



County of Santa Cruz

DEPARTMENT OF COMMUNITY DEVELOPMENT AND INFRASTRUCTURE

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July 29, 2022

Agenda: August 10, 2022

Planning Commission
County of Santa Cruz
701 Ocean Street
Santa Cruz, CA 95060

SUBJECT: Sustainability Update – Study Session on the General Plan Agriculture, Natural Resources, and Conservation Element; Related County Code Amendments; Code Modernization; and the Environmental Impact Report.

RECOMMENDED ACTIONS

Conduct a study session on the Sustainability Update focused on the Agriculture, Natural Resources, and Conservation Element; related County Code amendments; Code Modernization; and the Environmental Impact Report (EIR).

EXECUTIVE SUMMARY

The Sustainability Policy and Regulatory Update (Sustainability Update) is a comprehensive update to the County's General Plan/Local Coastal Program (LCP) and modernization of the County Code. The proposed project consists of amendments to the County's existing General Plan/LCP and several sections of the Santa Cruz County Code (SCCC), as well as new County Design Guidelines and amendments to the General Plan land use and Zoning maps. The goal of this update is to implement new policies and code regulations that support more sustainable communities in Santa Cruz County.

This report is the fourth of a series of Planning Commission study sessions on the Sustainability Update project. This presentation focuses on the topics of agriculture and other resource policies and regulations, code modernization, and an overview of the EIR.

BACKGROUND

The County's existing General Plan/LCP was adopted in 1994 with a focus on preserving natural and agricultural resources and limiting urban expansion outside the urban services line (USL), consistent with the growth management system established by

Measure J, a voter referendum passed in 1978. After more than 25 years, the General Plan/LCP now requires updating to define a sustainable growth pattern for the future of our community. The Sustainability Update outlines this future consistent with three fundamental concepts—economic strength, social equity, and environmental protection. The Sustainability Update plans for development that can accommodate the County's projected growth from 2020 to 2040, and development will continue to be focused within the urban areas. The USL/Rural Services Line (RSL) concept remains at the core of the County's development framework, and the County's environmental protections remain intact with this update.

Code Modernization and Agricultural Update

The SCCC was first adopted in the 1950s and has been amended in a piecemeal fashion in the decades since. As a result, land use regulations have become increasingly complex and challenging to navigate. In response to feedback from the public and direction from the Board of Supervisors, planning staff began the process of modernizing land use regulations in the County Code for all zone districts.

County staff engaged with the community in a series of meetings to identify how the code could be improved to better serve the public. Staff identified key goals for code improvements: clarify regulations, standardize the permit framework, streamline the processing of applications, and modernize the uses allowed in zone districts, while continuing to protect natural resources. This code modernization effort establishes a new proposed permit framework as well as new regulations to address the current needs of the community, particularly regarding weddings and community events.

The code modernization effort also included updates to agricultural regulations in the SCCC to support local commercial agriculture and modern farming practices. These changes were developed and refined in coordination with the farming community, including the Farm Bureau and the Agricultural Commissioner. Planning Staff worked with the local wine and beer industry to identify issues with current regulations for wineries and breweries, and to develop and refine regulations to support local wineries and breweries, including allowing on-site marketing activities such as indoor and outdoor tastings and events.

Drafts of these changes were brought before the Agricultural Policy Advisory Commission, which reviewed the amendments, considered public comments, and recommended that the Board of Supervisors consider additional ordinance changes relating to wineries and research and development facilities. At the Board of Supervisor's hearing on May 19, 2015, the Board directed staff to finalize draft ordinance and policy amendments, to carry out review under the California Environmental Quality Act (CEQA), and to bring the updated amendments to public hearings before the Planning Commission and Board of Supervisors for consideration. A summary of the Board of Supervisor's actions related to General Plan and County Code amendments is attached to this report as Exhibit A.

The code modernization amendments and updated regulations for agricultural land have been completed and are now part of the Sustainability Update, which allows for a more comprehensive approach to updating the code, integrating code modernization with code changes that implement new General Plan policies in the Sustainability Update, as well as consolidated environmental review of the proposed changes.

Community Outreach

Public outreach related to this project has been conducted extensively over the past 10 years and across various planning efforts that have been incorporated into the Sustainability Update project.

Between 2011 and 2014, Santa Cruz County prepared the Sustainable Santa Cruz County Plan. During this time, the County engaged in intensive public outreach for the preparation of this plan, which provides the basis for the Sustainability Update. Opportunities for public participation included 16 workshops, advisory group meetings, and stakeholder meetings. The efforts focused on visioning, the meaning of “sustainability,” focus areas, and plan concepts, as well as the links between land use and needed transportation improvements. Separately, the Pleasure Point Vision and Guiding Design Principles and the Portola Drive Streetscape Concepts were developed with input from local residents at three community workshops held between September 2017 and February 2018.

From 2013 through 2015, Planning staff also conducted extensive outreach related to code modernization and updated agricultural regulations. Planning staff met with the farming community and other key stakeholder groups in the agriculture, winery, and brewery industries in 2013 and 2014, including the Farm Bureau and Agricultural Commissioner, to review proposed code updates related to agricultural land and wineries and breweries. Draft ordinances were presented at the Agricultural Policy Advisory Commission. These meetings were followed by a series of five community meetings held throughout the County, where staff reviewed updated regulations for agricultural land, wineries and breweries, weddings and special events, and code modernization. The drafts were amended in response to public feedback. The Board of Supervisors reviewed proposed ordinance and General Plan amendments over the course of several meetings in 2015.

As reviewed in the overview study session on May 25, 2022, public outreach efforts and public comments on the current Sustainability Update draft documents have also been extensive. In February 2022, the County prepared a press release, published newspaper ads, and conducted a social media campaign to inform the public about the Sustainability Update. The County launched a project website in July 2020, which now includes all documents for review and comment: www.sccoplanning.com/SustainabilityUpdate. The website also provides a summary of proposed amendments by project document as well as changes organized by topic, which are also available in Spanish. A survey was launched in March 2022, providing additional opportunities for public input. Also beginning in March of this year, planning staff held a series of seven community meetings, including one devoted to Agriculture, Natural Resources, Public Facilities and Parks on April 12,

2022, another devoted to Code Modernization and Map Amendments on April 20, 2022, and the final one that reviewed the EIR on May 9, 2022. Recordings of these meetings are available on the project website.

Planning staff also met with the Agricultural Policy Advisory Commission on May 19, 2022, for their input on updated policies and regulations related to agriculture (see link to APAC staff report attached as Exhibit B). Most recently, on July 29, 2022 Planning staff met with the Historic Resources Commission for their review and recommendation on updated General Plan/LCP policies in the Sustainability Update regarding historic resources (see link to HRC staff report attached as Exhibit C).

Comments from the public and County commissions on the project's agricultural and natural resource policies and regulations, code modernization, and the EIR are addressed in later in this report.

