County of Santa Cruz

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

Date: August 24, 2015 **Application Number:** 141157

Project Name: The Lumberyard **Staff Planner:** Lezanne Jeffs

I. OVERVIEW AND ENVIRONMENTAL DETERMINATION

APPLICANT:	Hamilton Swift and Associates	**APN(s):**	032-092-01; 032-092-05
OWNER:	North Point Investments Fund, LLC	**SUPERVISORAL DISTRICT:**	First District

PROJECT LOCATION: The proposed project is located at the corner on the south side of Portola Drive and the east side of 38th Avenue within the community of Live Oak in the unincorporated County of Santa Cruz. The County of Santa Cruz is bounded on the north by San Mateo County, on the south by Monterey and San Benito counties, on the east by Santa Clara County, and on the south and west by the Monterey Bay and the Pacific Ocean.

SUMMARY PROJECT DESCRIPTION: The proposal is to demolish an existing lumberyard building and to construct a 9,600 square foot commercial, retail building with one commercial condominium unit at the lower floor that includes 3,200 square feet of restaurant use and 3,200 square feet of retail use and 3,200 square feet of office/service commercial use, and eight residential condominium units totaling 9,600 square feet at the second and third floor, together with a detached 2,033 square foot residential parking structure with eight separate garages, one for each condominium unit. This requires a Commercial Development permit including a Master Occupancy Permit; the approval of a Tentative Map; a Coastal Development Permit; a Height Exception to allow for an increase in height from 35 feet to around 38 feet 4 inches; a Variance to allow for two name signs for the center; Design Review, and the approval of a Parking Plan.

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.*

- ☐ Aesthetics and Visual Resources
- ☐ Agriculture and Forestry Resources
- ☒ Air Quality
- ☐ Land Use and Planning
- ☐ Mineral Resources
- ☒ Noise

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.*

- ☒ Biological Resources
- ☒ Cultural Resources
- ☒ Geology and Soils
- ☒ Greenhouse Gas Emissions
- ☒ Hazards and Hazardous Materials
- ☒ Hydrology/Water Supply/Water Quality
- ☐ Population and Housing
- ☐ Public Services
- ☐ Recreation
- ☒ Transportation/Traffic
- ☐ Utilities and Service Systems
- ☒ Mandatory Findings of Significance

DISCRETIONARY APPROVAL(S) BEING CONSIDERED:

- ☐ General Plan Amendment
- ☒ Land Division
- ☐ Rezoning
- ☒ Development Permit
- ☐ Sewer Connection Permit
- ☒ Coastal Development Permit
- ☒ Grading Permit
- ☐ Riparian Exception
- ☐ LAFCO Annexation
- ☒ Other: Signage Variance and Height Exception

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

Permit Type/Action	Agency
None required	N/A

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.

TODD SEXAUER, Environmental Coordinator

Date 9/8/15

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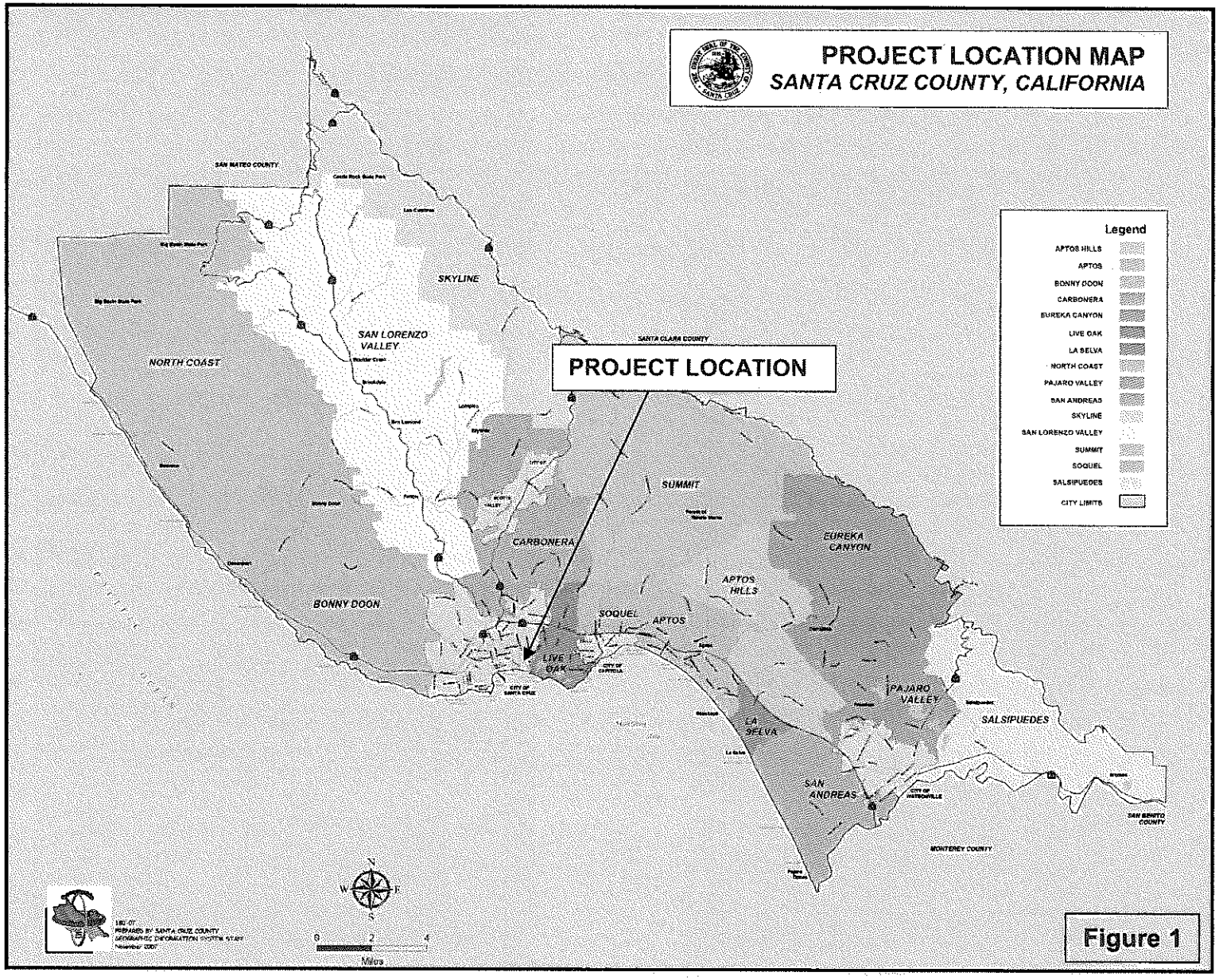
PROJECT LOCATION MAP
SANTA CRUZ COUNTY, CALIFORNIA
PROJECT LOCATION
Legend
APTOS HILLS
APTOS
BONNY DOON
CARBONERA
EUREKA CANYON
LIVE OAK
LA SELVA
NORTH COAST
PAJARO VALLEY
SAN ANDREAS
SKYLINE
SAN LORENZO VALLEY
SUMMIT
SOQUEL
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Figure 1

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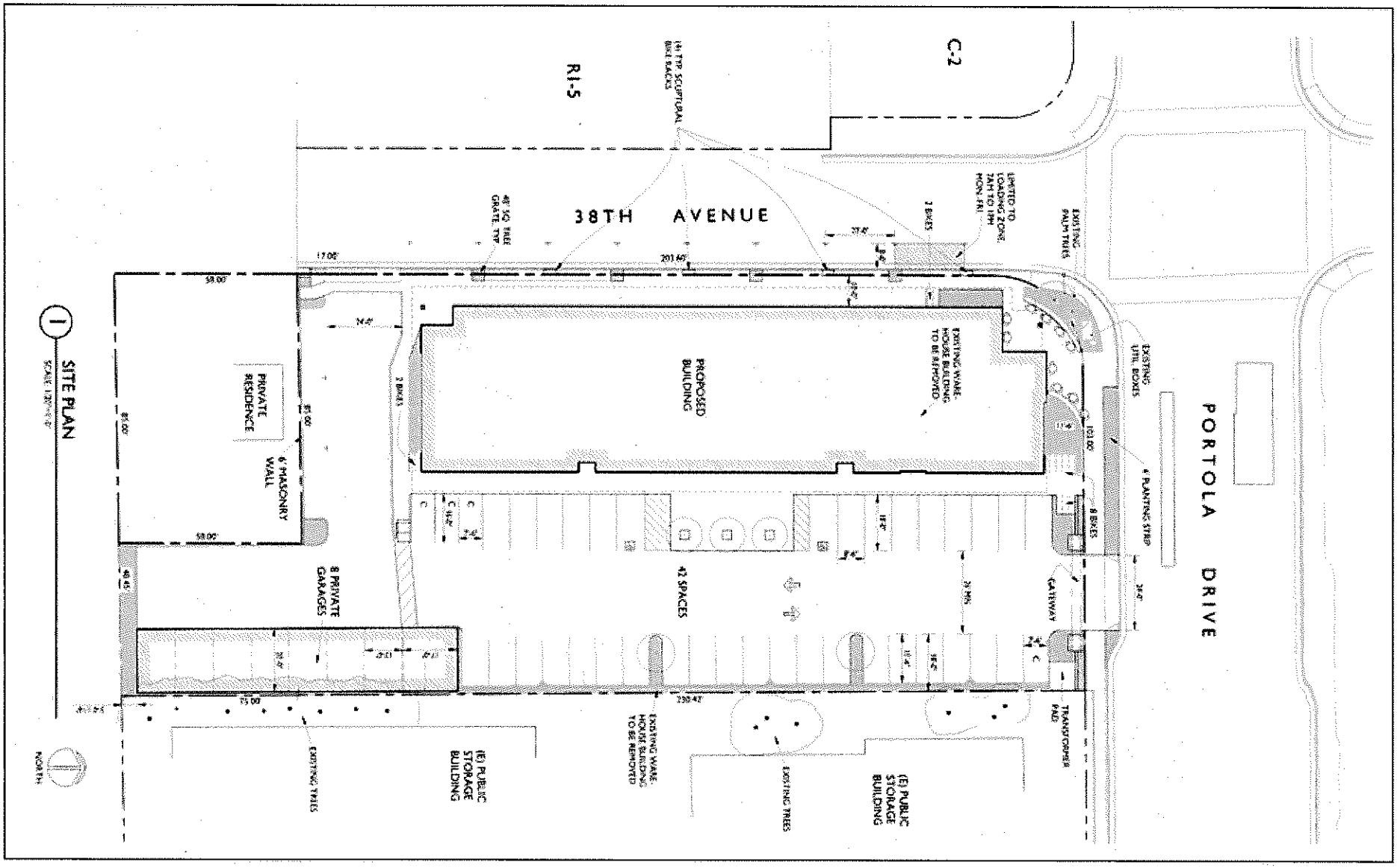

