt plant and the associated trucking will not overload utilities, and will not generate more than the acceptable level of traffic on the streets in the vicinity. It

can be reasonably concluded the increased truck traffic would not cause impacts to level of service at any intersections along the truck route, or cause any increase in vehicle miles traveled. Nighttime trucking activity is intended to reduce hazards by occurring at night when traffic congestion is less and to supply public highway projects that occur at night in order to reduce hazards and congestion related to road maintenance operations.

(5) That the proposed project will complement and harmonize with the existing and proposed land uses in the vicinity and will be compatible with the physical design aspects, land use intensities, and dwelling unit densities of the neighborhood.

The additional off-hours operations of the asphalt plant and the associated trucking will complement and harmonize with the existing and proposed land uses in the vicinity and will be compatible with the physical design aspects, land use intensities, and dwelling unit densities of the neighborhood. The trucking activity would occur on existing designated truck route that is also an arterial street through the City of Santa Cruz that is intended to accommodate commercial truck traffic.

Santa Cruz County Planning Commission
701 Ocean Street, Room 400
Santa Cruz, CA, 95060

Michael Guth, 1st District Commissioner (Vice-Chair)
Melanie Shaffer Freitas, 2nd District Commissioner (Chair)
Rachel Dann, 3rd District Commissioner
Judith Lazenby, 4th District Commissioner
Renee Shepherd, 5th District Commissioner
Kathleen Molloy, Planning Director
Matt Johnston, Environmental Coordinator
David Carlson, Project Planner

February 23, 2020

Dear Commissioners, Director, Coordinator and Planner

We write to you on behalf of the residents of the neighborhoods adjacent to Bay St and Empire Grade affected by Granite Construction's request to increase truck traffic through our neighborhoods by 400%

We disagree with several conclusions in the California Environmental Quality Act (CEQA) Initial Study / Environmental Checklist attached to the application for amendment of the Felton Quarry Mining Approval #191104, submitted by Granite Construction and we feel it does not accurately represent the impact of the proposed changes on our neighborhoods.

Neighborhood Notification

We begin with a statement on page 13 of the Initial Study, under the heading *Detailed Project Description*. "Neighborhood notification is given prior to each off-hour operation. ... A neighborhood notice that is mailed out to neighbors along the haul route contains telephone numbers of the quarry and the Planning Department quarry planner." We have been surveying our neighbors and the majority of them have never received such a notice. Those that did have no idea how or to whom to complain, so the notice did not have the effect intended by the Agreement or the Planning Commission.

We do not know how the company says it is notifying the neighbors, but such notification, if it is happening, is not successful. Residents that are not notified of such operations cannot reasonably be expected to object or complain about them. The addresses of the residences along Empire Grade, Bay Street, and the immediate surroundings are public record. Granite Construction has no excuse for not informing all affected residents.

On page 14 the Initial Study states "In recent years there has been a very small number of complaints, ranging from zero to three per year." Measuring the impact of an activity and justifying its harmlessness by a lack of complaints about that activity when the people affected were never notified of the activity, never informed they had the right to complain about it, and never given the contact information necessary to complain is disingenuousness of the highest order.

In the Noise Element of the Initial Study (p37) it states "Furthermore, the number of complaints received during the longest duration night operations is not considered to be widespread." Once again, a lack of complaints is used to determine a lack of disturbance, even though no one knows where or how to complain.

In the Noise Element of the Initial Study (p36) it states "The quarry use permit contains a condition of approval that attempts to gauge the community's response to noise based on complaints. The volume of complaints would be used to gauge the significance of the community response along with consideration of the speed and noise monitoring data from the night operations." This condition of approval is not known in the affected neighborhoods, which is to the benefit of the quarry, and one possible reason notifications are not being made to the affected residents. Those few that have received notifications have no memory of this information being provided in the letters.

In the same section the Initial Study claims "During off-hours operations the quarry monitors speed and decibel levels of trucks along the haul route through the neighborhood." They present no evidence of such monitoring. No mention is made of methodology, equipment used, or frequency. No records are offered for inspection. Given the lack of notification mentioned above, we wonder how much monitoring is going on and if it consists of anything more than a supervisor in a truck sitting somewhere along the route with a cheap radar gun once or twice.

We will address the provided acoustical monitoring data separately.

Minor Change

The proposed amendment is classified in the Initial Study as a "Minor Amendment" on page 15. If the amendment does not affect "the overall concept, density, or intensity of use of the approved project..." it can be classified as a Minor Variation. This idea is repeated farther down the page where it mentions "...minor change in hours of operation".

An increase of 400% in after-hours truck traffic is not a minor change. Granite Construction is requesting approval to increase off-hours operations from 20 per year to 100 per year. They want to go from less than a month of operations per year to over four months. That is not an insignificant change!

We realize that the whole Mining Approval is due for review this year, so this request will be reviewed by the Planning Commission. This is lucky for us, as otherwise acceptance of this classification by the staff would result in those of us affected by the decision not having an opportunity to express our concerns. Language matters.

Choice of Designated Route

Overall, trucking from the quarry is required to use specific haul routes; through Felton and Scotts Valley or down Empire Grade (p14). For some unspecified reason the only approved haul route for night operations is down Empire Grade, Bay, and Mission Sts. If, as the Initial Study maintains, there is no more noise during night operations than during the day, no greater pollution, and no impact on traffic (since the operations are at night when the level of traffic decreases), why not approve the Felton-Scotts valley route for the trucks as well?

As is stated in the Initial Study, Bay St. and Empire Grade are designated arterial truck routes. This ignores the fact that Bay St. and lower Empire Grade are also residential streets, however. Bay St. and Empire Grade are not through streets leading to other cities, other destinations. They serve local business and the university. The residents of these neighborhoods accept that during the day their streets will see much more traffic than the rest of the neighborhood. They also expect that commercial traffic will be substantially reduced at night, when they are sleeping.

City of Santa Cruz Policy M3.3 establishes as a goal to "Discourage, reduce, and slow down through-traffic and trucks on neighborhood streets." We live in a neighborhood which currently has traffic during the day and is quiet at night. Heavy trucks are noticed and disturb our quiet enjoyment, keep us from getting to sleep and wake us up if we do manage to get there.