AGRICULTURE, RESOURCES, AND OPEN SPACE

Overview of General Plan/LCP

Agriculture, Natural Resources + Conservation Element

The existing Chapter 5, Conservation and Open Space Element is proposed to be renamed as the Agriculture, Natural Resources + Conservation (ARC) Element. The ARC Element presents a framework for the conservation and sustainable management of agricultural land, natural and cultural resources, and open space in Santa Cruz County for today's residents and future generations. The ARC Element addresses similar topics as the 1994 General Plan, except that the Energy Conservation and Air Quality sections have been moved to other elements. Air quality is now addressed in Public Safety Element, which was approved by the County Board of Supervisors in September 2020 and pending review with the Coastal Commission. Energy use and energy conservation is now addressed extensively in the California Building Code, such that many of the current policies regarding energy conservation in Chapter 5 are now obsolete. Relevant policies regarding conservation of energy, water, and construction materials are now addressed in the Built Environment Element.

The revised ARC Element has been reorganized and partially amended to update, revise, and add new goals, objectives, and policies. Policy language has been clarified throughout the chapter, and outdated or previously completed programs have been deleted. Substantive changes in this chapter focus especially on agricultural policies, and on updating water/groundwater policies to be consistent with recent changes in state law and adopted agency plans. The update generally retains existing policies related to biological resources protection, water resources, geological and paleontological resources, timber and mineral resources, and cultural resources, while updating key policies to reflect best practices and strengthen resource protection. Overall, the proposed ARC Element continues to preserve agricultural land for agricultural use; protect and restore natural resources, including sensitive habitats and scenic areas; protect cultural resources; provide for the long-term sustainable management and

conservation of water, timber, and mineral resources; and preserve open space in rural and urban areas.

Agricultural Resources – General Plan Amendments

Commercial agricultural land, which is land that is best suited to the commercial production of food and livestock and includes agricultural resource soils, represents approximately 20% of the County land area. Commercial agricultural land is generally zoned Commercial Agriculture (CA). The Agriculture Zone district (A) includes land in rural areas that does not contain agricultural resource soils but can support agricultural uses and is also appropriate for low-density residential use. Agricultural resource land in an agricultural preserve is identified by the Agricultural Preserve (-P) Combining District, and may be zoned either CA-P or A-P. Existing County policies and regulations recognize the importance of commercial agriculture, protect agricultural land for agricultural use, and limit residential uses and development density and intensity on both commercial and non-commercial agricultural land.

However, since the General Plan/LCP was adopted in 1994, the local agricultural economy has evolved considerably. As detailed above, in 2014 and 2015, the planning department met with the farming community to better understand how policies and regulations might be updated to support modern farming practices, while continuing to protect agricultural land. Many larger farming operations have consolidated, and farming on multiple leased parcels is now a typical practice. This has resulted in the need for centralized operations, such as a central location for the storage of agricultural equipment and agricultural services such as farm equipment repair that can serve multiple parcels. For smaller farms, including family farms and many local organic growers, supplemental income from agricultural tourism is often needed for the farm to remain economically viable. Similarly, the needs of local wineries and breweries have changed over the decades, resulting in the need to update the General Plan/LCP (and the SCCC) to meet the needs of local wineries and breweries.

To ensure that the local agricultural economy remains viable into the future, the General Plan/LCP has been updated to allow agricultural support uses necessary to serve agriculture on commercial and non-commercial agricultural land, while continuing to protect agricultural land. Policies ARC-1.1.6 and ARC-1.1.7 have been updated to accommodate agricultural support uses including agri-tourism on commercial and non-commercial agricultural land necessary to support the local agricultural economy. Policy ARC-1.1.7 has been updated to extend the concept of “ancillary” to include farming on other parcels owned or leased by the same farmer. This recognizes the distributed character of many farm operations that would benefit from a central location for support activities to serve more than one agricultural parcel.

Public Health and Safety Needs Affecting Agricultural Land

A priority in the Sustainability Update is ensuring that the County can effectively address public health and safety needs of the community. In some cases, this may require public

facilities to be located on agriculturally zoned land. Currently, public facility uses in the CA and A zone districts are limited to a list of specific uses, including community energy facilities, flood control works, and tertiary wastewater treatment plants. As proposed, policy ARC-1.3.1 would be updated to allow a public/quasi-public facility in the CA or A zone district, where necessary to address a compelling public health and safety or environmental concern, subject to a Conditional Use Permit with Planning Commission approval.

Some parcels and areas of the county have failing sewage disposal systems, causing impaired water quality and public health concerns. Some areas served by wells also have water quality issues. As proposed, General Plan policies ARC-1.1.13 and ARC-1.1.14 would be amended allow expansion of water or sewer district boundaries to include agricultural resource land where necessary to address significant public health and safety or environmental issues. General Plan policies and the County Code would also allow placement of water and sewer lines and access to wastewater treatment on agricultural resource land in the Coastal Zone where necessary to prevent saltwater intrusion or recharge groundwater, or to serve farmworker housing. Safeguards would apply to protect CA land, including locating lines below tillable soil depth and limiting assessment of fees to those parcels receiving water or sewage treatment.

Agricultural Resources - Santa Cruz County Code Amendments

SCCC Chapter 13.10, the Zoning Ordinance, includes updated regulations for agricultural zone districts and agricultural uses to implement policy updates reviewed above. Chapter 16.50, Agricultural Land Preservation, is also updated to incorporate code changes related to public facility uses on agricultural land.

SCCC sections proposed for update include:

- Agricultural Districts - SCCC 13.10.311 – 13.13.319
 - Includes Table 13.10.311-1, Agricultural Uses Chart; 13.10.313, Development Standards; and 13.10.314, Required special findings
- Agricultural Uses – SCCC 13.10.631- 13.10.644
 - Includes amended regulations for agricultural processing facilities; agri-tourism and education; storage of agricultural equipment and supplies; greenhouses and hoopouses; wineries, breweries and distilleries; agricultural service establishments; and outdoor container-grown crops
- Definitions – SCCC 13.10.700
 - Includes definitions for terms related to agricultural land, including agricultural service establishment, agricultural processing, and agri-tourism and education
- Site Development Permit Chart – SCCC 13.11.037
 - New Chart provides site development permit requirements for agricultural site development and other land uses

- **Agricultural Land Preservation and Protection – SCCC Chapter 16.50**
Chapter provides criteria for classifying and protecting Type 1, 2 and 3 agricultural resource land, land divisions on commercial agricultural land and non-commercial agricultural land, amending an agricultural land use designation, and agricultural buffer setbacks.

For a more detailed summary of proposed code amendments, please refer to the attached EIR Project Description (Exhibit D). Current drafts of the County Code amendments are available on the “Project Documents” page of the project website: www.sccoplanning.com/SustainabilityUpdate (see also Exhibit E of this report). For reference, a link to the definitions section of the County Code is also available as Exhibit F. Text boxes in the draft ordinances summarize key changes to regulations.

Agricultural Uses

Agricultural uses as defined in SCCC 13.10.700-A, and as identified in the “Agriculture” section of the Agricultural Uses Chart (SCCC table 13.10.311-1) include crop production, container crops, dairies, farmworker housing, greenhouses and hoop houses, and livestock production. In general, existing regulations appropriately support agricultural use, with the exception of regulations for greenhouses.