Project Site Plan **Figure 2**

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II. BACKGROUND INFORMATION

EXISTING SITE CONDITIONS:

Parcel Size (sq. ft.):	36,365 square feet
Existing Land Use:	Vacant Lumberyard building
Vegetation:	Site is completely developed. One small tree along the southern boundary, close to 38th Avenue.
Slope in area affected by project:	☒ 0 - 30% ☐ 31 – 100% ☐ N/A
Nearby Watercourse:	Moran Creek (intermittent stream)
Distance To:	1,200 feet

ENVIRONMENTAL RESOURCES AND CONSTRAINTS:

Water Supply Watershed:	Not Mapped	Fault Zone:	Not Mapped
Groundwater Recharge:	Not Mapped	Scenic Corridor:	Not Mapped
Timber or Mineral:	Not Mapped	Historic:	No historic structures
Agricultural Resource:	Not Mapped	Archaeology:	Not Mapped
Biologically Sensitive Habitat:	None identified	Noise Constraint:	None
Fire Hazard:	Not Mapped	Electric Power Lines:	None
Floodplain:	Not Mapped	Solar Access:	Adequate
Erosion:	Low Potential	Solar Orientation:	Adequate
Landslide:	None Mapped, Low Potential	Hazardous Materials:	None
Liquefaction:	Mapped "Low"	Other:	No

SERVICES:

Fire Protection:	Central Fire Protection District	Drainage District:	Zone 5
School District:	Live Oak School District	Project Access:	Portola Ave./38th Avenue
Sewage Disposal:	Santa Cruz County Sanitation Department	Water Supply:	City of Santa Cruz Water Department

PLANNING POLICIES:

Zone District:	C-2 (Community Commercial)	Special Designation:	None
General Plan:	Community Commercial (C-C)		
Urban Services Line:	☒ Inside	☐ Outside	
Coastal Zone:	☒ Inside	☐ Outside	

ENVIRONMENTAL SETTING AND SURROUNDING LAND USES:

Natural Environment

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

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

PROJECT BACKGROUND:

The subject property is composed of two parcels totaling 35,365 square feet, located at the southeast corner of Portola Drive and 38th Avenue in the Live Oak planning area of Santa Cruz County. Existing access to the property is via public streets (Portola Drive and 38th Avenue). The site is currently entirely developed with a vacant warehouse building and paved parking/circulation areas. The warehouse and site were developed as a retail lumber and hardware sales facility that was originally owned by the Pleasure Point Lumber Company, which began operations on the site in 1948. The lumberyard use operated continuously at this location until around 2010 although the ownership transferred in the early 1970s to the San Lorenzo Lumber Company and more recently to the Big Creek Lumber Company. Starting in the spring of 2010, soon after the Big Creek Lumber Company

ceased operations, and continuing through the fall of 2013, the site was leased by Wellington Energy as a storage and service depot. During this time the building was used for the storage and inventory of Smart Meters and as office space with the remainder of the parcel used for parking and overnight storage of service trucks and, during the day, for employee parking.

The topography of the parcel is almost flat and the site is completely developed with impervious surfaces, the only vegetation present being around the boundaries of the parcel, within the public right-of-way or on adjacent parcels. Parcels to the north and to the east and west along Portola Drive are all developed for a wide variety of commercial uses that include retail office and service uses. Adjacent to the project site to the east there is a mini-storage facility that includes one, two and three-story buildings, while across 38th Avenue and Portola Drive there are mostly retail and small office uses within one and two story buildings. South of the project site along 38th Avenue and also west of the southern portion of the site across the street there are single family homes. A Mobile Home Park, accessed from 38th Avenue just south of the project site, borders the southwestern corner of the property.

DETAILED PROJECT DESCRIPTION:

This project description is based on the project plans drawn by Thacher and Thompson, dated January 9, 2015, and the conceptual grading and drainage plans prepared by Ifland Engineers, dated June 15. 2015 (Attachment 3).

The project consists of the demolition of an existing lumberyard building and the construction of a 9,600 square foot commercial, retail building with one commercial condominium unit at the lower floor that includes 3,200 square feet of restaurant use and 3,200 square feet of retail use and 3,200 square feet of office/service commercial use, and eight residential condominium units totaling 9,600 square feet at the second and third floors, together with a detached 2,033.4 square foot residential parking structure with eight separate garages, one for each residential unit. In addition to the eight garage spaces, off-street parking would be provided for 42 cars within a paved parking lot located east and south of the proposed building, a total of 50 spaces for the development.

The ground floor commercial area of the proposed building has been designed to be open and inviting, with high ceilings, extensive multi-paned storefront glazing facing Portola Drive and with full-height glass roll-up doors that open directly onto the sidewalk at 38th Avenue and onto a paved plaza area set within the parking area located east of the building. The intention is that the space, when opened up to the tree lined street and parking area, would bring the inside out and the outside in. To further this concept, the project also includes outdoor seating areas that would be open for use by all patrons of the center. It is envisaged that a café coffee house or bakery would anchor the commercial corner of Brommer Street and 38th Avenue with the central portion of the space that is designed to be flexible and to allow for small shops and an open market type use with small stalls selling produce or other

locally produced merchandise. A similar second anchor tenant would be located at the southern end of the building.

The modestly sized residential condominium units at the second and third floors, that are located above the central portion of the commercial space, have each been designed to include two bedrooms. All of the units have comfortable private terraces that open off the living areas. These units are accessed via two separate private stairwells as well as by two private elevators. The private garages that accompany each unit allow for both secure parking areas for residents as well as for additional storage.

The proposed mixed-use building and residential garages would be constructed using a variety of materials that include cement plaster walls, paired with vertical siding elements over portions of the residential units and a metal standing-steel roof. The color palette includes soft off-white and muted grey shades, broken up by the use of natural wood at canopies extending out over the entrances to the commercial spaces at the first floor. It is intended that re-used wood from the original lumberyard be re-purposed for the decorative canopy areas. The height of the central portion of the building would be 38 feet 4 inches measured to the peak of the roof, with two roofed ventilation shafts that, combined, cover less than ten percent of the roof area and are approximately 2 feet 6 inches taller. Commercial spaces at each end of the building have a reduced height. At the northern end of the building, adjacent to the corner of Portola Drive and 38th Avenue, the commercial space has been designed to include a small decorative tower that has a height of approximately 27 feet. At the southern end of the building, so as to better relate to the residential neighborhood located to the south the maximum height to the peak of the roof would be reduced to approximately 23 feet.

Primary access to the site would be from Portola Drive at a point approximately 90 feet east of the corner of 38th Avenue, together with a secondary access point from 38th Avenue that is approximately 240 feet south of Portola Drive. Circulation between these two entrances would pass through the proposed parking area and has been designed to accommodate a two-way flow of traffic. A decorative roofed entrance arch has been proposed over the main driveway access to the site from Portola Drive, which would enclose and screen the parking area as well as continue the architectural character of the development across the primary frontage of the site. The applicants intend to construct improvements that would include new sidewalks with street tree planting along the entire frontage with both Portola Drive and 38th Avenue. Decorative bicycle racks would also be included within the broad sidewalk running along 38th Avenue.

New landscaping is proposed throughout the project site and also within the public sidewalks along both Portola Drive and 38th Avenue. Fourteen new trees are included in the plan that also includes new shrubs, vines and perennials. As a condition of approval of this project, three additional trees would be required to be added, adjacent to the southern elevation of the building and/or adjacent to the driveway access from 38th Avenue. The street frontage of

the site (Portola Drive and 38th Avenue) would be planted in accordance with the County street tree program. Existing landscaping that includes two mature Queen Palm trees at the corner of Portola Drive and 38th Avenue would be maintained as a decorative landscape element that matches similar plantings at other intersections in the neighborhood. No trees have been removed to facilitate the development. The parcel is proposed to be fenced along its eastern boundary, adjacent to the mini-storage facility and also along the southern and western boundaries adjacent to the proposed residential garages, with a five foot high redwood fence. Along the southern boundary of the project, adjacent to the driveway access from 38th Avenue, a minimum 6 foot high masonry sound wall s proposed to be constructed which would mitigate potential noise impacts from traffic and from patrons using the site. Climbing vines would be planted along the wall and also fences where they face the parking lot, to screen and soften these structures.

Lighting for the project parking areas would consist of approximately four light standards within the parking area; one light standard at the corner of Portola Drive and 38th Avenue; approximately 90 decorative strip-lights located along each side of the commercial building adjacent to 38th Avenue and fronting the parking lot; Approximately 10 motion sensor floodlights mounted on the front of the residential garages and at the entrance arch on Portola Drive, and two bollard lights located within the small outdoor plaza along the eastern frontage of the building facing the parking lot. All light standards are planned to be a maximum of 15 feet high in order to reduce off-site illumination Strip lighting for the commercial spaces would be mounted beneath the canopy overhang and would utilize diffuse lenses to minimize any glare for adjacent and nearby residential properties. In addition, cut-off shields would be used on all light fixtures where they are close to the south site perimeter adjacent to residential uses, to prevent direct illumination of adjacent homes.

The existing developed site does not contain any drainage facilities and discharges all rainfall onto the adjacent streets. Runoff currently drains into two separate catchment areas; one that releases into an existing storm drain system running along Portola Drive, eventually discharging to Moran Creek, and one that releases to an overland system, eventually discharging via existing gutters and swales, directly to the ocean. These two drainage areas are divided by a line that runs from the eastern property boundary, across the existing lumberyard building at the change in roofline and then towards 38th Avenue in a roughly southeast to northwest direction. The proposed development of the site would maintain this existing drainage pattern. However, detention basins would be provided for each catchment area such that the post-development runoff rate would be reduced from pre-development levels. At the northern catchment area detention facilities would be designed to detain run-off from up to a 10 year storm event before releasing rainwater into the storm drain system. For the southern catchment basin, all rainfall up to a 25 year storm event would be detained on site before releasing excess flow to the street. For the southern catchment area, once the proposed detention facility has reached capacity, water would then be allowed to puddle to a maximum depth of six inches along the southern driveway before exiting the site to 38th

Avenue as a sheet flow that would enter existing gutters.