The City of Santa Cruz has noise ordinances on the books that prohibit offensive noise between the hours of 10:00 pm. and 8:00 am. (The following ordinance makes no distinction between truck routes and other streets)

9.36.010 Curfew-Offensive noise.

*(a) No person shall between the hours of 10:00 p.m. and 8:00 a.m. make, cause, suffer or permit to be made any offensive noise (1) which is made **within one hundred feet of any building or place regularly used for sleeping purposes**, or (2) which disturbs, or would tend to disturb, any person within hearing distance of such noise.*

(b) "Offensive noise" means any noise which is loud, boisterous, irritating, penetrating, or unusual, or that is unreasonably distracting in any other manner, such that it is likely to disturb people in the vicinity of such noise, and includes, but is not limited to, noise made by barking or howling dogs, by an individual alone or by a group of people engaged in any business, meeting, gathering, game, dance, or amusement, or by any appliance,

contrivance, device, structure, construction, ride, machine, implement, or instrument.

According to the Initial Study (p37) the applicant expects "that Bay St. will carry significant amounts of truck traffic to facilitate commodities movement and protect other local streets from excessive truck traffic." It does, during the day and during normal business hours. It is not expected to do so during off-hours. If it were, the applicant would not have to apply for the requested exemptions.

Noise Analysis

We have issues with the noise analysis relied upon to present a finding of no impact on the neighborhoods along the route.

The principal study presented, by Consultants in Engineering Acoustics (Thomas R. Norris, PE, and Jerome S. Lukas, Ph.D), dates back to August of 2000. The portion of the study relating to Bay St. was done from the front yard of the house at 1106 Escalona Dr, a little farther from the roadway than most of the houses on lower Bay St. and a relatively open part of the road, both factors which may reduce sound levels. It analyzed seven-second recordings of traffic noise recorded at four minute intervals, which was somehow supposed to "best catch the movements of the asphalt-carrying trucks, which were estimated to occur every six minutes." (p10 of attachment) (Four and six have very few common multiples; the likelihood of recording truck noise estimated to occur every six minutes by recording samples every four minutes is reduced by one half to two-thirds). At the time of these observations there was a great deal of daytime truck traffic to and from construction at the University (p11) that affects the daytime readings for comparison. (p12).

The readings are averaged for the time periods, so there is no way of determining the noise level at the times trucks are actually passing. As mentioned above. if the trucks were running on the estimated schedule, in the best case only every other truck would have been recorded and analyzed if the recorder took its seven-second sample at just the right time.

In any case that is an analysis done twenty years ago. Another spot check was done in June of 2019, and this one is more interesting. Mr Shelly recorded speed and noise for two nights in June and recorded actual speed, noise levels, and type of vehicle. unfortunately no monitoring was done on Bay St. where there are many more residences closer to the road, but the results are interesting nonetheless. Looking at the raw data, almost every time Mr. Shelly recorded a vehicle over 80 decibels (dB) it was a truck. The average truck was recorded at 82 dB; the average car at 73 dB. That is a

change of almost 10 dB, which means the average trucks are almost twice as loud as the average cars. 82 dB is definitely loud enough to disturb sleepers and wake children!

The author of the Initial Study attempts to compare the data from the two studies by correcting for the distance of the sound meter from the source, even though they qualify that correction two sentences earlier; "Comparing noise data is complicated by the location of the sound level meter and the distance to the source." (p36) They claim the third party data is consistent with historic quarry data in terms of the sound level of the trucks (p36) and a trend of reduced sound levels for the trucks, but do not provide any of their data or methodology for comparison or analysis. The only data provided shows that trucks are twice as loud as cars.

The Initial Study acknowledges that "a difference of five decibels is generally noticeable as a reduction in sound level." and that "residents can still hear and count the trucks". (p36) The data provided shows a difference of almost 10 dB between trucks and cars, not just 5 dB.

The Initial Study uses average noise levels and the results of a twenty year old analysis to argue that they meet standards. (p36) The only update provided was done at the request of the PC, and it was not a thorough in-depth analysis. On-scene time in 2019 was limited to six hours over two nights, and it was not done in any of the more densely populated residential areas affected. But even the authors of the Initial Study acknowledge that GC's heavy trucks make more noise than the average traffic and can be noticed by neighbors and residents. How can they really make the case that there is no impact on the neighborhood from the noise of the trucks? The trucks are not average events; their passage is at a point in time, stands out sharply from the background, and cannot be accurately captured or measured by a 20-year old methodology that takes very short samples at regular intervals, especially when those intervals have been chosen in a manner that does not coincide with the passage of the trucks.

Technology has changed a great deal in 20 years, contrary to claims made by the authors in the IS (p35). Why has a full updated study not been requested?

Effect on Recreational Activities

Bay St. and Empire Grade are very popular cycling routes for both commuters and recreational cyclists. Bay St. in particular is a recognized commuter route to the University and the surrounding neighborhoods for residents and students, for mountain bikers heading to the trails above the University, in Pogonip, and to Wilder Ranch, and as access for road cyclists to the back roads of Bonny Doon. Increased heavy truck traffic on these roads will be very dangerous, especially on weekends with the increase numbers of recreational cyclists.

Increased numbers of trucks will make walking and cycling on Bay St. more dangerous and unpleasant, with locally increased dust, noise, and exhaust fumes, as well as the ever-present danger of collisions or accidents. Trucks have limited visibility and maneuverability, and they are not the ones who will be injured in case of collision. The City of Santa Cruz already strongly encourages cyclists to avoid Mission St. following a fatal truck-cyclist accident. Increasing truck traffic on Bay St. and Empire Grade, even if it is only on weekends, will impact its usability by cyclists and pedestrians.

Summary

We say that the notification process currently in place does not work. Only a small fraction of residents receives notification, and fewer understand the reason for the notification.

The current complaint process is hidden and non-functional. To claim that a lack of complaints under the current system proves a lack of impact is invalid, since there is no functional complaint process.

There is at least one alternate route presented in the impact report, but there is no reason given for why this route is not being considered for use during the off-hours operations

The claim that there will be no noise impact based on a twenty-year-old study is laughable. Another study needs to be done.

Anytime you increase the number of trucks interacting with cyclists and pedestrians the risk of accident and serious injury goes up

How many of you are willing to have a number of heavy trucks drive past your house during sleeping hours for up to 100 nights a year? Not many, if anyone. We realize that we live on an arterial truck route and we accept the traffic during business hours as part of living here.