Updated Greenhouse Regulations: Farmers have recommended that permit requirements for greenhouses and hoophouses be streamlined to recognize greenhouses and hoophouses as essential components of farming. As proposed, in the updated agricultural uses chart, greenhouses from 500 square feet (sf) up to 12,000 sf on CA and A land could be approved with a Zoning Clearance and a Building Permit only, simplifying the review process and increasing certainty of the outcome. Permit requirements for greenhouses in the Coastal Zone have also been streamlined. Standards for siting on the parcel and protecting the underlying soils as provided in SCCC 13.10.636 continue to apply.

Expanded Agricultural Support Uses

To address the needs of local commercial agriculture, the update recognizes additional agricultural support uses in “Agricultural Support” section of the Agricultural Uses Chart and in SCCC sections 13.10.631- 13.10.644, which would allow these uses in the CA and A zone districts. Agriculture support uses include agri-tourism and education, agricultural processing facilities, agricultural service establishments, farmstays, produce sales, and storage of agricultural equipment and supplies, and wineries. agricultural tourism, such as farm stands and u-pick farms, and events like farm dinners, educational actives, school field trips, and farm stays.

Protecting Agricultural Land

While expanding agricultural support uses allowed on CA land, the SCCC retains existing protections for agricultural land, and adds new safeguards. To protect agricultural resource soils, the proposed update retains the existing requirement that agricultural support structures and associated site development be located off of agricultural resource soils to the greatest extent feasible, and that the use not adversely impact agricultural

activities or agricultural resources in the area, pursuant to findings required in SCCC 13.10.314(A).

The SCCC continues to require that agricultural support uses be ancillary to farming. The updated code recognizes that some agricultural support uses such as agricultural storage can serve multiple agricultural parcels operated by a farmer. For such uses, the term “ancillary” can also mean ancillary to an agricultural use on another parcel operated by the farmer.

Consistent with the objective of protecting agricultural resource soils, which are categorized as Type I, II, and III soils, the concept of a “development area” has been created to limit the amount of disturbance on agricultural resource soil. “Development area” means the total area covered with structures, paving or other impermeable or semi-permeable surface material, such as baserock or gravel that may affect the agricultural viability of the underlying soil.

Pursuant to SCCC Section 13.10.313(E), any residential, agricultural support, or visitor accommodation use that would result in a total development area on a parcel of more than 35,000 square feet would require a Conditional Use Permit. Technical studies would also be required demonstrating there are no other feasible sites located off of agricultural resource soils, as well as an evaluation of alternative project designs to reduce the development area below 35,000 sf. For any project that would result in a total development area exceeding 35,000 sf on CA land, farmable portions on the subject parcel, or farmable areas on other sites owned by the agricultural operator equal to or greater in size than the total development area of the subject parcel, would be required to be placed in a permanent agricultural easement to protect the land for future farming use.

Agri-Tourism and Education

The proposed SCCC revisions to Section 13.10.633 provide new regulations for agri-tourism and education. The purpose of the agri-tourism regulations is to allow parcels with a primary use of agriculture to carry on income-producing activities including, but not limited to, marketing of products grown on site, farm dinners, educational activities, classes, workshops, tours, mazes, and petting zoos. The new regulations require agri-tourism and educational activities to be ancillary to the principal agricultural use of the parcel and also require these activities to be sited in a manner that minimizes disturbance of prime agricultural soils. Agri-tourism events attracting higher levels of visitors require a use permit pursuant to SCCC 13.10.312(D), and the maximum number of guests per event and the maximum number of annual events allowed would be stated in the conditions of approval. Limitations on amplified music and event hours shall be included as conditions of approval of the use permit based on the individual characteristics of the site, consistent with the General Plan Noise Element and SCCC 13.15.

Agricultural Farmstays

New regulations provided in SCCC 13.10.641 would allow farmers to market their produce to consumers, travelers, and tourists by providing the educational experience of

staying on a farm. Agricultural farmstays would be allowed in the A and CA zones where ancillary to agriculture, within the principal residence, in an accessory dwelling unit, or within a habitable accessory structure. On properties within the CA zone district, either a farmstay or bed and breakfast is allowed, but both a farmstay and bed and breakfast are not permitted on the same parcel. In addition, “agricultural farmstays” that are associated with a winery or beer-manufacturing facility may be permitted pursuant to the requirements of SCCC 13.10.312(C) and 13.10.641.

Other Agricultural Support Uses

Many modern agricultural operations are larger scale than when regulations were first adopted, and typically are spread over multiple parcels that are either owned or leased by one operator. The ordinance accommodates the needs of large-scale farming for consolidated storage of agricultural equipment on one parcel, allowing farming to be concentrated more efficiently on other parcels while continuing to protect agricultural soils.

The ordinance would also allow agricultural service establishments on commercial agricultural land, previously allowed only in the A zone district, addressing the need for adequate support services to support a viable agricultural economy. Agricultural service establishments as defined in SCCC 13.10.700-A include farm equipment repair, produce hauling, and retail sales of agriculturally related material, for instance. Agricultural research and development is a newly recognized use that would be allowed in the CA and A zone districts, to ensure Santa Cruz County remains at the forefront of agricultural innovation.

Produce stands, temporary sales, and produce markets, subject to limitations on size and requirements to carry local products and products grown on site, have also been added as allowed uses or, in the case of produce stands, clarified and highlighted.

Expanding Uses Allowed in the “Agriculture” Zone District

Revisions are proposed to allow consideration of non-crop uses in the Agriculture (A) district, including tree service establishments and public facility uses, subject to discretionary review and applicable findings. This is consistent with General Plan/LCP policies that allow for a diversity of farming practices and agricultural support uses that are compatible with nearby residential and agricultural uses. When agricultural service and processing activities are located on A-zoned land, the need to locate these uses on CA land may be reduced, conserving agricultural resource soil.

Wineries, Breweries and Distilleries

Similar to regulations for commercial agriculture, regulations for wineries and breweries have not been updated significantly in decades. The current code sets production limits, provides for very limited tastings, and establishes other standards that may be exceeded with a Level 5 approval. However, the code lacks practical standards to guide discretionary land use decisions. Proposed revisions to SCCC section 13.10.637, Wineries, Breweries and Distilleries, developed in coordination with local winery and breweries, and with input from the Agricultural Policy Advisory Commission and the

public, would add breweries and distilleries as permitted uses along with wineries in the RA, RR, CA, and A zone districts. The proposed revisions also provide new standards for these types of facilities and structures based on new definitions of small, medium and large facilities. The proposed amendments accommodate on-site marketing for wineries while minimizing impacts to residential parcels. Standards establish annual production volumes and regulate structure size, parking, sales limitations, hours of operations, and indoor and outdoor events, and require a permit for amplified music during wine tastings and events. Areas used for outdoor events would be required to be buffered from adjacent residential sites. Compliance with noise standards would be required. Development applications would include conditions as needed to limit impacts. In the CA zone district, the winery or beer manufacturing facility would be required to be ancillary to the principal agricultural use of the parcel or site, which may include wine grapes, hops, or other agricultural crops and would be required to be ancillary to an agricultural use, and to be sited and designed to protect agricultural resource soils.