To adequately address the risks associated with developing the site, which has been shown to have an 18 to 24 inch thick layer of highly expansive clay located approximately two feet below the ground surface, there are two alternative design approaches that could be employed Based upon the recommendations of the geotechnical report for the project, prepared by Dees and Associates, inc., dated July 31, 2014, these include either: a mat slab foundation designed to resist movement associated with shrinking and swelling of the subsoils, together with compaction of the top twelve inches of the sub-grade below the foundation, or the removal of the top three feet of soil, including the clay, which would be replaced with an engineered fill consisting of a non-expansive, well graded soil with low permeability. This option would then allow for a conventional foundation system embedded into the engineered fill to support the building.

All recommendations contained in the geotechnical report, would be implemented as part of the project design. If the preferred final design of the project requires removal of the top three feet of soil and replacement with an engineered fill, a grading permit would be required to be approved prior to the issuance of a Building Permit.

Erosion control would be implemented to include various Best Management Practices (BMPs).

The application is for a Commercial Development Permit including a Master Occupancy Permit to guide the future use of the commercial area. The project also requires a Coastal Development permit; the approval of a Tentative Map for the creation of one commercial condominium, eight residential condominium units and a common area; a Height Exception as allowed under County Code section 13.10.510(D)(2) to allow for an approximately 10% increase in height from 35 feet to around 38 feet 4 inches; a Variance to allow for two shopping center signs; the approval of a Parking Plan; Architectural and Landscape Design Review, and a Soils Report Review.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

III. ENVIRONMENTAL REVIEW CHECKLIST

A. AESTHETICS AND VISUAL RESOURCES

Would the project:

1.	*Have a substantial adverse effect on a scenic vista?*	☐	☐	☐	☒

Discussion: The project would not directly impact any public scenic resources, as designated in the County's General Plan (1994), or obstruct any public views of these visual resources.

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

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

3.	*Substantially degrade the existing visual character or quality of the site and its surroundings?*	☐	☐	☒	☐

Discussion: The proposed three-story mixed-use building would be located on the southern side of Portola Drive, at its intersection with 38th Avenue. Portola Drive is a busy local collector street that is developed on both sides with a variety of commercial uses that include retail stores, restaurants and other business uses. 38th Avenue is, except at the intersections with Portola Drive, developed for residential use and this street, together with parcels to the south/rear of the project site the area contains mostly one and two story single family homes, including a mobile home park at the southwest corner of the parcel. The existing visual setting is therefore extremely mixed and, although many of the existing commercial and residential buildings are either one or two stories in height, there are also three story structures. In particular, the rear portion of an existing mini-storage facility that is located immediately adjacent to the eastern boundary of the project site has three stories. The proposed project, which replaces an existing large lumberyard building, has been designed to fit into this setting. To reduce the potential bulk and mass of the structure, the facades of the building are broken up in both height and in distance from the street. A variety of colors and materials, that includes reused lumber from the existing building and a palette of muted off-white and grey shades, has been proposed to be in keeping with the varied styles of the commercial and residential buildings in the area.

Although an Exception subject to County Code Section 13.10.510(D)(2) has been requested

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

to increase the height by approximately 10% over the maximum 35 foot height allowed in the zone district, to around 38 feet 4 inches, the proposed mixed-use building would not deprive adjacent properties or the neighborhood of light, air, or open space. This is because the structure is located close to the corner of Portola Drive and 38th Avenue where it is furthest from adjacent structures, thereby exceeding the current setback requirements that ensure access to these amenities. Shade studies included with the project plans (Attachment 3) show that the proposed three-story building would not shade any adjacent structures. Further, the proposed structure would be of an appropriate scale and type of design that would enhance the aesthetic qualities of the surrounding properties and would not reduce or visually impact available open space in the surrounding area. The proposed mixed-use building is consistent with the land use intensity and density of the neighborhood.

To maintain the generally built-up character of Portola Drive, an entrance archway feature that complements the building is also proposed to be constructed over the driveway, visually extending the structure across the entire site frontage. The building and parking area would be screened and softened in views from the adjacent streets by the planting of new trees along both frontages, together with the addition of new shrub and groundcover planting at the corner of 38th Avenue and Portola Drive. Existing Queen Palms within the public right-of-way at the corner would also be retained. The parking and circulation areas and the interior building frontages are also proposed to be comprehensively landscaped with new tree planting around the proposed parking area and also along the southern driveway to break up the built environment and to soften views of the new development from adjacent properties, especially in views from the residential parcels to the south. The proposed trees, vines and shrub plantings would help the proposed buildings to both blend with and enhance the existing setting.

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

Discussion: The project would contribute an incremental amount of night lighting to the visual environment. However, the following project conditions would reduce this potential impact to a less than significant level: All site, building, security and landscape lighting would be directed onto the site and away from adjacent properties. Light sources have been designed and located to not be visible from adjacent properties and would be shielded by landscaping, structures, fixture design or some other physical means. Building and security lighting has been designed to be integrated into the building design and the lighted parking and circulation areas would utilize low-rise light standards with a maximum height of 15 feet. A lighting plan and study that shows how light and glare would be retained on the property is included with the project plans (Attachment 3)

The potential impact of indirect light emanating from the upper level residential units that

face west on the existing homes that are located along 38th Avenue Street would be reduced by street trees planted along the building frontage along 38th Avenue. Ambient light from within residential units that face east would be visible only from the windowless west facing elevation of the adjacent storage facility. Tree planting within the parking area and along the southern driveway access would help to reduce the impact of any indirect upper floor lighting that may be visible in oblique views from residential properties located to the south and southeast.

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:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?*	☐	☐	☐	☒

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

2. *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*	☐	☐	☐	☒

Discussion: The project site is zoned C-2 (Community Commercial), which is not considered to be an agricultural zone. Additionally, the project site's land is not under a Williamson Act Contract. Therefore, the project does not conflict with existing zoning for

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

agricultural use, or a Williamson Act Contract. No impact is anticipated.

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

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

4.	*Result in the loss of forest land or conversion of forest land to non-forest use?*	☐	☐	☐	☒

Discussion: No forest land occurs on the project site or in the immediate vicinity. See discussion under B-3 above. No impact is anticipated.

5.	*Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*	☐	☐	☐	☒

Discussion: The project site and surrounding area within a radius of 2.4 miles does not contain any lands designated as Prime Farmland, Unique Farmland, Farmland of Statewide Importance or Farmland of Local Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, no Prime Farmland, Unique Farmland, Farmland of Statewide, or Farmland of Local Importance would be converted to a non-agricultural use. In addition, the project site contains no forest land, and no forest land occurs within 2.3 miles of the proposed project site. Therefore, no impacts are anticipated.

C. AIR QUALITY

The significance criteria established by the Monterey Bay Unified Air Pollution Control District (MBUAPCD) has been relied upon to make the following determinations. Would the project:

1.	*Conflict with or obstruct implementation of the applicable air quality plan?*	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

Discussion: The project would not conflict with or obstruct any long-range air quality plans of the Monterey Bay Unified Air Pollution Control District (MBUAPCD). The project is consistent with the regional population growth numbers forecast by the Association of Monterey Bay Area Governments (AMBAG) (Attachment 15). AMBAG's regional forecasts for population and dwelling units are embedded in the emission inventory projections used in the regional Air Quality Management Plan (AQMP). Projects which are consistent with AMBAG's regional forecasts have been accommodated in the AQMP and are therefore consistent with the AQMP.

Because general construction activity related emissions (i.e., temporary sources) are accounted for in the emission inventories included in the plans, impacts to air quality plan objectives are generally less than significant. The demolition of the existing lumberyard building would be required to comply with all MBUAPCD regulations as a condition of approval of the project.

General estimated basin-wide construction-related emissions are included in the MBUAPCD emission inventory (which, in part, form the basis for the air quality plans cited below) and are not expected to prevent long-term attainment or maintenance of the ozone and particulate matter standards within the North Central Coast Air Basin (NCCAB). Therefore, temporary construction impacts related to air quality plans for these pollutants from the proposed 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.

The demolition of the existing lumberyard building would be subject all applicable rules and a notification to the MBUAPCD.

AQ-1 Prior to the commencement of work, a survey for asbestos would be required and written notification for asbestos removal and/or demolition would be provided 10 working days prior to commencing any regulated activities.

2. *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*	☐	☐	☒	☐

Discussion: The North Central Coast Air Basin (NCCAB) does not meet state standards for ozone and particulate matter (PM_{10}) (MBUAPCD, 2013a). These pollutants are both emitted during construction activities.

Ozone is the main pollutant of concern for the NCCAB. The primary sources of ROG within the air basin are on- and off-road motor vehicles, petroleum production and marketing, solvent evaporation, and prescribed burning. The primary sources of NOx are

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

PM_{10} is the other major pollutant of concern for the NCCAB. In the NCCAB, highest particulate levels and most frequent violations occur in the coastal corridor. In this area, fugitive dust from various geological and man-made sources combines to exceed the standard. Nearly three quarters of all NCCAB exceedances occur at these coastal sites where sea salt is often the main factor causing exceedance (MBUAPCD, 2005). In 2005 daily emissions of PM_{10} were estimated at 102 tons per day. Of this, entrained road dust represented 35 percent of all PM_{10} emission, windblown dust 20 percent, agricultural tilling operations 15 percent, waste burning 17 percent, construction 4 percent, and mobile sources, industrial processes, and other sources made up 9 percent (MBUAPCD, 2008).

Construction Impacts

Emissions from construction activities represent temporary impacts that are typically short in duration, depending on the size, phasing, and type of project. Air quality impacts can nevertheless be acute during construction periods, resulting in significant localized impacts to air quality. Table 1 summarizes the threshold of significance for construction activities.