These streets are expected to carry this commercial traffic during business hours. They are not expected to do so during off-hours. If they were, the applicant would not have to apply for the requested exemptions.

We do not accept commercial traffic outside of business hours, and we vehemently believe that it will have a negative impact on our lives.

Request

Based on the above points we disagree with the Intention to Adopt a Negative Declaration and ask all of you, on the Planning Commission and on the staff of the PC, to deny the request of the Felton Quarry and Granite Construction (the Quarry) to allow eighty additional off-hours operations per year as part of their Mining Approval.

We ask that the Quarry be required to send notice of all off-hours operations to all the residents along the route, including those whose residences back onto Bay St. and Empire Grade, using the mailing addresses of those residences, as well as to the owners of record.

We ask that this notice include the section of the quarry use permit concerning the "condition of approval that attempts to gauge the community's response to noise based on complaints." (p36) as well as an explanation in plain language of the section, the implications and consequences of complaints, and the phone numbers, emails, and other contact information of those responsible for receiving and documenting these complaints at the Quarry and at the County.

We believe that this will result in a more accurate view of the impact of off-hours operations by the Quarry on the neighborhoods along the route, and that the IS as presented does not.

Clayton Markel
Clayton Markel

1620 Bay St, Santa Cruz CA 95060

Elani Aquino
Elani Aquino

1612 Bay St, Santa Cruz CA 95060

Rosa Scupine
Rosa Scupine

1420 Bay St, Santa Cruz, CA, 95060

Laura L. Slenker
LAURA L. Slenker

1412 Bay St. SC 95060

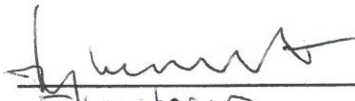
Dan Williams
DAN WILLIAMS
Jesse Trevino
JESSE TREVINO

1319 BAY ST - 95060


1415 BAY STREET 95060

Trade D. Blend
TRADE D. BLEND


1501 BAY STREET 95060


Tyler Hovor


1575 Bay Street Santa Cruz, CA


Robin Garcia

1511 Bay Street, Santa Cruz CA


Shelly Escobar

1801 BAY ST. SANTA CRUZ, CA


ROBERT SIONE

1809 BAY ST., SANTA CRUZ CA



DIANE & JAY RAMAR

1725 Bay St Santa Cruz 95060

Samantha Petovello

1715 Bay Street Santa Cruz, 95060

David Carlson

From: david garbacz <davidgarbacz@me.com>
Sent: Wednesday, February 19, 2020 9:17 PM
To: David Carlson; Ryan Coonerty
Subject: empire grade quarry trucks application

****CAUTION:This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email.****

dear sirs,

i have lived in the cave gulch neighborhood on empire grade for 35 years. my family has endured all night paving trucks for most nights all summer long all night long. a recent new neighbor after a week asked me "how long does this go on for?" after spending millions on a new house . i doubt she would have bought it had she known. it does affect our quality of life and property values. when the "truck train" is going there is a truck every few seconds. the air is full of deisel.

i want to support paving new road and so forth. i am glad the trucks are using their air brakes less. they go way too fast through out little residential area. they tear the heck out of empire grade which is ironic as other areas are getting paved. empire grade is in tatters. they make sleep really hard going all night long. i am not in support of more nights all night long.

thanks for your service, david garbacz, 2227 empire grade, santa cruz ca. 95060

David Carlson

From: Kathy Astromoff <astromoff.family@yahoo.com>
Sent: Saturday, February 22, 2020 9:54 AM
To: David Carlson
Subject: Oppose Felton Quarry project

****CAUTION:This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email.****

Hello David -

I'm writing to oppose the proposed expansion of Felton Quarry operating hours (application 191104).

The justification of road paving increasingly happening at night is insufficient. With proper planning - and probably at greater project expense - the quarry could make materials available within their current operating hours.

We therefore see this as an effort to reduce project expense by shifting burden onto quarry neighbors. Totally inappropriate.

Please record our opposition for the record.

Thanks.

Kathy and Nick Astromoff
255 Azalea Lane
Bonny Doon

David Carlson

From: David Carlson
Sent: Monday, March 2, 2020 2:46 PM
To: Kenneth Coale
Cc: david garbacz; Allison Endert
Subject: RE: Felton Quarry Application 191104

Hi Kenneth,

Thank you for the comments on the Initial Study. Many comments came in and I've had a chance now to go through them. I understand you have also contacted Supervisor Coonerty's office and they have consulted with me on your questions and also requested I respond to clarify some information. You are correct that one off-hours operation means one night or one Saturday. Each off-hours operation includes varying numbers of truck trips each night or each Saturday based on the size of the paving job. The application is requesting up to 100 night or Saturday operations. Typically, the jobs would be Caltrans paving projects that are increasingly occurring at night to decrease traffic congestion. The Initial Study is the first step and it found no significant environmental impacts based on an analysis that answers a series of questions established by the State CEQA Guidelines based on established criteria. The Initial Study and the public comments will be presented to the Planning Commission, along with a staff recommendation that has not been made at this time. The Planning Commission will use their independent discretion in making a decision on the application. If anything is approved it could include conditions of approval such as the things you mention, some of which are already included as conditions of approval of the existing permit.

I hope this answers your question. If you have additional questions, please let me know. I am happy to try to answer them.

Best regards,
David Carlson
Resource Planner
Santa Cruz County Planning Department
(831) 454-3173

-----Original Message-----

From: Kenneth Coale <coale@mlml.calstate.edu>
Sent: Thursday, February 20, 2020 11:28 AM
To: David Carlson <David.Carlson@santacruzcounty.us>
Cc: david garbacz <davidgarbacz@me.com>
Subject: Felton Quarry Application 191104

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David Carlson, County Planner

Dear David,

I understand that staff has approved an un-mitigated negative declaration for the Felton Quarry to increase its off hour operations by a factor of 5 to 100 off hour operations per year. It was not clear how many days one operation could take, but night time traffic this last summer seemed almost constant. To increase this by such an amount indicates

almost year-round traffic. As residents of Empire Grade below the quarry, this seems quite an unusual finding. We already are impacted by loud truck traffic, smoky, fumes and smelly loads of hot asphalt throughout the night forcing us to close all windows, jake brake usage and there has been truck skid marks across the double lines in the Cave Gulch area. There seems to be no effort to repair sections of Empire Grade that are deteriorating under this heavy traffic, and further contributing to noise (slamming of tail gates and trailer linkages as trucks pass over bumps in the roadway) and unsafe road conditions. I would be very interested to learn of mitigating measures (covering loads to reduce smoke, no compression braking, slower transit speeds, repair of damaged roads, fewer off hour operations, etc....). The proposed project would really have a very large impact on those of us living below the quarry on Empire Grade.