Community and Public Facility Uses on Agricultural Land

Currently, public facility uses in the CA and A zone districts as identified in the Agricultural Uses Chart are limited to a list of specific uses, including community energy facilities, flood control works, and tertiary wastewater treatment plants. Consistent with updated General Plan/LCP policies, in the updated SCCC, public/quasi-public facilities that provide essential community services and are determined to be of significant benefit to public health, safety, and welfare, would be allowed in the CA and A zone districts subject to Planning Commission approval.

Findings provided in SCCC 13.10.314 would apply to the establishment of a public/quasi-public use on CA land, including that the use would not adversely affect commercial agriculture in the area, and that the use is sited on the property to avoid removing land from production. Additional special findings would require mitigation for the loss of commercial agricultural land, analysis of alternative sites for facilities with a development area greater than 12,000 sf, and consistency with the Coastal Act if located on agricultural resource land in the Coastal Zone. Additionally, as is noted in the EIR discussion that follows, staff is proposing to amend the ordinance such that public facility uses with a development area exceeding 35,000 sf would be subject to special development area findings provided in SCCC 13.10.313(E).

To allow for the establishment of public/quasi-public uses and minimize the loss of agricultural land, as provided in SCCC 13.10.315, subdivisions and lot line adjustments on CA land would be allowed where necessary to establish a public/quasi-public use that is in the interest of public health, safety and welfare, subject to approval by the Planning Commission or Board of Supervisors. To minimize loss of agricultural land, the land division would be required to preserve agricultural land to the greatest extent feasible, and the parcel remaining in agricultural production would be required to meet the number of arable acres required for the agricultural resource land (10 or 20 acres).

Proposed amendments would also allow access to water distribution and waste-water treatment for essential public/quasi-public uses on CA land, where no other location is

feasible with access to these services, and no other options exist for water or wastewater treatment.

Water and Sewer Service

To implement updated General Plan/LCP policies allowing expansion of water or sewer district boundaries to include agricultural resource land where necessary to address significant public health and safety or environmental issues, SCCC 16.50.070 – 16.50.080 would be amended.

Streamlining agricultural regulations

Consistent with the goals of code modernization, the Sustainability Update includes additional streamlining of agricultural regulations in the SCCC.

- *Eliminating the AP Zone District:* In the updated ordinance, the Agricultural Preserve (AP) Zone District has been eliminated, as this zone district is no longer needed. No AP-zoned parcels currently exist. In years past, parcels that were previously zoned AP were rezoned to either the CA or A zone district with the Agricultural Preserve and Farmland Security Combining District (-P), indicating that the parcel is within an agricultural preserve. In addition, regulations provided in SCCC 13.10.471-13.10.473 for the P Combining District have been clarified.
- Streamlining the review process for residential agricultural buffer reductions: The ordinance provides a streamlined administrative review process for minor agricultural buffer setback reductions as provided in SCCC 16.50.095. Residential minor agricultural buffer reductions that maintain a buffer of at least 100 feet from the property line of any CA or A parcel would be reviewed administratively by staff. Agricultural buffer reductions for residential additions, which are reviewed administratively by staff in the current code, would also be referred to as minor agricultural buffer reductions. The Agricultural Policy Advisory Commission and the Agricultural Commissioner would receive notice of minor agricultural buffer reductions, with the opportunity to provide comments to staff. All other agricultural buffer determinations would require a conditional use permit and a public hearing before the Agricultural Policy Advisory Commission.

Open Space, Natural and Cultural Resources

Proposed changes in the Sustainability Update include new policies and implementation strategies in the ARC Element and the Parks, Recreation, and Public Facilities (PPF) Element to support the County's environmental protection programs and regulations. In some cases, existing resource management policies and implementation strategies have been updated for consistency with state law and best practices. Key updates include amended surface water and groundwater resource protection policies that reflect existing conditions, updated fire management policies, an expanded open space section, and additional protections for archaeological and tribal cultural resources.

As the majority of changes to policies in the General Plan/LCP pertaining to natural resources and open space are either clarification of existing policies, organizational changes, or updates to reflect current practices, changes necessary to the SCCC are limited. Specific SCCC changes are identified in the sections below.

Water Resources

Like many communities in California, water in Santa Cruz County is severely limited. The County works with local water agencies and districts to protect water quality and plan for future water use. Water resource policies focused on water quality protection for natural habitats and long-term water supply are included in Chapter 5 of the General Plan under Goal ARC-4. In Chapter 7, Goal PPF-4 includes policies related to public infrastructure and the impact of local development on water supply, wastewater treatment and disposal, and stormwater drainage.

In the County, local water districts and groundwater management agencies are responsible for planning for the water supply. The 2014 Sustainable Groundwater Management Act (SGMA) requires groundwater management agencies to prepare a 20-year plan to show the sustainable long-term protection of groundwater supplies. A new strategy ARC-4.5a supports groundwater sustainability and brings the General Plan into consistency with this act. The County also coordinates with water districts in developing Urban Water Management Plans (UWMPs). When new development is proposed, water districts approve water service and issue will-serve letters if the proposed development is in accordance with the forecasts provided in these plans.

The County plays an important role in protecting water quality, and in requiring users to conserve water. Existing requirements in the County Code and County Design Criteria, provide development standards that protect water quality and habitat, control pollutants, support groundwater recharge, and require water conservation. New and updated policies and strategies in the General Plan/ LCP are consistent with low-impact design strategies already required in the County Design Criteria. Updated policy ARC-4.1.14 requires new development to maintain the capacity of the site to retain stormwater and recharge groundwater with on-site percolation and detention methods such as bioswales, which utilize landscaping to filter water and screen pollutants. Policies in the Built Environment element also reinforces this policy. The new Santa Cruz County Design Guidelines also support low-impact design and water conservation, encouraging features such as rainwater cisterns and green roofs.

In addition to these more targeted policies and strategies, the Sustainability Update continues to focus growth in urban areas. New policies and regulations, including the new Residential Flex zone district, further focus growth in urban areas and reduce the need to develop new sources of water. Allowing for higher intensity development on sites in urban areas also supports water conservation by reducing water needed for landscaping.

Biotic, Timber, and Mineral Resources

In the General Plan, policies protecting biotic, timber and mineral resources are located under Goal ARC-3, Biological Resource Protection, which includes sensitive habitat, riparian corridor, and wetland protections, as well as Goal ARC-7, Timber and Mineral Resources. Some policies and implementation strategies in the ARC Element have been updated for consistency with state law and best practices, including a revised fuel management implementation strategy to reduce the threat and potential severity of wildfires, and amended timberlands policies consistent with the State Forest Practice Act. Other policies have been streamlined to reference County Code sections that provide more detailed environmental and resource protections, particularly existing regulations in SCCC Title 16. New policies and implementation strategies have also been added to support existing environmental protection programs, including Policy ARC-3.1.12, which supports implementation of the 2013 Steelhead and Coho Salmon Conservation Strategy and policies related to riparian habitat improvement, such as ARC-3.3.8.