Table 1: Construction Activity with Potentially Significant Impacts from Pollutant PM_{10}

Activity	Potential Threshold*
Construction site with minimal earthmoving	8.1 acres per day
Construction site with earthmoving (grading, excavation)	2.2 acres per day

*Based on Midwest Research Institute, Improvement of Specific Emission Factors (1995). Assumes 21.75 working weekdays per month and daily watering of site.

Note: Construction projects below the screening level thresholds shown above are assumed to be below the **82 lb/day threshold of significance**, while projects with activity levels higher than those above may have a significant impact on air quality. Additional mitigation and analysis of the project impact may be necessary for those construction activities.

Source: Monterey Bay Unified Air Pollution Control District, 2008.

As required by the MBUAPCD, construction activities (e.g., excavation, grading, on-site vehicles) which directly generate 82 pounds per day or more of PM_{10} would have a significant impact on local air quality when they are located nearby and upwind of sensitive receptors such as the community of Live Oak (Table 1). Construction projects below the screening level thresholds shown in Table 1 are assumed to be below the 82 lb/day threshold of significance, while projects with activity levels higher than those thresholds

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

may have a significant impact on air quality. The proposed project would require minimal grading. Although the project would produce PM_{10}, it would be far below the 82 pounds per day threshold. Total PM_{10} emissions during grading would be approximately 0.00591 tons per year or approximately 12 pounds (see Attachment 14). Total overall PM_{10} emissions during construction would amount to approximately 0.0774 tons per year or approximately 155 pounds. This would result in less than significant impacts on air quality from the generation of PM_{10}.

Construction projects using typical construction equipment such as dump trucks, scrapers, bulldozers, compactors and front-end loaders that temporarily emit precursors of ozone [i.e., volatile organic compounds (VOC) or oxides of nitrogen (NOx)], are accommodated in the emission inventories of state- and federally-required air plans and would not have a significant impact on the attainment and maintenance of ozone AAQS (MBUAPCD 2008).

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 would be used in all diesel-powered equipment, which minimizes sulfur dioxide and particulate matter.

Table 2: Thresholds of Significance for Criteria Pollutants of Concern Operational Impacts[1]

Pollutant Source	Threshold(s) of Significance
VOC	137 lb/day (direct + indirect)
NO_X, as NO_2	137 lb/day (direct + indirect)
PM_{10}	82 lb/day (on-site)[2]
	AAQS exceeded along unpaved roads (off-site)
CO	LOS at intersection/road segment degrades from D or better to E or F or delay at intersection at LOS E or F increases by 10 seconds or more or reserve capacity at unsignalized intersection at LOS E or F decreases by 50 or more [3]
	550 lb/day (direct)[3]
SO_X, as SO_2	150 lb/day (direct)[2]

Notes:

(1) Projects that emit other criteria pollutant emissions would have a significant impact if emissions would cause or substantially contribute to the violation of State or national AAQS. Criteria pollutant emissions could also have a significant impact if they would alter air movement, moisture, temperature, climate, or create objectionable odors in substantial concentrations. When estimating project emissions, local or project-specific conditions should be considered.

(2) The District's 82 lb/day operational phase threshold of significance applies only to onsite emissions and project-related exceedances along unpaved roads. These impacts are generally less than significant. On large development projects, almost all travel is on paved roads (0%) unpaved), and entrained road dust from vehicular travel can exceed the significance threshold. Please contact the Air District to discuss estimating emissions from vehicular travel on paved roads. District approved dispersion modeling can be used to refute (or validate) a determination of significance if modeling shows that emissions would not cause or substantially contribute to an exceedance of State and national AAQS

(3) Modeling should be undertaken to determine if the project would cause or substantially contribute (550 lb/day) to exceedance of CO AAQS. If not, the project would not have a significant impact

Source: Monterey Bay Unified Air Pollution Control District, 2008.

Operational Impacts

As required by the MBUAPCD, operational activities (e.g., additional traffic trips) which

directly generate 82 pounds per day or more of PM_{10} would have a significant impact on local air quality (Table 2). The overall PM_{10} emissions during the operational phase of the project would be approximately 432 pounds per year or approximately 1.21 pounds per day (Attachment 14). This would result in less than significant impacts on air quality from the generation of PM_{10}. The overall project emissions would not exceed the thresholds outlined in Table 2 for VOC, NO_x, CO, and SO_x (see Attachment 14). As a result, operational impacts to air quality would be less than significant.

Best Management Practices

The following Best Management Practices (BMPs) and Best Available Control Technology (BACT) will be implemented during all site excavation and grading.

AQ-2 Contracted Diesel Control Measures: In addition to the use of Tiered engines and California ultralow sulfur diesel fuel, the following requirements will be incorporated into contract specifications:

- To minimize potential diesel odor impacts on nearby receptors (pursuant to MBUAPCD Rule 402, Nuisances), construction equipment will be properly tuned. A schedule of tune-ups will be developed and performed for all equipment operating within the project area. A written log of required tune-ups will be maintained and a copy of the log will be made available to the County of Santa Cruz Planning Department for inspection upon request.
- Fixed temporary sources of air emissions (such as portable pumps, compressors, generators, etc.) will be electrically powered unless the contractor submits documentation and receives written approval from the County of Santa Cruz Planning Department that the use of such equipment is not practical, feasible, or available (generally contingent upon power line proximity, capacity, and accessibility). California ultralow sulfur diesel fuel with maximum sulfur content of 15 ppm by weight (ppmw S), or an approved alternative fuel, will be used for on-site fixed equipment not using line power.
- To minimize diesel emission impacts, construction contracts will require off-road compression ignition equipment operators to reduce unnecessary idling with a 2-minute time limit, subject to monitoring and written documentation.
- On-road material hauling vehicles will shut off engines while queuing for loading and unloading for time periods longer than 2 minutes, subject to monitoring and written documentation.
- Off-road diesel equipment will be fitted with verified diesel emission control systems (e.g., diesel oxidation catalysts) to the extent reasonably and economically feasible.
- Utilize alternative fuel equipment (i.e., compressed or liquefied natural gas,

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biodiesel, electric) to the extent reasonably and economically feasible.

Feasibility will be determined consistent with Best Available Control Technology (BACT) general criteria: 1) achieved in practice; 2) contained in adopted control measures; 3) technologically feasible; and 4) cost-effective.

AQ-3 Diesel Particulate Matter Emissions Control Measures: In addition, the project will implement the following measures to reduce particulate matter emissions from diesel exhaust:

- Grid power will be used instead of diesel generators where it is feasible to connect to grid power (generally contingent upon power line proximity, capacity, and accessibility).
- The project specifications will include 13 CCR Sections 2480 and 2485, which limit the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds, both California- or non-California-based trucks) to 30 seconds at a school or 5 minutes at any location. In addition, the use of diesel auxiliary power systems and main engines will be limited to 5 minutes when within 100 feet of homes or schools while the driver is resting.
- The project specifications will include 17 CCR Section 93115, Airborne Toxic Control Measure for Stationary Compression Ignition Engines, which specifies fuel and fuel additive requirements; emission standards for operation of any stationary, diesel-fueled, compression-ignition engines; and operation restrictions within 500 feet of school grounds when school is in session.
- A schedule of low-emissions tune-ups will be developed and such tune-ups will be performed on all equipment, particularly for haul and delivery trucks.
- Low-sulfur (≤ 15 ppmw S) fuels will be used in all stationary and mobile equipment.

AQ-4 Dust Control Measures: The following controls will be implemented at the construction and staging sites as applicable:

- Water all active construction areas at least twice daily as necessary and indicated by soil and air conditions.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard.
- Pave, apply water three times daily, or apply (nontoxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
- Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

- All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, will be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.
- All on-site unpaved roads and off-site unpaved access roads will be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.
- All land clearing, grubbing, scraping, excavation, land leveling, grading, cut & fill, and demolition activities will be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.
- When materials are transported off site, all material will be covered, or effectively wetted to limit visible dust emissions, and at least 6 inches of freeboard space from the top of the container will be maintained.
- All operations will limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.)
- Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles will be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.
- Within urban areas, trackout will be immediately removed when it extends 50 or more feet from the site and at the end of each workday.
- Any site with 150 or more vehicle trips per day will prevent carryout and trackout.
- Hydroseed or apply (nontoxic) soil stabilizers to inactive construction areas (previously graded areas inactive for 10 days or more).
- Enclose, cover, water twice daily, or apply (nontoxic) soil binders to exposed stockpiles (dirt, sand, etc.).
- Limit traffic speeds on unpaved roads to 15 miles per hour.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than 1 percent.
- Replant vegetation in disturbed areas as quickly as possible.
- Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.
- Install wind breaks at windward side(s) of construction areas.
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 20 miles per hour.
- Limit the area subject to excavation, grading, and other construction activity at any one time.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

Implementation of the above BMPs and BACT would ensure that emissions of diesel particulate matter (DPM) and fugitive dust from project excavation and grading would be consistent with the MBUAPCD emissions inventories.

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

Discussion: Project construction would have a limited and temporary potential to contribute to existing violations of California air quality standards for ozone and PM_{10} primarily through diesel engine exhaust and fugitive dust. However, the Santa Cruz monitoring station has not had any recent violations of federal or state air quality standards mainly through dispersion of construction-related emission sources. BMPs and BACT described above under C-2 would ensure emissions remain below a level of significance. Therefore, the proposed project would not result in a cumulatively considerable net increase in criteria pollutants. The impact on ambient air quality would be less than significant.

4. *Expose sensitive receptors to substantial pollutant concentrations?*	☐	☐	☒	☐

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

5. *Create objectionable odors affecting a substantial number of people?*	☐	☐	☒	☐

Discussion: California ultralow sulfur diesel fuel with a maximum sulfur content of 15 ppm by weight would be used in all diesel-powered equipment, which minimizes emissions of sulfurous gases (sulfur dioxide, hydrogen sulfide, carbon disulfide, and carbonyl sulfide). Therefore, no objectionable odors are anticipated from construction activities associated with the proposed project, and no mitigation measures would be required. The proposed project would not create objectionable odors affecting a substantial number of people; therefore, impacts are expected to be less than significant.

D. BIOLOGICAL RESOURCES

Would the project:

1. *Have a substantial adverse effect, either directly or through habitat modifications,*	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, or U.S. Fish and Wildlife Service?