Please let me know where we can find out more about this application.

Kenneth Coale
President, Cave Gulch Neighborhood Association
2309 Empire Grade

David Carlson

From: Rachel Dann
Sent: Tuesday, March 17, 2020 4:46 PM
To: Martin Burmeister
Cc: Rural Bonny Doon Association; Steve Homan; Ryan Coonerty
Subject: RE: Felton Quarry Mining Application 191104 : EIR Negative Declaration

Dear Martin,

Thank you for your email. No decision has been made on this application. Granite has not been approved for any modifications of their current permit.

There will be a public hearing scheduled at the Planning commission to consider their application but to my knowledge it has not yet been scheduled. At the Planning Commission public hearing, all elements of the project will be evaluated, including the environmental determination and the public will have an opportunity to make comments both before and during the meeting. Even if you didn't comment on the environmental document during the comment period, any comments you make on the application should be a part of the packet and will be taken into consideration by the Planning Commission.

I want to let you know that Supervisor Coonerty just became aware of this application a few weeks ago from emails received from the community. He is aware of the community's concerns and has asked me to make sure all comments are forwarded to the Project Planner.

Let me know if you have any other questions. I will forward your email to the planner so you can be sure to get noticed when the application is scheduled at the Planning Commission. I will also let you and the RBDA know if I hear any additional news regarding this pending application.

Kind Regards,
Rachel Dann

From: Martin Burmeister <mjbstuff@yahoo.com>
Sent: Tuesday, March 17, 2020 4:27 PM
To: Rachel Dann <Rachel.Dann@santacruzcounty.us>
Cc: Rural Bonny Doon Association <board@rbda.us>; Steve Homan <sdh@cruzio.com>; Ryan Coonerty <Ryan.Coonerty@santacruzcounty.us>
Subject: Felton Quarry Mining Application 191104 : EIR Negative Declaration

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Dear Rachel,

I am writing on behalf of the RBDA board to register the Bonny Doon community's dissatisfaction with the lack of publicity regarding the county's negative declaration in favor of application 191104. The vast majority of community members have been completely unaware of the proposal. RBDA board members were only alerted by one of our more vigilant members on the last day of the public comment period.

This proposal more than doubles the number of off-hours operation exceptions from 40 to 100. This would correspond to an approximate 250% increase in truck traffic on Empire Grade in periods (nights) that they would be in operation. Despite this staggering change to traffic on our narrow roads, the county environmental coordinator concludes in his assessment that this is only a "minor variation" to the mining permit. Consequently, no public hearing was held for this application.

The board finds it preposterous that this significant of an expansion of off-hours operations is a minor variation. Empire Grade is a steep, windy road that was never intended for heavy truck traffic. The significant increase in this traffic at night puts motorists and residents at increased risk of accidents which are already a fairly common occurrence on this road.

The impact of truck traffic on rural living and wildlife is detrimental to all involved. To increase this traffic at night will make a significant impact on the quality of life of residents and animals. It is a known fact that loud noises at night decrease bird diversity and population.

We strongly request that the county put on hold the project approval, re-open the public comment period and hold a public hearing at the earliest possible date on the matter. The community deserves better than to have such a significant project surreptitiously slipped past them.

Thank-you,

Martin Burmeister

RBDA Corresponding Secretary

David Carlson

From: melissa <emel@cruzio.com>
Sent: Friday, February 21, 2020 11:33 AM
To: David Carlson
Subject: Felton Quarry Application # 191104

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2/20/2020

David Carlson

Project Planner: Felton Quarry application #191104

We are writing to ask that the Felton Quarry is not granted additional off-hours of operations, especially not the 100 off-hours days/nights that the Quarry is requesting. We live close enough to Felton Quarry to be negatively impacted by their night time operations. The air pollution impact from the Hot Plant, the transfer of asphalt to trucks, and diesel from the trucks themselves is a combination that is not tolerable. The 50 off-hours operations allowed during the summer of 2019 restricted our ability to enjoy our properties. We never knew for certain when Felton Quarry would be operating at night, so we were not able to enjoy evenings outside our houses. We had to close all of our windows every night so the Hot Plant and diesel fumes would not permeate our homes. Early morning inversion layers can exacerbate the air pollution from the constant running of the Hot Plant, especially during large paving projects. Paving season coincides with the hot months, a time when we need our windows open at night to cool our homes. The noise of the Hot Plant operation, as well as truck noise all night long, also negatively impacts the enjoyment of our homes.

We realize that many are in favor of paving at night, but asphalt is available locally from other locations.

We ask you to deny any more than the 40 off-hours operations currently allowed, as the asphalt plant itself is what has the highest negative impact on the enjoyment of our homes.

If you do grant any increase, please change the night time truck route requirements to reflect the routes used during the day. If a project is on the Westside of Santa Cruz or north on Highway 1, then use the Empire Grade route. If a project is on Highway 17 or south on Highway 1, then the route through Felton should be required. The Empire Grade route may be more sparsely populated near the quarry than the Felton route, but the Empire route affects the many homes that are closer together in the Cave Gulch area, on High Street, and on Bay Street to Mission Street.

The heavy impact on the Empire Grade road itself is not being considered by The County of Santa Cruz. With the additional truck traffic, road maintenance needs to be addressed.

Thank you for your consideration of our concerns.