Open Space

Open space policies in the General Plan/LCP protect areas devoted to passive and active open space uses that are essentially undeveloped lands, including designated open space, mapped sensitive habitat, resource areas as well as areas for outdoor recreation. Open space policies related to habitat protections and resource conservation are primarily located in Goal ARC-9, while other policies focused on parks and recreational open spaces are included in under Objective PPF-1.2 and Goal PPF-2 in that element. Policies and regulations that protect open spaces remain in place, including existing limitations on development density outside of urban areas.

The revised ARC Element includes a new policy, ARC-9.2.1, which consolidates and clarifies development intensity standards on land designated as Urban Open Space (O-U), Resource Conservation (O-C), or Lakes, Reservoirs, and Lagoons (O-L), in order to protect the open space character of these lands. The building intensity shown in Table 5-4 of the General Plan is based on existing SCCC height regulations and estimated lot coverage based on the range of uses allowed in these areas. The Sustainability Update introduces a new objective, ARC-9.1, and related policies focused on maintaining an open space plan with open spaces for natural resource conservation, sustainable resource management and production, outdoor recreation, and public health and safety. This Open Space Plan is required by state law and includes a new Open Space Inventory that identifies categories of land with open space values (see Table 5-3 of the ARC Element).

Visual Resources

The County is highly scenic and supports diverse important scenic resources, from stunning ocean vistas along the entire coastline, open agricultural lands along the northern coasts and in South County, redwood forests, and the rolling hillsides and ridgetops of the Santa Cruz Mountains. Policies in the ARC Element provide guidance for development to protect these important visual resources. These policies are implemented through the Site Development and Design Review chapter of the County Code (SCCC Chapter 13.11) and Coastal Zone Regulations (SCCC Chapter 13.20).

Goal ARC-5 addresses the protection of visual resources in the County. Updated visual resource objectives and policies strengthen protections for these resources. Policy ARC-5.1.3 has been updated to extend protections of public vistas and scenic assets, such as existing ocean views and ridgetops, to resources that have not been mapped or designated and to require design review for development on these sites.

Visual resource policies in the General Plan/LCP also protect scenic corridors and roads. The entirety of Highway 1 within Santa Cruz County was designated a local scenic highway prior to the 1994 General Plan. Since that time, much of the tree cover along the highway in the urban area has been lost. Analysis by planning staff identified areas of the urban Highway 1 corridor that no longer meet the criteria for designation as a scenic corridor as provided in the General Plan/LCP, and new scenic corridor boundaries along Highway 1 have been incorporated in the Sustainability Update. The proposed revision would eliminate the urbanized portion between Western Drive in the City of Santa Cruz and Bay Avenue in the City of Capitola, from the County's Scenic Road list that is not considered locally scenic.

Changing the scenic designation for this urban portion of Highway 1 would mean that development visible from this non-scenic part of the highway would no longer be subject to special scenic road requirements. Specifically, developments would no longer be required to preserve or improve the visual quality of the viewshed from this portion of the highway, per Policy ARC-5.2.3. Additional scenic road protections that would no longer apply include special landscaping requirements (per Policy ARC-5.2.5), design review for public projects visible from scenic roads (per Policy ARC-5.2.7), special signage requirements (per policies ARC-5.2.8 and ARC-5.2.11), and requirements to underground utility service lines viewable from scenic roads (Policy ARC-5.2.13). All other visual resource protections, design review, landscaping and signage requirements unrelated to scenic roads would still apply to this section of Highway 1 where appropriate, protecting the visual character in this area. In addition, all other portions of Highway 1 (from Western Drive north to San Mateo County and Bay Avenue south to Monterey County) are specified to remain part of the Highway 1 scenic highway and all scenic road protection policies would continue to apply to these areas.

Cultural Resources

In addition to protecting natural resources, the General Plan/LCP and SCCC also protect cultural resources. New policies under Objective ARC-8.1, Archaeological Sites + Native American Cultural Resources, recognize tribal cultural resources which include sites and cultural landscapes that are significant to a Native American Tribe and are eligible for listing on the California Register of Historic Resources. New policies were added requiring the County to work with affected tribes to identify and protect tribal cultural resources as well as consult Native American Tribes for all proposed General Plan amendments, as required under state law. New policies also clarify that environmental review is required for any project that has the potential to significantly impact Native American cultural resources, archaeological sites, and historic resources. General Plan/LCP policies related to archaeological sites and protections were updated to implement current best

practices. No changes are proposed at this time to SCCC Chapter 16.40, Native American Cultural Sites.

Several policies and strategies under Objective ARC-8.2, Historic Resources, have been updated to strengthen historic preservation in our community and support future SCCC updates. A new policy was added encouraging the maintenance and upkeep of historic resources to reduce the risk of demolition through neglect, fire, or natural disaster. A new implementation strategy also clarifies that a historic report prepared by a qualified historic consultant is required prior to the demolition of any structure more than 50 years old that may have the potential to qualify as a historic resource, as determined by County Planning staff. No changes are proposed to SCCC Chapter 16.42, Historic Preservation, with the Sustainability Update. However, future updates to SCCC Chapter 16.42 are anticipated over the next several years to implement updated policies and new strategies.

CODE MODERNIZATION

In addition to SCCC updates that implement General Plan/LCP amendments, the Sustainability Update includes updates that modernize planning code requirements and procedures. Key changes include a new planning permit system, revisions to site development and use permit reviews, new community event regulations, and revisions to allowed uses in some zone districts. Other code sections have been revised to clarify code language related to animal regulations, visitor accommodations, and site standards, including outdoor storage, signs, fences, and retaining walls. In addition, several sections of the code have been reorganized and streamlined to make the SCCC easier to navigate.

For a more detailed summary of proposed code amendments, please refer to the attached EIR Project Description (Exhibit D). Current drafts of the County Code amendments are available on the “Project Documents” page of the project website: www.sccoplanning.com/SustainabilityUpdate (see also Exhibit E of this report). For reference, a link to the definitions section of the County Code is also available as Exhibit F. Text boxes in the draft ordinances summarize key changes to regulations.

New Permit System

Currently, County planning permits or approvals are categorized by “processing levels,” from minor development and use changes that only require administrative approvals processed at Levels 1-4 to more substantial projects that require a public hearing processed at Levels 5-7. Consistent with the goals of clarifying, streamlining, and standardizing the permit process, the Sustainability Update introduces a new planning permit framework, provided in SCCC Chapter 18.10. As noted in the Background section above, this permit processing framework was originally accepted by the Board of Supervisors as part of the earlier code modernization effort (see Exhibit A) but has been refined and implemented with this project.

First, the new permit framework introduces two types of planning permits:

- 1) Use Permits, a discretionary permit for an allowed use, such as the establishment of a new restaurant in an existing building, and
- 2) Site Development Permits, a discretionary permit for physical development of a site, such as the construction of a new building.

Projects may require one or both of these permit types depending on the project scope.

Secondly, the new permit system replaces the confusing process Levels 1-7 with more descriptive permit names that are commonly used in other communities. The new permit system provides more descriptive terms for permits and processes based on the intensity of the proposed project. Uses and development types that are permitted by right and do not require a discretionary permit are identified with a “P” in the use and site development charts, such as development of a new single-family dwelling in the R-1 single-family zone district. Zoning Clearances (ZC)/Environmental Clearances (EC) offer a new, ministerial, over-the-counter review for some permitted uses in order to identify any code requirements or conditions of any existing permits that would apply to the project and to verify that no discretionary permit or environmental review is required.