Discussion: According to the California Natural Diversity Data Base (CNDDB), maintained by the California Department of Fish and Wildlife, there are three known special-status plant and animal species in the site vicinity. These include a species of insect, Zayante band-winged grasshopper (*Trimeropteris infantilis*), a species of native asteraceae, white-rayed pentachaeta (*Pentachaeta bellidiflora*), and a native bat, pallid bat (*Antrozous pallidus*).

Both the white-rayed pentachaeta and Zayante band-winged grasshopper are species that are generally only found in association with the Sandhills habitat. The Santa Cruz Sandhills are a unique community of plants and animals found only on outcrops of Zayante sand soil in the central portion of Santa Cruz County, in central coastal California. Based upon the Geotechnical Investigation prepared for the project by Dees and Associates, dated July 2014, the soils noted for the project site consist of Terrace Deposits, thinly bedded silty sand, clayey sand, clay and silt over sand, with varying amounts of gravel, and not the Zayante sand soil type. Furthermore, the lack of suitable habitat and the disturbed nature of the site make it unlikely that either of these special status species occur at the project site.

To conclusively rule out the potential presence of pallid bats within the disused lumberyard building, a bat survey was conducted and a report was prepared for this project by Paul A. Heady III of the Central Coast Bat Research Group, dated 2/28/15 (Attachment 4). Based upon the bat survey performed over the night of February 27, 2015, no sign of use of the existing barn-like structure by bats was observed and no echolocation calls were recorded at the building. Therefore, it was concluded that there are no species of bat, including the pallid bat, existing on the parcel, and that no protective measures for bats are necessary during the demolition of the existing structures. The Bat Survey Report has been reviewed and accepted by the Planning Department Environmental Section.

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?*	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

Discussion: Other than the special status species discussed at D-1, that have been shown to not exist on the parcel, there are no mapped or designated sensitive biotic communities or riparian habitats on or adjacent to the project site. Therefore the project would not have any effect on any biological resources in the area.

3.	*Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*	☐	☐	☐	☒

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

4	*Interfere substantially with the movement of any native resident or migratory fish or wildlife species or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*	☐	☐	☐	☒

Discussion: The proposed 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.

5.	*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)?*	☐	☐	☐	☒

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

6.	*Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*	☐	☐	☐	☒

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
7. *Produce nighttime lighting that would substantially illuminate wildlife habitats?*	☐	☐	☐	☒

Discussion: The subject property is located in an urbanized area and is surrounded by existing commercial and residential development that currently generates nighttime lighting. There are no sensitive animal habitats within or adjacent to the project site. No impact would occur.

E. CULTURAL RESOURCES

Would the project:

1. *Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?*	☐	☐	☐	☒

Discussion: The property located at 3800 Portola Drive in Santa Cruz, APN 032-092-01, was evaluated by Annie Murphy, Historic Resources Planner for Santa Cruz County, to determine whether the proposed project would cause a substantial adverse change in the significance of a historic resource.

The property is not listed as a historical resource in the California Register of Historical Resources or the Santa Cruz County Historic Resources Inventory. Furthermore, a review of information and records currently available for the property and a site visit did not identify any information to indicate that the property may qualify as a historical resource as defined in Public Resources Code Section 5024.1. As there is no substantial evidence to indicate that the property would qualify as a historical resource, the project would not cause a substantial adverse change in the significance of a historical resource.

2. *Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?*	☐	☐	☒	☐

Discussion: No archeological resources are known to occur in the project area. Pursuant to County Code Section 16.40.040, if at any time in the preparation for or process of excavating or otherwise disturbing the ground, any human remains of any age, or any artifact or other evidence of a Native American cultural site which reasonably appears to exceed 100 years of age are discovered, the responsible persons shall immediately cease and desist from all further site excavation and comply with the notification procedures given in County Code Chapter 16.40.040.

3. *Disturb any human remains, including those interred outside of formal cemeteries?*	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

Discussion: Impacts are expected to be less than significant. However, pursuant to Section 16.40.040 of the Santa Cruz County Code, if at any time during site preparation, excavation, or other ground disturbance associated with this project, human remains are discovered, the responsible persons shall immediately cease and desist from all further site excavation and notify the sheriff-coroner and the Planning Director. If the coroner determines that the remains are not of recent origin, a full archeological report shall be prepared and representatives of the local Native California Indian group shall be contacted. Disturbance shall not resume until the significance of the archeological resource is determined and appropriate mitigations to preserve the resource on the site are established.

4.	*Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*	☐	☐	☐	☒

Discussion: No unique paleontological resources or unique geologic features are known to occur in the vicinity of the proposed project. No impacts are anticipated.

F. GEOLOGY AND SOILS

Would the project:

1.	*Expose people or structures to 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.*	☐	☐	☒	☐
	B. *Strong seismic ground shaking?*	☐	☐	☒	☐
	C. *Seismic-related ground failure, including liquefaction?*	☐	☐	☒	☐
	D. *Landslides?*	☐	☐	☐	☒

Discussion (A through D): The project site is located outside of the limits of the State

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

Alquist-Priolo Special Studies Zone (County of Santa Cruz GIS Mapping, California Division of Mines and Geology, 2001). The closest faults to the site are the Zayante-Vergeles Fault, approximately 6.4 miles to the northwest; the offshore Monterey-Tularcitos Fault, approximately 8.4 miles to the southwest; the San Andreas Fault, approximately 9.6 miles to the southwest, and the offshore San Gregorio Fault, approximately 11.5 to the southwest. While the San Andreas fault is larger and considered more active, each fault is capable of generating moderate to severe ground shaking from a major earthquake. Therefore, it is reasonable to assume that, even though the project site is not located within or adjacent to a county or state mapped fault zone, the proposed development would be subject to at least one moderate to severe earthquake from one of the faults in the next fifty years. The October 17, 1989 Loma Prieta earthquake (magnitude 7.1) was the second largest earthquake in central California history.

All of Santa Cruz County is subject to some hazard from earthquakes. However, the project site is not located within or adjacent to a county or state mapped fault zone. A geotechnical investigation for the proposed project was performed by Dees & Associates, Inc. dated July 2014 (Attachment 5). The report specified ground motion parameters for the project site, based upon the USGS Ground Motion Parameter Calculator, which are required to be used in the design of the foundation of the proposed structure. The report concluded that, if the foundation of the structure is designed in accordance with the 2013 California Building Code using the specified ground motion parameters, the proposed structure, should react well to strong seismic shaking.

Liquefaction occurs when saturated fine-grained sands, silts and sensitive clays are subject to shaking during an earthquake and the water pressure within the pores builds up leading to a loss of strength. According to the County of Santa Cruz GIS Mapping, "Map Showing Geology and Liquefaction Potential of Quaternary Deposits in Santa Cruz County, CA" (Dupre, W.R., 1975), the project is located in an area of low liquefaction potential. The geotechnical report also concluded that there is a low potential for liquefaction to affect the proposed development due to the density of the subsoils and lack of groundwater table.

As confirmed by the geotechnical report, there is no potential for landslides to affect the proposed development, since the site is nearly level and there are no slopes in the project vicinity. The report has been reviewed and accepted by Environmental Planning staff (Attachment 7).

2.	*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?*	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

Discussion: As discussed above, the site is not subject to landslides or liquefaction. The site is also not subject to lateral spreading or subsidence, which are phenomena typically associated with particular soil types and groundwater conditions. Due to the cohesive nature of the underlying silty sand, clayey sand, silt, clay and gravel soils, significant impact due to differential settlement is not anticipated. The geotechnical report did indicate that there are indications of expansive soils in the project area. There is a an 18 to 24 inch thick layer of highly expansive clay located approximately two feet below the ground surface. Further discussion of expansive soils is included under F-5. below.

3.	*Develop land with a slope exceeding 30%?*	☐	☐	☐	☒

Discussion: The entire site is nearly level and there are no slopes that exceed 30% in the project vicinity.

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

Discussion: Some potential for erosion exists during the construction phase of the project, however, this potential is minimal because the entire site is nearly level and standard erosion controls are a required condition of the project. Prior to approval of a grading or building permit, the project must have an approved Erosion Control Plan (*Section 16.22.060 of the County Code*), which would specify detailed erosion and sedimentation control measures that would include provisions for disturbed areas to be planted with ground cover and to be maintained to minimize surface erosion. After construction has been completed, the majority of the site would be covered with either buildings or associated paved parking and circulation areas, with landscaping confined to well-contained planting areas. Impacts from soil erosion or loss of topsoil would be considered less than significant.

5.	*Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?*	☐	☐	☒	☐

Discussion: As detailed in the geotechnical report prepared by Dees and Associates, inc., dated July 31, 2014, test borings at the site indicate that there is a an 18 to 24 inch thick layer of highly expansive clay located approximately two feet below the ground surface. The geotechnical report includes recommendations on two alternative design approaches that could be employed to adequately address the risks associated with developing the site. The measures detailed in the report include either removal of the top three feet of soil, including the clay, which would be replaced with an engineered fill consisting of a non-expansive, well graded soil with low permeability. This would then allow for a

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

conventional foundation system embedded into the engineered fill to support the building. Alternatively, a mat slab foundation may be used where the top twelve inches of the sub-grade below the foundation is compacted to provide a firm base for slab support and the mat slab is designed to resist movement associated with shrinking and swelling of the subsoils.

The recommendations contained in the geotechnical report, as set out above, would be required to be implemented as part of the project design to minimize to adequately reduce this potential hazard. If the preferred final design of the project includes a conventional foundation system, which would require removal of the top three feet of soil and replacement with an engineered fill, a grading permit would be required to be approved.

In addition, with either design solution, surface runoff at the finished site should be controlled and not allowed to pond or flow adjacent to foundations. An engineered drainage plan has been submitted and has been reviewed and approved by the Department of Public Works for the collection and retention of all runoff, that would address this concern. Final plans for the project would be required to be reviewed by the project Geotechnical Engineer who would then submit to the county a signed and stamped Plan Review Form denoting acceptance of the final design. Final approval by the County would be required prior to any construction.

6. *Have soils incapable of adequately supporting the use of septic tanks, leach fields, or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*	☐	☐	☐	☒

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

7. *Result in coastal cliff erosion?*	☐	☐	☐	☒

Discussion: The proposed project is not located in the vicinity of a coastal cliff or bluff; and therefore, would not contribute to coastal cliff erosion. No impact is anticipated.