Melissa Thompson
Richard Thompson
Laura Thompson
Mary Haven Thompson
4035 Sylvester Drive

Santa Cruz

Gail Heit
4050 Sylvester Drive
Santa Cruz

David Carlson

From: Kathy Molloy
Sent: Tuesday, March 17, 2020 6:21 PM
To: David Carlson; Paia Levine; Stephanie Hansen
Subject: FW: Felton Quarry Mining Application 191104 : EIR Negative Declaration

From: Steve Homan <sdh@cruzio.com>
Sent: Tuesday, March 17, 2020 6:20 PM
To: Ryan Coonerty <Ryan.Coonerty@santacruzcounty.us>; Bruce McPherson <Bruce.McPherson@santacruzcounty.us>; Greg Caput <Greg.Caput@santacruzcounty.us>; Zach Friend <Zach.Friend@santacruzcounty.us>; John Leopold <John.Leopold@santacruzcounty.us>; Kathy Molloy <Kathy.Molloy@santacruzcounty.us>
Cc: Martin Burmeister <mjbstuff@yahoo.com>; Rural Bonny Doon Association <board@rbda.us>; Rachel Dann <Rachel.Dann@santacruzcounty.us>; Allison Endert <Allison.Endert@santacruzcounty.us>
Subject: Fwd: Felton Quarry Mining Application 191104 : EIR Negative Declaration

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Dear Members of the Board of Supervisors and Planning Director Previsich,

I strongly agree with Mr. Burmeister and the RBDA Board.

I also agree with the Cave Gulch-Bonny Doon Residents. This amount of truck traffic is a horrible proposal, and it is even worse that it is at night, when it adversely affects both traffic safety and the peaceful enjoyment of local residents' homes and land. People should be able to live and sleep on their rural lands with limited disturbance.

I think the application should be withdrawn by the applicants. I know of no community outreach that was conducted by them to ascertain the Bonny Doon and Cave Gulch residents' concerns. A 250% increase is outrageous; in fact, any increase is outrageous.

Very Truly,

Steve Homan
Bonny Doon Resident 44 Years

Begin forwarded message:

From: Martin Burmeister <mjbstuff@yahoo.com>
Subject: Felton Quarry Mining Application 191104 : EIR Negative Declaration
Date: March 17, 2020 at 4:26:47 PM PDT
To: Rachel Dann <rachel.dann@santacruzcounty.us>

Cc: RBDA Board <board@rbda.us>, Steve Homan <sdh@cruzio.com>, Ryan Coonerty <ryan.coonerty@santacruzcounty.us>

Dear Rachel,

I am writing on behalf of the RBDA board to register the Bonny Doon community's dissatisfaction with the lack of publicity regarding the county's negative declaration in favor of application 191104. The vast majority of community members have been completely unaware of the proposal. RBDA board members were only alerted by one of our more vigilant members on the last day of the public comment period.

This proposal more than doubles the number of off-hours operation exceptions from 40 to 100. This would correspond to an approximate 250% increase in truck traffic on Empire Grade in periods (nights) that they would be in operation. Despite this staggering change to traffic on our narrow roads, the county environmental coordinator concludes in his assessment that this is only a "minor variation" to the mining permit. Consequently, no public hearing was held for this application.

The board finds it preposterous that this significant of an expansion of off-hours operations is a minor variation. Empire Grade is a steep, windy road that was never intended for heavy truck traffic. The significant increase in this traffic at night puts motorists and residents at increased risk of accidents which are already a fairly common occurrence on this road.

The impact of truck traffic on rural living and wildlife is detrimental to all involved. To increase this traffic at night will make a significant impact on the quality of life of residents and animals. It is a known fact that loud noises at night decrease bird diversity and population.

We strongly request that the county put on hold the project approval, re-open the public comment period and hold a public hearing at the earliest possible date on the matter. The community deserves better than to have such a significant project surreptitiously slipped past them.

Thank-you,

Martin Burmeister

RBDA Corresponding Secretary

David Carlson

From: Tamara Sines <tamarasines@hotmail.com>
Sent: Wednesday, February 19, 2020 9:05 AM
To: David Carlson
Subject: Quarry Truck noise

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Good morning,

My name is Tammy Lazarotti. We live at 2347 Empire Grade. I received notice of extra hours wanted to drive trucks at nighttime. We are very wary of this.

We lived thru the last big paving project for Hwy 17. I don't think I can even explain how loud these trucks are at our house. We literally didn't sleep for a month!! These trucks are loud as they are, but with the horrible road conditions (pot holes and root bumps) the trucks hit these, and it makes the the bed/back trailer jump up and slam back down. It is SO loud!!!!

I wouldn't mind the Saturday drives, but being woken up many times a night, 4 nights a week is not healthy for us. My husband runs his own business and needs his sleep.

Please keep us in mind when going to the planning hearing.

Thank you!

Tammy Lazarotti
831-247-1530
Tamarasines@hotmail.com
www.sinesdesigns.com

David Carlson

From: David Carlson
Sent: Thursday, February 27, 2020 11:42 AM
To: jackressman@yahoo.com
Subject: Granite Construction Felton Quarry

Jennifer,

The Environmental Health Department has information on hazardous materials stored and used at the quarry and periodically inspects the site as part of their hazardous materials permit program. The staff person to contact in Environmental Health is Jose DeAnda, (831) 454-2759, Jose.DeAnda@santacruzcounty.us. The hazardous materials that are stored at the quarry involve petroleum products (fuels, oils, other lubricants) and hydraulic fluids used in the mining equipment. Jose should be able to provide further information regarding the hazardous materials permit for the operation.

The stationary equipment at the site is operated under permits from the Monterey Bay Air District (MBARD). Those permits require specific dust controls on the equipment and include general conditions requiring ongoing measures to prevent excessive dust emissions such as watering roads and stockpiles. MBARD staff conducts inspections of the operation and responds to complaints. Based on information I have from MBARD, the inspector for this site is Sandy Hartunian, (831) 718-8020, shartunian@mbard.org.

The County mining permit includes conditions that require the operation to minimize generation of dust. Measures include watering roads and stockpiles and maintaining the dust control features on the processing plant and asphalt plant equipment. The permit also includes the following condition intended to minimize generation of dust: *The operator shall endeavor to minimize the surface area of the quarry which is disturbed at any given time to the greatest extent compatible with mining and marketing requirements.* They are doing this, but it still results in a relatively large disturbed area as you might expect in a mining operation. They do water the roads with water trucks and a sprinkler system. In the past, complaints about excessive dust have been referred to the Air District and they will do an inspection. There are methodologies they use to determine if excessive dust is being emitted.

The Planning Commission public hearing for the proposed increase in night operations and an overall review of the County permit has not been set. When it is, you will be notified by post card at least 10 days in advance.

Hope this helps. Please contact me if you have additional questions or comments.