The new permit framework simplifies the discretionary permit system while still providing a range of administrative review and public hearing options. A Minor Use Permit (MUP) or Minor Site Development Permit (MSP) is a discretionary planning permit for smaller projects that are approved administratively without public notice, such as a new bank proposed in the Community Commercial (C-2) zone district that includes a minor exterior remodel of an existing building. Administrative Use Permits/Site Development Permits (AUP/ASP) are discretionary permits for more impactful projects that are still approved administratively but would require public notice. An example of an AUP project is a new dance studio use proposed in the Neighborhood Commercial (C-1) district, and, if the new studio proposed a major remodel that changed the design and character of an existing building's exterior, it would also require an ASP. Finally, Conditional Use and/or Site Development Permits (CUP/CSP) apply to more substantial projects that would require public notice and approval at a public hearing, such as a subdivision, a new mixed-use project, or development of a 10,000 sf commercial building.

This new permit system is summarized in a new table included in SCCC Chapter 18.10 (Table 18.10.015-1) and is also provided on the next page for reference. This table identifies the new permit types described above, actions required for each permit, appeal decision makers, and provides a “crosswalk” identifying the corresponding “review level” from the existing County Code permit framework.

Table 18.10.015-1: Summary of Permit and Approval Framework					
Level Nomenclature	Type of Permit or Clearance ¹ ; New Framework Nomenclature	Type of Action	Public Notice	Public Hearing	Appeal Decision Maker, Who May Appeal
PLANNING DIRECTOR OR DESIGNATED STAFF AS APPROVING BODY					
Level I, Level II	Zoning Clearance (ZC) Environmental Clearance (EC)	Ministerial	No	No	Planning Director, for certain actions (18.10.320). Applicant / Property Owner only
Level III	Minor Permit (MUP, MSP)	Discretionary	No	No	Zoning Administrator. Applicant/ Property Owner only
Level IV	Administrative Permit (AUP, ASP)	Discretionary	Yes, 18.10.116(A)	No	Zoning Administrator. Any party
ZONING ADMINISTRATOR AS APPROVING BODY					
Level V	Conditional Permit (CUP, CSP)	Discretionary	Yes	Yes	Planning Commission. Any party
PLANNING COMMISSION AS APPROVING BODY					
Level VI	Conditional Permit (CUP-PC, CSP-PC)	Discretionary	Yes	Yes	Board of Supervisors, (Jurisdictional hearing). Any party
BOARD OF SUPERVISORS AS APPROVING BODY					
Level VII	Conditional Permit, (CUP-BOS, CSP-BOS Legislative Matters)	Discretionary	Yes	Yes	No County Appeal

Key to Abbreviations: ZC = Zoning Clearance EC = Environmental Clearance
MUP = Minor Use Permit MSP = Minor Site Development Permit
AUP = Administrative Use Permit ASP = Administrative Site Development Permit
CUP = Conditional Use Permit CSP = Conditional Site Development Permit

Use permit requirements for each type of project are listed in the use chart for each zone district. For example, permit requirements for residential uses are identified in the Residential Uses Chart (Table 13.10.322-1) under SCCC 13.10.322, and use permit requirements for commercial projects are provided in the Commercial Uses Chart under SCCC 13.10.332 (Table 13.10.332-1). All site development permit requirements are provided in the Site Development Permit Chart located in SCCC 13.11.037. All use charts and the site development chart have been updated with modern terminology and new project types. These charts have also been reorganized to group similar types of projects under new category subheadings to help make them easier to navigate.

Staff also reviewed permit requirements for various project types and right-sized approval levels where appropriate. With the provision of more objective standards and processes, more uses that are compatible with the zone district are now permitted by right to provide

a more efficient permit process, greater certainty for applicants, and increased investment in our community. For instance, attached single-family dwelling units are now an allowed use permitted by right in all single-family zone districts. Proposed changes also allow some project types to be approved administratively where a public hearing was previously required. For example, a small townhome development would be approved administratively with public notice (ASP), but a larger townhome project or proposed subdivision that may significantly impact the surrounding neighborhood would still require review at a public hearing (CSP). Conditional Use and Site Development Permits generally defer to the Zoning Administrator, while more complex and substantial projects would continue to be reviewed by the Planning Commission. Additionally, several projects that previously required approval by the Board of Supervisors would now be brought to the Planning Commission as the key decision-maker. For example, mixed-use projects that include development of more than 20 dwelling units were previously approved by the Board can now go to the Planning Commission for approval.

The processing procedures and findings for use and site development permits are detailed in SCCC Chapter 18.10, Discretionary Permit Approval Procedures. These findings are provided in 18.10.230 and ensure that a proposed use or development, and its design and location, is compatible and appropriately integrated with surrounding land uses; protects health, safety, welfare and the environment; and complies with the SSCC and all pertinent County policies and ordinances and is consistent with the General Plan. The approving body may apply permit conditions related to the use or physical development of the site or require off-site improvements commensurate with the scope of the project, to ensure the project complies with all pertinent County policies and ordinances and with the General Plan/LCP.

New Regulations for Community Events and Weddings

Two new code sections establish new permit requirements and standards for community events and commercial weddings in specified rural residential and agricultural properties. The proposed sections establish permit requirements and standards, while ensuring that the size, frequency, location and operation of such events are compatible with the primary use on the parcel and limit impacts of these events on the surrounding neighborhood. Regulations were refined in response to community feedback received during community meetings in 2014. Standards include limitations on event hours, amplified music, number of guests and events per year, as well as new requirements for parking, sanitation, and neighborhood noticing before the event.

Community event regulations are provided in SCCC 13.10.614. A community event or fundraiser means a not-for-profit event with 100 or more guests of a civic, political, public, or educational nature, such as a community dinner, festival or other public gathering, on private residential or agricultural property (CA, A, RA, RR, R-1, RB, RM and RF). Such events may include the collection of fees, donations, or the sale of food or other goods, where the proceeds from the event are provided to a school or nonprofit organization. The proposed amendments allow one event per year without amplified music and up to two events per year with approval of a Minor Use Permit. Standards for events would

include restrictions on hours of amplified music, sanitation and parking requirements, and establishment of maximum number of guests based on site size, access and other physical characteristics.

Draft standards for community events as currently proposed would require a notice of each community event be mailed to all owners and occupants of properties within 500 feet of the subject parcel at least 10 days in advance of the event. Based upon earlier comments from your Commission, staff is proposing to extend noticing requirements as required by SCCC 18.10.116 for discretionary permits. In the event that there are fewer than 10 separate parcels within 500 feet of the exterior boundaries of the subject property, the 500-foot distance would be extended in increments of 50 feet until owners of at least 10 properties have been notified by mail. This updated language will be provided in the public hearing draft scheduled for review by your Commission on August 24, 2022.