G. GREENHOUSE GAS EMISSIONS

Would the project:

1. *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*	☐	☐	☒	☐

Discussion: Greenhouse gas (GHG) emissions for transportation projects can be divided into those produced during construction and those produced during operations.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

Construction GHG emissions include emissions produced as a result of material processing, emissions produced by onsite construction equipment, and emissions arising from traffic delays due to construction. These emissions would be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

The project would result in a small temporary increase in greenhouse gas emissions during construction. Approximately 87 metric tons of total CO_2 equivalent emissions would be generated during project construction (Attachment 14). Permanent operational project emissions are also expected to be minimal. It is estimated that approximately 296 metric tons of CO_2 equivalent emissions would be generated annually from project operations (Attachment 14). However, in the absence of further regulatory or scientific information related to greenhouse gas emissions and California Environmental Quality Act significance, it is too speculative to make a determination on the project's direct impact and its contribution on the cumulative scale to climate change. Nonetheless, the County has strategies to help reduce greenhouse gas emissions and energy consumption. These measures included in the *County of Santa Cruz Climate Action Strategy* (County of Santa Cruz, 2013) are outlined below.

Strategies for the Reduction of Greenhouse Gases from Transportation

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

Strategies for the Reduction of Greenhouse Gases from Energy Use

- Develop a Community Choice Aggregation (CCA) Program, if feasible.
- Increase energy efficiency in new and existing buildings and facilities.
- Enhance and expand the Green Business Program.
- Increase local renewable energy generation.
- Public education about climate change and impacts of individual actions.
- Continue to improve the Green Building Program by exceeding the minimum standards of the state green building code (Cal Green).

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

- Form partnerships and cooperative agreements among local governments, educational institutions, nongovernmental organizations, and private businesses as a cost-effective way to facilitate mitigation and adaptation.
- Reduce energy use for water supply through water conservation strategies.

The proposed project has been designed as a neighborhood hub, to take advantage of the walkable neighborhood in which it would be situated. The proposal also incorporates easily accessible bicycle parking spaces both on the parcel and within the adjacent sidewalk. Impacts are expected to be less than significant.

2.	*Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*	☐	☐	☐	☒

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

H. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

1.	*Create a significant hazard to the public or the environment as a result of the routine transport, use or disposal of hazardous materials?*	☐	☐	☐	☒

Discussion: The proposed project would not create a significant hazard to the public or the environment. No routine transport or disposal of hazardous materials is proposed. However, during construction, fuel would be used at the project site. In addition, fueling may occur within the limits of the staging area proposed to be located east of the proposed building within the proposed parking area. Best management practices would be used to ensure that no impacts would occur. Impacts are expected to be less than significant.

2.	*Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*	☐	☐	☐	☒

Discussion: Please see discussion under H-1 above. Project impacts would be considered less than significant.

3.	*Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

Discussion: There are no existing or proposed public schools located within a quarter mile radius of the project site. Although fueling of equipment is likely to occur within the staging area, best management practices would be implemented. No impacts are anticipated.

4. *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?*	☐	☒	☐	☐

Discussion: The project site (3800 Portlola Drive) is not included on the April 13, 2015 list of hazardous sites in Santa Cruz County compiled pursuant to Government Code Section 65962.5. A Phase I Environmental Site Assessment (ESA) was performed by Remediation Risk Management, Inc., (RRM), dated December 4, 2013 (Attachment 13). This Phase I ESA report documents groundwater conditions at nearby sites that indicate that the property has potentially been impacted with tetrachloroethylene (PCE). The Phase I ESA therefore recommended that a limited subsurface investigation be performed to provide more information regarding concentrations of PCE that may exist in soil, soil gas, and/or groundwater beneath the property.

As a result of this conclusion a Phase II ESA was performed by RRM, dated May 21, 2014 (Attachment 13). From the findings of this investigation RRM concluded that a concentration of 0.30 ppb of PCE was detected in the groundwater. However, no other volatile organic compounds (VOC) were detected above laboratory detection limits. Further, the level of PCE and other VOCs in the property soil gas were determined to be below applicable screening levels and do not appear to pose an unacceptable exposure risk. All of the VOCs detected in the soil gas and groundwater were determined to be consistent with known off site sources and plumes and no data indicates that there is any current or historical release of contaminants on the subject property. Therefore it was determined that no additional sampling or mitigation measures necessary and RRM did not recommend any additional soil or groundwater investigation for the property.

In addition, based upon the age of the disused lumberyard building on the site, the Phase I ESA identified the potential use of construction materials containing lead or asbestos. The report recommends comprehensive surveys for both materials prior to the demolition of the building on the project site, and that all such materials, if discovered, be properly identified and removed in accordance with applicable laws pertaining to lead based paint and asbestos containing materials.

Mitigation measures

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

HAZ-1 A comprehensive survey for the presence of lead based paint shall be performed prior to the demolition of the building on the parcel and all such materials shall be properly identified and removed in accordance with applicable laws pertaining to lead based paint.

HAZ-2 A comprehensive survey for the presence of asbestos containing materials shall be performed prior to the demolition of the building on the parcel and all such materials shall be properly identified and removed in accordance with applicable laws pertaining to asbestos containing materials.

With the implementation of these mitigation measures impacts would be less than significant.

5. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*	☐	☐	☐	☒

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

6. *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*	☐	☐	☐	☒

Discussion: The proposed project is not located in the vicinity of a private airstrip. No impact is anticipated.

7. *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*	☐	☐	☐	☒

Discussion: The proposed project would not conflict with implementation of the County of Santa Cruz Local Hazard Mitigation Plan 2010-2015 (County of Santa Cruz, 2010). Therefore, no impacts to an adopted emergency response plan or evacuation Plan would occur from project implementation.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

wildlands?

Discussion: The proposed project is not located in a Fire Hazard Area. However, the project design incorporates all applicable fire safety code requirements and includes fire protection devices as required by the local fire agency. Impacts would be less than significant.

I. HYDROLOGY, WATER SUPPLY, AND WATER QUALITY

Would the project:

1.	*Violate any water quality standards or waste discharge requirements?*	☐	☐	☒	☐

Discussion: The mixed use project would not discharge runoff either directly or indirectly into a public or private water supply. No commercial or industrial activities are proposed that would generate a substantial amount of contaminants. The parking and driveway associated with the project would incrementally contribute urban pollutants to the environment; however, the contribution would be minimal given the size of the driveway and parking area. However, runoff from this project may contain small amounts of chemicals and other household contaminants. Silt and grease traps, and a plan for maintenance, would be required to ensure impacts water quality would be less than significant.

Potential siltation from the proposed project would be addressed through implementation of erosion control best management practices (BMPs). No water quality standards or waste discharge requirements would be violated. Impacts would be less than significant.

2.	*Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*	☐	☐	☒	☐

Discussion: The project would obtain water from the City of Santa Cruz Water Department, and would not rely on private well water. Although the project would incrementally increase water demand, the City of Santa Cruz Water Department has indicated that adequate supplies are available to serve the project (Attachment 8). The project is not located in a mapped groundwater recharge area.

3.	*Substantially alter the existing drainage*	☐	☐	☐	☒

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

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

Discussion: The proposed project is not located near any watercourses, and would not alter the existing overall drainage pattern of the site. Although, as shown by a surveyed drainage map of the existing property prepared by Ifland Engineers, dated April 23, 2015, (Attachment 3) the site is almost level, runoff currently drains into two separate catchment areas; the northern portion of the site currently drains to the north and into storm water systems along Portola Drive that outflow into Moran Creek. The southern portion of the site drains towards the southwest and into storm water systems located along 38th Avenue that drain directly into the ocean. These two drainage areas are divided by a line that runs from the eastern property boundary, across the existing lumberyard building at the change in roofline and then towards 38th Avenue in a roughly southeast to northwest direction.

Two separate underground retention/detention systems would be required to be constructed, one for each of the existing drainage catchment areas and located beneath proposed parking areas (Attachment 3). These would provide temporary storage of storm water. Such systems are designed to retain rainwater from regular storm events within the site and to allow it to percolate into the groundwater basin without entering the existing public storm water system. Once at capacity the systems would gradually meter to the off-site storm drainage systems to release runoff at pre-development rates. The northern system has been designed in accordance with the County's Design Criteria to detain all runoff on-site up to a minimum 10 year storm event and, once at capacity, the system would then release excess runoff to the existing storm drain system along Portola Drive, with the rate of outflow restricted by limiting the diameter of outfall pipes. The southern system has been designed, to exceed County requirements and to detain all runoff up to a minimum 25 year storm event before runoff would be discharged into the existing surface system along 38th Avenue. The rate of outflow would be restricted at the driveway entrance on 38th Avenue by a raised area that would cause water to puddle to a depth of around six inches within the southern driveway of the site before releasing excess runoff as a controlled sheet flow to the street. Final design details of the storm drain systems would be subject to approval by Department of Public Works Stormwater Management Section.

As currently developed, the site includes no drainage facilities and all runoff is discharged directly to either Portola Drive or to 38th Avenue. Therefore there would be no increase in the pre-development run-off rates from the parcel created by the proposed development and the proposed development would not result in an increase the amount of surface runoff in a manner that would result in increased flooding off the site. Department of Public Works staff has reviewed the materials that have been submitted and have determined the

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

proposed drainage plan to be feasible. Standard erosion control BMPs would be required during construction to prevent erosion or siltation from construction activities. No impact would occur from project implementation.

4. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding, on- or off-site?*	☐	☐	☒	☐

Discussion: The proposed project is not located near any watercourses, and would not alter the existing overall drainage pattern of the site as detailed in I-3. Department of Public Works staff has reviewed the proposed plan and determined the proposed drainage plan to be feasible. Impacts from project construction would be less than significant.