Best regards,
David Carlson
Resource Planner
Santa Cruz County Planning Department
(831) 454-3173

David Carlson

From: David Carlson
Sent: Wednesday, April 29, 2020 11:56 AM
To: lisa ortiz
Subject: RE: Felton Quarry Extension of hours App #191104

The simple answer to your question is no. However, the permit does require ongoing noise monitoring of quarry operations and off-hours trucking operations as explained in the Negative Declaration. The Negative Declaration relies on the noise monitoring data and information available at the time it was written. That includes the previous study from 2000 and ongoing noise monitoring of trucking operations over the years up to the present that show consistent results.

From: lisa ortiz <lisa.allen.ortiz@me.com>
Sent: Tuesday, April 28, 2020 3:17 PM
To: David Carlson <David.Carlson@santacruzcounty.us>
Subject: Re: Felton Quarry Extension of hours App #191104

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Sorry. One quick question. Will noise be measured again by an acoustic engineer for the 2020 Negative Declaration?

On Apr 27, 2020, at 5:17 PM, David Carlson <David.Carlson@santacruzcounty.us> wrote:

Hello Lisa,

I have attempted to answer your questions with the answers in italics after each question below.

Best regards,
David Carlson
Resource Planner
Santa Cruz County Planning Department
(831) 454-3173

-----Original Message-----

From: lisa ortiz <lisa.allen.ortiz@me.com>
Sent: Thursday, April 23, 2020 7:52 AM
To: David Carlson <David.Carlson@santacruzcounty.us>
Cc: Rachel Dann <Rachel.Dann@santacruzcounty.us>
Subject: Re: Felton Quarry Extension of hours App #191104

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Dear Mr. Carlson,

Thank you so much for getting back to me during this time of upheaval. I hope you are safe and that all in the county planning commission are healthy and working from home.

Santa Cruz County has done such a stellar job of managing this health crises, and I am thankful to every county employee for such sacrifice and commitment.

I have a few more questions about the Felton Quarry. Can you answer any of them or direct me to a person who might be able to help questions outside your purview?

1. Was the last EIR done for the Felton Quarry in 2000?

The last EIR for the quarry was in 1979. The environmental document for the permit process in 2000 was an Initial Study/Mitigated Negative Declaration.

2. At that time, was the sole noise detecting equipment at corner of Escalona and Bay and then at the Simpson residence near the quarry?

Yes. In addition, ongoing noise monitoring occurs at the quarry every three years. and along the off-hours truck route during off-hours trucking operations.

3. Why is the entrance on Highway 9 for hauling out to Felton Quarry?

The quarry has two entrance/exit points historically used by the quarry. The San Lorenzo Avenue/Felton Quarry Road route is the original access route to/from the quarry and has always been allowed under the quarry permits. This access route along with the Empire Grade entrance/exit can be used during normal business hours, but only the Empire Grade route can be used during off-hours trucking operations.

4. Is it correct that the quarry is currently permitted to operate between the hours of 6 am and 8 pm Monday- Friday with an additional 20 exceptions to these hours?

As explained in the Initial Study, the normal operating hours of the quarry are 6:00 A.M. to 8:00 P.M. Monday through Saturday for mining and processing, and 6:00 A.M. to 8:00 P.M. Monday through Friday for shipping. The existing Mining Approval allows twenty (20) exceptions to these hours for operation of the asphalt plant and trucking of asphalt to public paving projects at night and on Saturday without prior approval of the Planning Director. One exception is represented by one night operation or one Saturday operation, and one night or Saturday operation may involve varying amounts of truck trips depending on the size of the paving project. The existing Mining Approval also allows the quarry operator to request twenty (20) additional exceptions and the Planning Department has the discretion to approve or deny the request. Approval of such a request would allow a total of up to forty (40) off-hours operations per year under the existing Mining Approval.

5. Is there a maximum number of hauls that can be made from the quarry during those hours?

No

6. Is there any body that oversees compliance of trucking from the quarry?

Part of my job with the County is to monitor the quarry operation for compliance with conditions of approval of their mining permit. Some of the conditions relate to trucking such as hours, routes, and noise and speed monitoring. However, the County is not responsible for aspects of trucking not covered

by the mining permit. Licensing and safety inspection of trucks and drivers are the responsibility of other agencies such as DMV and CHP, for example.

7. Community members have noticed an increase in truck traffic on Empire Grade west of the quarry in 2019 and the first part of 2020. Do you know any reason for this?

The only explanation I can think of is that truck traffic will vary based on fluctuations in the demand for quarry products.

Thank you again for your commitment to Santa Cruz County.

Warmly,
Lisa

> On Apr 22, 2020, at 4:02 PM, David Carlson <David.Carlson@santacruzcounty.us> wrote:

>

> Hello,

>

> Thank you for your message. There is no public hearing date set for this application. The same week the shelter in place order came out the applicant and I were discussing arranging a community meeting prior to the Planning Commission meeting. That is on hold due to the current limitations on having an effective community meeting. I don't have any timeline for you as to when a meeting might take place, either a community meeting or a Planning Commission meeting. Based on the feedback received so far, however, the views expressed in the comments are very clear to me. The notification for a Planning Commission meeting would go out at least 10 days prior to the meeting to the same mailing list used to notify the community of the opportunity to comment on the Initial Study, plus anybody else who has contacted me about the application. The notice of public comment period on the Initial Study was sent out January 31st and the comment period ran through February 24th. Comments can still be submitted, however. In addition to the standard Environmental Review mailing list that includes agencies and interested parties, the January 31st notice was sent out to all owners and occupants of property within 0.5 miles of the boundaries of the quarry and to every owner and occupant of houses along the entire truck route from the quarry entrance on Empire Grade down to the intersection of Bay and Mission.

>

> Let me know if you have any other questions and I hope to reply quicker next time.