New SCCC section 13.10.615 establishes permit requirements, standards, and limitations for commercial weddings and similar celebrations, such as family reunions or Bat Mitzvahs in specified residential and agricultural districts (RA, RR, CA, and A zone districts). Family events and celebrations not held for commercial purposes are considered a normal use of property and are not subject to the proposed new regulations. In the RA and RR zone districts on parcels located outside the USL and RSL, commercial weddings may be allowed where secondary to a residential use, winery or brewery, subject to approval procedures and standards provided. In the CA and A zone districts on parcels located outside the urban and rural service lines, commercial weddings may be allowed where secondary to a winery, brewery, or vineyard, subject to approval procedures as provided. A minimum parcel size of eight acres is required in all zone districts. The use of a property for one or more commercial weddings requires a preapplication neighborhood meeting and approval of a Conditional Use Permit, which expires after three years and may be renewed. Limitations on number of guests, hours of operation, amplified music and annual number of events permitted are established through the use permit conditions of approval.

Modernization of Allowed Uses

As mentioned above, another significant goal of this update is to modernize the list of uses allowed in each zone district. Obsolete standards, such as local solar access requirements and gas station requirements have been removed to ensure consistency with state law. More detail on these code modernization changes is provided in the sections below.

Industrial Uses

Updates to use and development standards for industrial uses in SCCC sections 13.10.341 through 13.10.345 include “Offices or retail sales incidental to an allowed use,” as well as the addition of “recreational sales and rentals” and “wet lab” and “dry lab” uses. “Hand-made product fabrication and sale” use has been expanded to include cooperative “maker” spaces. Hours of operation use conditions have been added for all industrial

uses. In terms of development standards, building height has been increased from 35 to 40 feet to match the new commercial standards, and the code provision requiring extra setbacks for buildings over 16 feet tall has been removed.

Timber Production Uses

Updates to use and development standards for timber production uses in sections SCCC 13.10.371 through 13.10.378 include a new requirement for discretionary use permits for certain agricultural uses to allow for compatibility analysis and ensure the use is compatible with timber production. Additionally, clarification has been added that development cannot be located in the timbered portion of a TP zone site, and that special compatibility findings are required in the TP district only for non-timber uses that trigger discretionary use or site development permits.

Parks, Recreation and Open Space Uses

Updates to the use and development standards for parks, recreation and open space uses in SCCC 13.10.351 through SCCC 13.10.356 include clarification that certain agricultural uses are not allowed in the PR district, including agricultural processing, agricultural employee housing, and agricultural service establishments. This zone district also includes a new allowed use for research facilities for biotic and wildlife observation, research and education. Density regulations for visitor accommodations in the PR district were removed from SCCC section 13.10.353, streamlined, and moved to the overall visitor accommodation density provisions in new SCCC section 13.10.689 to consolidate all visitor accommodation standards in one location.

Public and Community Facilities Uses

Public facilities uses and development standards under SCCC sections 13.10.361 through 13.10.366 were amended to include animal shelters as a new allowed use, recognizing the existing County animal shelter, as well as the addition of community gardens/urban agriculture, day worker centers, public restrooms, open space, and mixed-use medical uses. Instructional studios and art galleries were removed as an allowed use to clarify that such commercial uses are not appropriate in the PF zone district outside of community centers, while fitness centers may be allowed as an ancillary public facility use. Use conditions for amplified entertainment, hours of operation, signage, and temporary/seasonal use were also added for all PF uses, consistent with updates to other zone district code sections, and master use permits are no longer required for residential uses in the PF district.

Streamlining and Reorganization

Several other updates are proposed, including reorganizing and consolidating related topics to make the County Code easier to navigate. Some of the most significant reorganizational changes include moving all procedural requirements, such as amendments to the General Plan/LCP and SCCC, to Title 18, Procedures. Information on appeals of Coastal Permits was also moved from individual zone district code sections and consolidated under Coastal Zone Regulations in Chapter 13.20. Parking standards, reviewed in Study Session #3 on June 22, 2022, have been consolidated in Chapter 13.16

of the County Code. Code amendments also update nomenclature and standards for a variety of land uses, including residential care facilities and visitor accommodations. Definitions under SCCC 13.10.700 have also been updated to remove obsolete terms and add new terms that provide clarity as well as consistency with the General Plan/LCP.

Consolidation of Visitor Accommodation Standards

A new code section, SCCC 13.10.689, was created in order to consolidate use standards for commercial visitor accommodations across all zone districts in one location. Definitions and density calculations for visitor accommodations were also simplified and streamlined while substantially maintaining existing allowed densities. Some changes include calculating visitor accommodation density within the USL/RSL based on gross site area rather than net developable area, a simplification consistent with proposed changes to urban residential density calculations. Outside of the USL/RSL, density calculations continue to be based on rural density matrix units, except for hotels and motels in commercial districts where existing standards of no maximum density still apply. In addition, current regulations require any employee housing for Type B accommodations to be accounted for in the same density calculation used for guest units, but this update would allow five employee housing units that do not contribute to the density calculation for determining the maximum number of guests allowed. SCCC 13.10.691, which regulates bed and breakfast businesses, was also updated to allow a maximum of 20 bedrooms, an increase from five rooms in the existing code, in order to align with the state's definition and enable bed and breakfast businesses to be financially viable.

Animal Keeping and Care Facilities

Regulations for small and large animal keeping in the RA, RR, R-1 and PF districts have been added in new SCCC section 13.10.645, incorporating and updating former SCCC sections 13.10.641 through 13.10.644. The primary purpose of the update is to clarify and streamline regulations. Regulations for animal care facilities have also been updated, including kennels, grooming establishments, pet shops, small animal hospitals, veterinary offices, and animal shelters. In particular, regulations for overnight stay and outdoor exercise yards have been amended to reduce impacts to other land uses.

Outdoor Storage and Signs

Outdoor storage regulations in SCCC section 13.10.556 were updated to add requirements for the location and amount of firewood storage on a residential property and to prohibit commercial firewood operations on residential sites. Minor clarifications were made in SCCC 13.10.580 related to informational signage, including a new requirement for a Zoning Clearance if a sign is proposed with a non-discretionary use.

Fences and Retaining Walls

Regulations for fences and retaining walls in SCCC 13.10.525 were updated to remove site distance triangle information from this section and relocate this language to the new Parking and Circulation chapter under SCCC 13.16, consolidating transportation regulations in one location. Requirements related to fencing and retaining walls were retained and clarified to be consistent with current practice, while the figures in this section

were removed because they are no longer accurate. In addition, standards for temporary and permanent fencing in agricultural zone districts were updated and reorganized within this section, incorporating feedback from the farming community that fencing necessary to agricultural operations be allowed as well as addressing concerns from the community regarding the fencing appearance and maintenance.

Definitions

Definitions under SCCC 13.10.700 have also been updated to modernize terms and simplify language, remove certain definitions that no longer apply in modern times, add definitions for new terms used in the code. New language was also added to clarify that the definitions in this section apply only to SCCC Chapter 13.10, while other parts of the Santa Cruz County Code, such as Title 12 (Building Regulations), Title 14 (Subdivision regulations) and Title 16 (Environmental and Resource Protection) have unique definitions sections applicable to chapters within those titles. One key change to this section includes amendments that simplify floor area ratio calculations, including updates to related terms such as “attics” and “basements” to make them consistent with current planning practice and remove the more challenging and confusing aspects of existing calculations.