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

Discussion: Drainage Calculations prepared by Ifland Engineers, dated November 20, 2014 (Attachment 9) have been reviewed for potential drainage impacts and accepted by the Department of Public Works (DPW) staff. The runoff from the property would be controlled by on-site storm water detention and the infiltration of storm water through pits excavated through the less permeable surface clayey soils, to more pervious soil layers below. Revised percolation test results prepared by the Geotechnical Engineers, Dees and Associates, dated February 12th 2015 and addendum letter dated June 29, 2015 (Attachment 6) would be utilized in the design of the proposed detention systems. Two separate on-site storm water detention basins have been proposed, one that would retain all rainfall on the northern portion of the site up to a 10 year storm event and on the southern portion of the site, up to a 25 year storm event, as described in I-3. DPW staff have reviewed the proposed drainage plan and determined for the northern catchment area that, if rainfall volumes exceed those of a 10 year storm event, the existing storm water facilities along Portola Drive have adequate capacity to handle the excess runoff. Similarly, for the southern catchment area, the existing facilities along 38th Avenue have been determined to be adequate to handle runoff where rainfall amounts exceed those associated with a 25 year storm event. The proposed on-site storm water detention and retention/infiltration improvements would be adequate to handle runoff associated with the project and storm water release from the site would comply with, or exceed, the County Design Criteria standards. Refer to responses I-1 and I-6 for discussion of urban contaminants and/or other polluting runoff.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

Impacts would be considered less than significant.

Erosion control would be implemented to include various Best Management Practices (BMPs).

6. *Otherwise substantially degrade water quality?*	☐	☐	☒	☐

Discussion: The project would not discharge runoff directly into a public or private water supply or into any watercourse or stream. Further, no commercial or industrial activities are proposed on the site that would generate a substantial amount of contaminants. However, upon project completion, urban pollutants such as oil, grease, heavy metals, sediments and debris could be carried off-site in runoff from project parking areas, resulting in potential pollution of downstream water bodies, and ultimately groundwater supplies. The off-site transport of these non-point source pollutants would be minimized by the required installation of silt and grease traps for each of the two drainage catchment areas as described in I-5, and the implementation of a silt and grease trap maintenance agreement to assure annual maintenance of the silt and grease traps by the property owner would minimize the effects of urban pollutants and ensure that impacts water quality would be less than significant.

7. *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*	☐	☐	☐	☒

Discussion: According to the Federal Emergency Management Agency (FEMA) National Flood Insurance Rate Map, dated May 16, 2012, no portion of the project site, and therefore no new housing or any other development lies within a 100-year flood hazard area. Therefore, no impacts from project implementation would occur.

8. *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?*	☐	☐	☐	☒

Discussion: According to the Federal Emergency Management Agency (FEMA) National Flood Insurance Rate Map, dated May 16, 2012, no portion of the project site lies within a 100-year flood hazard area. Therefore, the proposed project would not impede or redirect flood flows. No impact would occur.

9. *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a*	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

result of the failure of a levee or dam?

Discussion: The proposed project would not increase the risk of flooding and would not lead to the failure of a levee or dam. No impact would occur.

10. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

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

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

At its closest point the project site is located approximately 0.2 miles inland. Because the coastline in the vicinity of project site is protected by a bluff that rises between 48 and 50 feet above the existing sea level the site is therefore approximately 0.2 miles beyond the effects of a tsunami. There are no hillsides or mountains within the vicinity of the project site and therefore there no likelihood of inundation by a mudflow. In addition, no impact from a seiche is anticipated. No impact would occur.

J. LAND USE AND PLANNING

Would the project:

1. Physically divide an established community?	☐	☐	☐	☒

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

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

effect?

Discussion: The proposed project does not conflict with any regulations or policies adopted for the purpose of avoiding or mitigating an environmental effect. No impacts are anticipated.

3.	*Conflict with any applicable habitat conservation plan or natural community conservation plan?*	☐	☐	☐	☒

Discussion: The proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan. No impact would occur.

K. 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?*	☐	☐	☐	☒

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

2.	*Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*	☐	☐	☐	☒

Discussion: The project site is zoned C-2 (Community commercial), which is not considered to be an Extractive Use Zone (M-3) nor does it have a Land Use Designation with a Quarry Designation Overlay (Q) (County of Santa Cruz 1994). Therefore, no potentially significant loss of availability of a known mineral resource of locally important mineral resource recovery (extraction) site delineated on a local general plan, specific plan or other land use plan would occur as a result of this project.

L. NOISE

Would the project result in:

1.	*Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*	☐	☒	☐	☐

Discussion:

County of Santa Cruz General Plan

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

The Santa Cruz County General Plan (County of Santa Cruz 1994) contains the following table, which specifies the maximum allowable noise exposure for stationary noise sources (Table 3). The County of Santa Cruz has not adopted noise thresholds for construction noise.

The following applicable noise related policy is found in the Public Safety and Noise Element of the Santa Cruz County General Plan (Santa Cruz County 1994).

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

Table 3: Maximum Allowable Noise Exposure for Stationary Noise Sources[1]

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

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

County of Santa Cruz Code

There are no County of Santa Cruz ordinances that specifically regulate construction noise levels; however, the following code regulates offensive noise.

Section 8.30.010 (Curfew—Offensive noise) of the Santa Cruz County Code contains the following language regarding noise impacts:

A. No persons shall, between the hours of ten p.m. and eight 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 any person of ordinary sensitivities within his or her place of residence.

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

contrivance, device, structure, construction, ride, machine, implement, instrument or vehicle. (Ord. 4001 § 1 (part), 1989).

Sensitive Receptors

Some land uses are generally regarded as being more sensitive to noise than others due to the type of population groups or activities involved. Sensitive population groups generally include children and the elderly. Noise sensitive land uses typically include all residential uses (single- and multi-family, mobile homes, dormitories, and similar uses), hospitals, nursing homes, schools, and parks.

Table 4: Typical Noise Levels for Common Construction Equipment (at 50 feet)

Equipment	L_{max} (dBA)
Air Compressor	81
Backhoe	80
Cement Mixer Truck	85
Cement Pump Truck	82
Chain Saw	85
Compactor	82
Crane	83
Concrete Saw	90
Dozer	85
Excavator	85
Dump Truck	84
Flat Bed Truck	84
Front End Loader	80
Fork Lift	75
Generator	81
Grader	85
Hoe-rams	90
jackhammers	88
Paver	85
Pick-up Truck	55
Pneumatic Tools	85
Rollers	74
Tree Chipper	87

Source: Federal Transit Authority, 2006.

The use of construction equipment to accomplish the proposed project would result in noise in the project area, i.e., construction zone. Table 4 shows typical noise levels for common construction equipment. The sources noise that levels are normally measured at 50 feet, are used to determine the noise levels at nearby sensitive receptors by attenuating 6 dB for each doubling of distance for point sources of noise such as operating construction equipment. Noise levels at the nearest sensitive receptors for each site were analyzed on a worst-case basis, using the equipment with the highest noise level expected to be used.

The nearest sensitive receptors are located approximately 40 feet to the south of the construction area.

Impacts

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

Potential Temporary Construction Noise Impacts

Construction activity would be expected to use equipment listed in Table 4. Based on the activities proposed for the proposed project, the equipment with the loudest operating noise level that would be used often during activity would be a jackhammer or hoe ram during the demolition phase of the project, which would produce noise levels of 90 dBA at a distance of 50 feet. The nearest sensitive receptor is located approximately 40 feet from the construction site. However, these impacts would also be temporary.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

The County of Santa Cruz has not adopted significance thresholds for construction noise. However, •Policy 6.9.7 of the General Plan requires mitigation of construction noise as a condition of future project approvals.

The following mitigation measures would be required to assist in the reduction of temporary construction noise impacts. With the implementation of those measures, no adverse noise impacts are expected occur during construction activities.

NOI-1 Limit construction activity to between the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, 9:00 a.m. to 5:00 p.m. Saturday in order to avoid noise during more sensitive nighttime hours. Prohibit construction activity on Sundays.

NOI-2 Require that all construction and maintenance equipment powered by gasoline or diesel engines have sound-control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation.

NOI-3 Prohibit gasoline or diesel engines from having unmuffled exhaust.

NOI-4 Use noise-reducing enclosures around stationary noise-generating equipment capable of 6 dB attenuation.

NOI-5 Prior to demolition of the existing structure or construction of the proposed commercial mixed-use building, require construction of a permanent masonry sound wall with a minimum height on 6 feet along the property boundary with 718 38th Avenue.

Long-term Operational Noise Impacts

The proposed project would create a small incremental increase in the existing noise environment. The development of new commercial and residential uses typically increases the traffic volumes in the vicinity of the new development. Because traffic noise is a primary contributor to the local noise environment, any increase in traffic resulting from the development of new commercial and residential uses would be expected to proportionally increase local noise levels. However, this increase would be small and would be similar in character to noise generated by the surrounding existing uses. Proposed parking areas are located so as to be away from adjacent residential uses where they would be between the proposed structure and the adjacent mini-storage facility.

Adherence to applicable County and or State noise standards together with the following mitigation measures would ensure that potential impacts related to this issue are less than significant.

NOI-6 Construct a masonry sound wall with a minimum height of 6 feet along the southern property boundary adjacent to the southern driveway access from 38th

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

Avenue where it borders the adjacent residential property at 718 38th Avenue.

NOI-7 Construct fencing or other solid barrier with a minimum height of 6 feet, together with landscape plantings that include large shrubs/small trees with dense woody foliage along the southern property boundary adjacent to the proposed residential garages.

2. *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*	☐	☐	☒	☐

Discussion: The use of construction equipment and grading equipment would potentially generate vibration in the project area. The nearest residential property is located immediately adjacent to the project site on the east side of 38th Avenue, approximately 5 feet to the south of the project site. Due to this distance, the closest area residences would experience significant groundborne vibration or groundborne noise levels during construction activities associated with the proposed project. However, this impact would be temporary and therefore is not expected to be significant.

3. *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*	☐	☐	☒	☐

Discussion: The proposed project would generate noise similar to surrounding commercial and residential properties and would not result in a significant permanent increase in the ambient noise levels. The main source of noise in the project vicinity is traffic noise along Portola Drive. Impacts are expected to be less than significant.

4. *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*	☐	☐	☒	☐

Discussion: See discussion under L-1 above. Noise generated during project construction would increase the ambient noise levels in adjacent areas. Construction would be temporary, however, and given the limited duration of this impact it is considered to be less than significant with the incorporation of mitigation measures.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

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

6. *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*	☐	☐	☐	☒

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

M. POPULATION AND HOUSING

Would the project:

1. *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*	☐	☐	☒	☐

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

2. *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*	☐	☐	☐	☒

Discussion: The proposed project would create eight new housing units in conjunction with a mixed-use project that replaces an existing abandoned lumberyard building and would not displace any existing housing as a result. No impact would occur.