>

> Best regards,

> David Carlson

> Resource Planner

> Santa Cruz County Planning Department

> (831) 454-3173

>

>

> -----Original Message-----

> From: lisa ortiz <lisa.allen.ortiz@me.com>

> Sent: Wednesday, April 15, 2020 4:29 PM

> To: David Carlson <David.Carlson@santacruzcounty.us>

> Cc: Rachel Dann <Rachel.Dann@santacruzcounty.us>

> Subject: Felton Quarry Extension of hours App #191104

>

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>
> Hello Mr. Carlson,
> Could you please let me know the state of the application of negative declaration for the Felton
Quarry?
> Is there a hearing date set for this application?
> The community was only recently informed of this potential change in status at the quarry.
> Thank you for all you do.
>
> Sincerely,
> Lisa Allen Oritz
> Vice Chair, Rural Bonny Doon Association
> 650-533-5605
>

David Carlson

From: Gabrielle Brick <gabriellebrick@yahoo.com>
Sent: Sunday, February 23, 2020 9:20 PM
To: David Carlson
Subject: RE: Intent to adopt negative declaration

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Hello again David,

Thanks for following up with the link. I was able to review part of the document. I am writing to register my objections to the Felton Quarry proposal to extend evening and weekend hours. My primary concern is increased noise and truck traffic in my neighborhood. While you and the plan note that nighttime trucks will use Empire Grade, it seems weekend traffic can still use San Lorenzo to Felton Quarry road.

Should the county choose to approve this despite my objections, I ask that it would only be allowed as a trial for one year so that we can find out how these changes impact our quality of life. Particularly as funding for roads is likely limited, I see no reason to give the quarry such a significant amount of off-hours time indefinitely. The increased hours could mean truck traffic and all that goes along with it and quarry operations (noise and air pollution) all day every Saturday throughout the summer and beyond.

Please let me know if I need to do anything else to register my response to the negative declaration, as well as if a hearing is scheduled.

Thank you!

Gabrielle Brick, 840 Pine Dr. Felton

[Sent from Yahoo Mail on Android](#)

On Wed, Feb 19, 2020 at 9:19 AM, David Carlson
<David.Carlson@santacruzcounty.us> wrote:

I was just reviewing the correspondence on this project and noticed I never responded to your latest question. Sorry about that oversight. The Initial Study on the project is posted online at the following link:

<https://www.sccoplanning.com/PlanningHome/Environmental/CEQAInitialStudiesEIRs/CEQADocumentsOpenforPublicReview.aspx>

Under Project Name click on Felton Quarry to view the whole document. Maybe you already found the link, but I wanted to send the link just in case you have not.

Best regards,

David Carlson

Resource Planner

Santa Cruz County Planning Department

(831) 454-3173

From: Gabrielle Brick <gabriellebrick@yahoo.com>
Sent: Tuesday, February 4, 2020 9:35 PM
To: David Carlson <David.Carlson@santacruzcounty.us>
Subject: RE: Intent to adopt negative declaration

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Thanks for your prompt reply, David, and putting my mind at ease regarding traffic on San Lorenzo!

Is the documentation specifying the Empire Grade road entrance posted online? I had looked last night but not seen anything, but perhaps I was looking in the wrong place. A few neighbors are curious as to where the road work will happen. Neighbors may also want the planning commission to consider a sunset on the changes.

Thanks again, Gabrielle Brick

[Sent from Yahoo Mail on Android](#)

On Tue, Feb 4, 2020 at 4:56 PM, David Carlson

<David.Carlson@santacruzcounty.us> wrote:

Thanks for your questions. This project would not increase trucking in your neighborhood. It is a request to increase the amount of night and Saturday trucking which is restricted to the truck route on Empire Grade. There would be no increase in trucking on San Lorenzo Av. The public notice goes out to all properties within 0.5 miles of the quarry property on all sides which is why you received the notice. The 20-day review period is the standard review period required by the California Environmental Quality Act (CEQA). The date for the Planning Commission hearing is not known for certain at this time and could be dependent on the comments received during the public review period on the CEQA document. In any case the notice of the public hearing will go out at least 10 days prior to the Planning Commission public hearing.

Best regards,

David Carlson

Resource Planner

Santa Cruz County Planning Department

(831) 454-3173

From: Gabrielle Brick <gabriellebrick@yahoo.com>
Sent: Monday, February 3, 2020 5:02 PM
To: David Carlson <David.Carlson@santacruzcounty.us>
Subject: Intent to adopt negative declaration

******CAUTION:**This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email.****

Hello Mr. Carlson,

I received your letter today regarding the public review and comment period for the Felton Quarry project. I am deeply concerned about a 400% increase in truck traffic as well as a comparable increase in traffic should the Planning Director grant additional exceptions. I find it even more troubling that you should define a 3 week review period but not tell when the public hearing will be, nor how much advance notice of the public hearing we are entitled to by law. I do plan to take the day off of work to attend and need advance notice to plan my absence. Please reply with this information.

Regards, Gabrielle Brick

[Sent from Yahoo Mail on Android](#)

David Carlson

From: David Carlson
Sent: Thursday, March 19, 2020 3:11 PM
To: M.C. Hager
Cc: JM Brown
Subject: RE: increased felton quarry operations

Mr. Hager,

Thank you for your questions about the application submitted by Granite Construction requesting an increase in the number of off-hours operations allowed under their permit. An off-hours operation means operation of the asphalt plant at night or on a Saturday to supply a public paving project. One off-hours operation means one night or one Saturday. The permit currently allows up to 40 off-hours operations and the request is to increase to 100. Their permit requires that during an off-hours operation the trucking route is restricted to the route down Empire Grade and Bay Avenue. The application does not request any increase in trucking on San Lorenzo Avenue.

The reason you did not receive a notice of the public comment period on the environmental review document is because you live more than 0.5 miles from the boundaries of the quarry property. Notices of public comment periods and public hearings for quarry related applications are sent out to all owners and occupants of properties within 0.5 miles of the quarry. We also sent out notices to all the owners and occupants along the truck route affected by the application along Empire Grade and Bay Avenue for a total of over 650 notices. As you might expect with the current situation we are trying to figure out if and how public hearings will proceed under the Shelter in Place Order. So things are kind of on standby right now. However, you will be added to the mailing list for the future public hearing and you will receive notice at least 10 days prior to the public hearing. No action to approve or deny any requested increase in off-hours operations will occur until the Planning Commission conducts a public hearing and makes a decision. Staff will make a recommendation in the staff report to the Planning Commission, but the decision making authority rests with the Planning Commission.

The current quarry permit does not require the quarry operator to maintain, or partially maintain, the public portion of San Lorenzo Avenue, which extends up to Eaton Avenue.

I hope this answers your questions.

Best regards,
David Carlson
Resource Planner
Santa Cruz County Planning Department
(831) 454-3173

From: JM Brown <JM.Brown@santacruzcounty.us>
Sent: Wednesday, March 18, 2020 6:36 PM
To: M.C. Hager <mchager@gmail.com>
Cc: David Carlson <David.Carlson@santacruzcounty.us>
Subject: RE: increased felton quarry operations

Mr. Hager,

I have copied David Carlson on this reply and ask him to provide input.

Thank you,
JMB

From: M.C. Hager <mchager@gmail.com>
Sent: Wednesday, March 18, 2020 4:00 PM
To: JM Brown <JM.Brown@santacruzcounty.us>
Subject: increased felton quarry operations

******CAUTION:**This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email.****

Hi JM!

Thank you so much for your quick response. I am contacting regarding a notice posted last month on the Felton quarry requesting increased after hours permit exceptions being requested by Granite for the quarry at the end of Quarry road and San Lorenzo Ave.

There is a bit of information going about online. Some responses have been received from David Carlson at the county.

There were some general reassurances that no additional traffic on San Lorenzo would occur, however I do not see where this is stated.

There is supposedly a planning review committee meeting at some point in the future, but no date has been set. Also, supposedly letters went out to all within a half mile of the quarry (which I am) but I have not received one. Can such meetings be held during the shelter at home period? Can the quarry proceed with the plans without such a meeting occurring?

The questions also arose as to how much the Quarry is responsible for maintenance repairs of San Lorenzo Ave. I have heard conflicting reports on this, and certainly maintenance is needed.

Anything you could let us know about how this proceeds forward will be appreciated! We really welcome Supervisor McPherson's commitment to the valley and its residents.

--

M.C. Hager

408.829.6342

David Carlson

From: David Carlson
Sent: Thursday, February 27, 2020 3:52 PM
To: mary carroll
Subject: RE: DATE & TIME OF HEARING for Felton Quarry mining ammendment....

Mary,

The Planning Commission public hearing for the proposed increase in night operations and an overall review of the County permit has not been set. When it is, you will be notified by post card at least 10 days in advance. I did notice from the mailing that your property is located in the San Lorenzo Avenue neighborhood. This application is a proposal to increase the number of off-hours operations (nights and Saturdays) of the asphalt plant, and all off-hours trucking from the asphalt plant is currently required to use the Empire Grade truck route. The application does not propose to increase asphalt truck traffic on San Lorenzo Av.

Best regards,
David Carlson
Resource Planner
Santa Cruz County Planning Department
(831) 454-3173

From: mary carroll <mcar_1@yahoo.com>
Sent: Monday, February 17, 2020 2:01 PM
To: David Carlson <David.Carlson@santacruzcounty.us>
Subject: DATE & TIME OF HEARING for Felton Quarry mining ammendment....

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Please send a good faith notice IN ADVANCE of this upcoming hearing. As of 2//17/20 I see it is not listed on the county planning page of county website.

Respectfully,
Mary Carr

David Carlson

From: David Carlson
Sent: Friday, February 7, 2020 3:15 PM
To: Satik
Subject: RE: Granite Construction Application # 191104 Negative Declaration

Thanks for your comments. This project would not increase trucking in your neighborhood. It is a request to increase the amount of night and Saturday trucking which is restricted to the truck route on Empire Grade. There would be no increase in trucking on San Lorenzo Av. The public notice goes out to all properties within 0.5 miles of the quarry property on all sides which is why you received the notice. There is a 20-day review period on the Initial Study document, which is the standard review period required by the California Environmental Quality Act (CEQA). To submit formal comments at this stage you may email comments to myself or the Environment Review staff listed on the notice you received, or comments can be mailed to the Planning Department at the address on the notice. The date for the Planning Commission hearing is not known for certain at this time and could be dependent on the comments received during the public review period on the CEQA document. In any case the notice of the public hearing will go out at least 10 days prior to the Planning Commission public hearing. Additional comments can be submitted prior to the Planning Commission public hearing and at the hearing.

Best regards,
David Carlson
Resource Planner
Santa Cruz County Planning Department
(831) 454-3173

-----Original Message-----

From: Satik <satik2000@gmail.com>
Sent: Friday, February 7, 2020 2:49 PM
To: David Carlson <David.Carlson@santacruzcounty.us>
Subject: Granite Construction Application # 191104 Negative Declaration

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I live on San Lorenzo avenue, and strongly object to the project amendment to allow additional off-hour operations. This is a residential street, and we have accepted a certain amount of noise and traffic from the quarry. The exception in this request will negatively impact our quality of life and property value. We would like you to deny the request.

Please let me know if there is a formal process for the local residents to lodge their objection, as most residents are very concerned. Thanks

My contact number is (831)239-3508
Sati Kanwar
416 San Lorenzo avenue
Felton

David Carlson

From: Joy Jaroen <joyjaroen@yahoo.com>
Sent: Tuesday, February 18, 2020 11:03 PM
To: David Carlson
Subject: Granite rock trucks

****CAUTION:This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email.****

I understand some people are complaining about Granite trucks. I live 2blocks from bay and high street. I say let the trucks run. These are public roads and Granite is a great local company and employer .

Sincerely Joe DeMeo

Sent from my iPad

February 24, 2020

David Carlson
SCCO Planning Dept.
701 Ocean Street, 4th Floor,
Santa Cruz, CA 95060

Email: David.Carlson@santacruzcounty.us

SUBJECT: Felton Quarry (#191104)

Dear Mr. Carlson:

Thank you for providing the Monterey Bay Air Resources District (Air District) with the opportunity to comment on the above-referenced project. We have the following comment and recommendation to further reduce emissions from the project's operations:

- The District requests that Granite Construction complete all aspects of the upgrade to the existing baghouse and blue smoke collector associated with the Asphaltic Concrete Batch Plant prior to beginning additional off-hours operations. Completing this project should minimize the potential for nuisance odors.

I appreciate the opportunity to comment on this Initial Study and Negative Declaration. Please contact me or the Air District's Engineering Division at (831) 647-9411 if you have any questions regarding the above comment.

Best Regards,



Hanna Muegge
Air Quality Planner II

cc: Richard Stedman, Air Pollution Control Officer
David Frisbey, Planning and Air Monitoring Manager
Amy Clymo, Engineering and Compliance Manager