3. *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*	☐	☐	☐	☒

Discussion: The proposed project would not displace a substantial number of people since the project is intended to replace the previous commercial use and also to provide additional housing units in an area designated for commercial and mixed-use developments. No impact would occur.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
N. 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?*	☐	☐	☒	☐
b. *Police protection?*	☐	☐	☒	☐
c. *Schools?*	☐	☐	☒	☐
d. *Parks?*	☐	☐	☒	☐
e. *Other public facilities; including the maintenance of roads?*	☐	☐	☒	☐

Discussion (a through e): While the project represents an incremental contribution to the need for services, the increase would be minimal. Moreover, the project meets all of the standards and requirements identified by the local fire agency and school, park, and transportation fees to be paid by the applicant would be used to offset the incremental increase in demand for school and recreational facilities and public roads. Impacts would be considered less than significant.

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

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

2. *Does the project include recreational facilities or require the construction or expansion of recreational facilities which*	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

might have an adverse physical effect on the environment?

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

P. TRANSPORTATION/TRAFFIC

Would the project:

1. *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*	☐	☐	☒	☐

Discussion: The proposed development is located on Portola Drive in the Pleasure Point area, close to the intersection with 41st Avenue, an area that has been identified in the County's Sustainable Santa Cruz County Plan as an area where new mixed-use infill or redevelopment would be appropriate due to the concentrations of existing development and the ease of accessibility. This area contains a diversity of land uses all within close proximity to one another, which creates opportunities for people to walk to destinations. The Pleasure Point area, which is level, also encourages the extensive use of bicycle transportation. There is an extensive network of bicycle lanes along the major streets, including Portola Drive, and bicycle paths, such as along East Cliff Drive running adjacent to the coast, and neighborhood streets are easily navigable by cyclists. Further, there are two available bus routes that currently run along Portola Drive with two bus stops located within easy walking distance of the site. Concentrations of housing and jobs support frequent transit service while the transit service would help to support the proposed mixed-use center.

The proposed commercial and residential mixed-use building would be developed together with a parking lot that provides 42 spaces for the combined use of tenants and patrons of the center and 8 additional spaces within residential garages, one each for the exclusive use by tenants of the eight condominium units. As indicated by the Parking Study prepared by Marquez Transportation Engineering dated July 29, 2014 and addendums prepared June 19, 2015 and July 29, 2015 (Attachment 11), prepared using transportation planning Best practices, the proposed parking would be sufficient to meet the parking demands created by the proposed development. In addition to vehicular parking the proposed development

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

would also include parking for around 16 bicycles. Therefore the impact of the proposed development would be expected to be less than significant.

The project would create a small incremental increase in traffic on nearby roads and intersections, as indicated in the focused traffic study prepared by Kimley Horn, dated January 14, 2015, with revised calculations prepared in May 2015 (Attachment 10). However, given the small number of new trips created by the project (24 AM peak hour trips and 22 PM peak hour trips), this increase would be less than significant. Further, the increase would not cause the Level of Service at any nearby intersection that currently operates at a Level of Service (LOS) of D or higher, to drop below Level of Service (LOS) D, consistent with General Plan Policy 3.12.1. At the intersection of Portola Drive and 41st Avenue that currently operates at an unacceptable LOS during the PM peak hour, the project would not further reduce the LOS below levels that would otherwise be experienced without the project.

The intersections at Portola Drive and 38th Avenue and Portola Drive and 30th Avenue currently operate at LOS B during the AM peak hour and C during the PM peak hour. The intersection at Portola Drive and 41st Avenue currently operates at LOS B during the AM peak hour but operates unacceptably at LOS E during the PM peak hour. In projected Near-Term Project Conditions (2016) these intersections would operate at the same LOS as without the project. Near-Term the addition of the project increases the vehicle count by 0.87% which is less than the County threshold of 1% and therefore is not considered a significant impact.

In Cumulative (2035) Conditions, without the project, the level of service at the intersection of Portola Drive and 38th Avenue would operate at LOS B during the AM peak hour and LOS D during the PM peak hour; the intersection of Portola Drive and 30th Avenue would operate at LOS C during both the AM peak and PM peak hours and the intersection of Portola Drive and 41st Avenue would operate at LOS C during the AM peak hour and, unacceptably, at LOS F during the PM peak hour. In Cumulative Plus Project Conditions these intersections would operate at the same LOS as without the project. The addition of the project in Cumulative Plus Project Conditions would increase the vehicle count by 0.85% which is less than the County threshold of 1% and therefore is not considered a significant impact.

2.	*Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

Discussion: In 2000, at the request of the Santa Cruz County Regional Transportation Commission (SCCRTC), the County of Santa Cruz and other local jurisdictions exercised the option to be exempt from preparation and implementation of a Congestion Management Plan (CMP) per Assembly Bill 2419. As a result, the County of Santa Cruz no longer has a Congestion Management Agency or CMP. The CMP statutes were initially established to create a tool for managing and reducing congestion; however, revisions to those statutes progressively eroded the effectiveness of the CMP. There is also duplication between the CMP and other transportation documents such as the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP). In addition, the goals of the CMP may be carried out through the Regional Transportation Improvement Program and the Regional Transportation Plan. Any functions of the CMP which are useful, desirable and do not already exist in other documents may be incorporated into those documents.

The proposed project would not conflict with either the goals and/or policies of the RTP or with monitoring the delivery of state and federally-funded projects outlined in the RTIP. No impact would occur.

3.	*Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*	☐	☐	☐	☒

Discussion: No change in air traffic patterns would result from project implementation. Therefore, no impact is anticipated.

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

Discussion: The proposed project would comprise a mixed-use development consisting of residential office and retail uses at the ground level with eight multi-family dwelling units at the second and third floors above. All the activities would be located within one building. The retail space would include typical small shops and food service uses and market type vendors that would operate during normal business hours. However, the use does not contain a short-duration farmers market set up that would have increased impacts because it only operates for limited hours, once or twice a week. No increase in hazards would occur from project design or from incompatible uses. The project would take access from both Portola Drive and 38th Avenue, which meets all County standards. No impact would occur with project implementation.

5.	*Result in inadequate emergency access?*	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

Discussion: The project's road access meets County standards and has been approved by the local fire agency.

6.	*Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?*	☐	☐	☐	☒

Discussion: The proposed project design would comply with current road requirements to prevent potential hazards to motorists, bicyclists, and/or pedestrians. No impact would occur.

Q. UTILITIES AND SERVICE SYSTEMS

Would the project:

1.	*Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*	☐	☐	☒	☐

Discussion: he proposed project's wastewater flows would not violate any wastewater treatment standards. No significant impacts would occur from project implementation.

2.	*Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*	☐	☐	☐	☒

Discussion: The project would connect to an existing municipal water supply. City of Santa Cruz Water Department has determined that adequate supplies are available to serve the project (Attachment 8). No impact would occur from project implementation.

Municipal sewer service is available to serve the project, as reflected in the attached letter from the Santa Cruz County Sanitation District (Attachment 12). No impact would occur from project implementation.

3.	*Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*	☐	☐	☒	☐

Discussion: Please see the discussion under I-3 and I-5 above. Impacts would be considered to be less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
4. *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*	☐	☐	☒	☐

Discussion: The City of Santa Cruz Water Department has indicated that adequate water supplies are available to serve the project and has issued a will-serve letter for the proposed project, subject to the payment of fees and charges in effect at the time of service (Attachment 8). The development would also be subject to the water conservation requirements. Therefore, existing water supplies would be sufficient to serve the proposed project, and no new entitlements or expanded entitlements would be required. Impacts would be less than significant.

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

Discussion: The County of Santa Cruz Sanitation District has indicated that adequate capacity is available to serve the project and has issued a will-serve letter for the proposed project, subject to the payment of fees and charges in effect at the time of service (Attachment 12). Therefore, existing wastewater treatment capacity would be sufficient to serve the proposed project. Please see discussion under Q-2 above. No impact would occur from project implementation.

6. *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*	☐	☐	☒	☐

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

7. *Comply with federal, state, and local statutes and regulations related to solid waste?*	☐	☐	☐	☒

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

R. MANDATORY FINDINGS OF SIGNIFICANCE

1. *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or*	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

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

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)?*	☐	☐	☒	☐

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

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

Discussion: In the evaluation of environmental impacts in this Initial Study, the potential for adverse direct or indirect impacts to human beings were considered in the response to specific questions in Section III (A through Q). As a result of this evaluation, there were determined to be potentially significant effects to human beings related to the following:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

Air Quality, prior to the commencement of work, a survey for asbestos would be required and a written notification for asbestos removal and/or demolition would be provided prior to commencing any regulated activities. Best Management Practices (BMPs) and Best Available Control Technology (BACT) would be implemented during all site excavation and grading. The project would implement Diesel Particulate Matter Emissions Control Measures to reduce particulate matter emissions from diesel exhaust: and also Dust Control Measures at the construction and staging sites as applicable.

Noise, both during construction of the project and potential ongoing noise generated from the southern driveway access from 38th Avenue on the immediately adjacent residence. However, mitigation has been included that clearly reduces these effects to a level below significance. These mitigations include: limiting the hours of construction activity; requiring that all construction and maintenance equipment be fitted with sound-control devices; prohibiting gasoline or diesel engines from having an unmuffled exhausts; using noise-reducing enclosures around stationary noise-generating equipment; the construction of a permanent masonry sound wall adjacent to the 718 38th Avenue prior to the commencement of any demolition or construction activities, and also the construction of a fence or other solid barrier, together with landscape plantings, along other property boundaries with adjacent residential properties to the south of the project site.

Hazardous materials, a comprehensive survey for the presence of lead based paint and asbestos containing materials is required to be performed prior to the demolition of the existing building on the parcel and all such materials shall be properly identified and removed in accordance with applicable laws pertaining to lead based paint and asbestos containing materials.

As a result of this evaluation, there is no substantial evidence that, after mitigation, there are adverse effects to human beings associated with this project. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

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IV. REFERENCES USED IN THE COMPLETION OF THIS INITIAL STUDY

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

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MBUAPCD, 2005

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Triennial Plan Revision 2009-2011. Monterey Bay Air Pollution Control District. Adopted April 17, 2013.