ENVIRONMENTAL JUSTICE

Environmental justice is a new topic area that must be incorporated into general plans in California. Environmental justice themes that are addressed with new General Plan/LCP policies (denoted with the letters “EJ”) and are also included in *Appendix E: Environmental Justice Policies and Implementation Measures* of the General Plan.

Within the proposed ARC Element, policies, regulations, and guidelines related to agriculture and resources address environmental justice themes through farmworker housing policies, appropriate siting and buffering of agriculture uses to reduce the hazard of pesticides, policies that support urban agriculture, consultation with Native American tribes to identify and preserve tribal lands and cultural resources as open space lands, monitoring and restoration programs to protect water quality, equitable provision of public amenities and infrastructure, including water supply and open space, and expansion of sewer or water utility districts on commercial agricultural lands when required to ensure public health and safety.

LOCAL COASTAL PROGRAM (LCP) AMENDMENTS

The Coastal Act requires Coastal Commission approval/certification of amendments to jurisdictions’ Land Use Plan (LUP) and Local Coastal Implementation Program (LCIP). The proposed Sustainability Update includes amendments to some General Plan/LCP goals, objectives, policies, and implementation strategies that are also part of the LUP and are noted by the initials “LCP.” The Sustainability Update also includes amendments to some chapters of the SCCC that are part of the LCIP. These sections and chapters will also require Coastal Commission approval and certification as part of an LCP amendment. County staff conducted a series of meetings with Coastal Commission staff in October through December 2021, to review the proposed amendments.

ENVIRONMENTAL IMPACT REPORT

CEQA requires local governments to analyze proposed projects to determine any potential environmental impacts and reduce those impacts to the extent feasible. If the project may have one or more significant environmental impacts, the public agency must prepare an EIR. The County has determined that an EIR is the appropriate level of analysis for the Sustainability Update project. The County released a Notice of Preparation (NOP) for the Sustainability Update EIR on July 1, 2020. The County extended the comment period on the scope of the EIR from August 3, 2020 until September 4, 2020. A public Scoping Meeting was held on July 21, 2020.

The County released the Sustainability Update Draft EIR on April 14, 2022, for a 45-day public review period that ended on May 31, 2022. A community meeting focused on the EIR was held on May 9, 2022. All sections of the Draft EIR are posted on the County's Environmental Documents Open for Public Review page: <https://www.sccoplanning.com/PlanningHome/Environmental/CEQAINitialStudiesEIRs/CEQADocumentsOpenforPublicReview.aspx>. Printed copies of the Draft EIR are also available at the County's Planning Counter and at select libraries throughout the County. Comments received on the EIR have been attached as Exhibit G. The Final EIR, which will respond to public comments on the environmental analysis, is scheduled for release on August 12, 2022.

The EIR for this project is a "program EIR," which is a high-level, countywide (not project specific) analysis of the environmental impacts associated with adopting policies and regulations associated with the General Plan/LCP, code amendments, Design Guidelines, and map amendments. Because the project consists of long-term policy and regulatory documents that are intended to guide future development activities, and because no specific development projects are proposed as part of the project, it is assumed that future development would occur incrementally or gradually over the 20-year General Plan horizon (2020 to 2040). For the purpose of environmental analysis, the EIR growth assumptions include the potential for approximately 4,500 dwelling units and 6,200,000 square feet of commercial building square footage over the 20-year period. Since the proposed project would amend the County's General Plan and County Code, the project area includes all unincorporated lands within Santa Cruz County.

The Draft EIR analyzed all elements required under CEQA, including growth inducement, project alternatives, and cumulative impacts when project impacts are considered with growth and projects in neighboring jurisdictions.

- Aesthetics
- Agriculture, Forestry Resources, and Mineral Resources
- Air Quality
- Biological Resources
- Cultural Resources and Tribal Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning

- Noise
- Population and Housing
- Public Services and Recreation
- Transportation
- Utilities and Service Systems
- Wildfire

By their nature, General Plan/LCP policies, regulatory codes, and design guidelines are designed to mitigate for impacts of future growth on the community and those related to resources. However, the Draft EIR also generally considers the impact of potential future growth under the new 20-year General Plan/LCP (no specific development projects are proposed in the Sustainability Update; future development would still be required to assess and mitigate for actual development impacts). While the Draft EIR found that there would be less-than significant impacts to most of the above-listed resources, it also found that, conservatively and largely due to the unknown nature of the timing and exact location of future growth, significant and unavoidable impacts could occur, despite the inclusion of mitigation measures. The project's significant impacts, along with the proposed mitigation measures are described below.

Agricultural, Forestry, and Mineral Resources

Future development, could result in conversion of 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, to non-agricultural use. This impact relates to new policies particularly associated with the potential for ancillary uses, support services, and essential public facilities and utilities to be located on CA land. While compliance with the County's policies and regulations to protect CA land would serve to generally avoid or minimize potential impacts, there may be some limited situations where conversion of agricultural lands could occur, although the total amount is likely to be minimal. The following mitigation measure is proposed, although loss of agricultural land is considered significant and unavoidable, even with the mitigation measure applied: Mitigation Measure AGR-1: Amend proposed language in SCCC 13.10.313(E) to add public/quasi-public facilities to the types of projects for which special findings and requirements apply to address conversion of agricultural land.

Biological Resources

The Draft EIR analyzes impacts to protected species, habitats, riparian areas, and wetlands. The project includes the redesignation and rezoning of a six-acre vacant site at Thurber Lane and Soquel Avenue from commercial land use/zoning to a mix of Residential Flex zoning and commercial zoning (C-2). Future development on this site could impact a stream that bisects the property from north to south, particularly if the stream is piped or moved to the property perimeter to facilitate development. The potential loss of the riparian habitat would be considered significant and unavoidable, and Mitigation Measure BIO-2B is proposed to require the preparation of a mitigation plan detailing replacement of habitat areas at a 2:1 replacement ratio, as well as maintenance and monitoring for establishment of plantings in restoration areas.

Cultural and Tribal Cultural Resources

Although unknown at this time, it is possible that future development could result in a substantial adverse change in the significance of (undocumented) historic built resources,

if preservation or avoidance of the resource is not feasible. Two mitigation measures, CUL-1 and CUL-2, are proposed. CUL-1 would require preparation of an historic resources evaluation, and if the resource was eligible as an historic resource, measures to avoid impacts would be required and work on the structure would be required to be conducted in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties. Mitigation Measure CUL-2 would require that a historic building proposed for major alteration or demolition be thoroughly documented according to industry standards, including written and video/photographic descriptions.

Transportation

Vehicle Miles Traveled

Under CEQA, as required under rules adopted by the state in accordance with SB 743, transportation impacts are measured by a metric called Vehicle Miles Traveled (VMT). VMT is the number of miles generated by vehicles (one mile traveled by one vehicle is one VMT). In this way, transportation impacts are more closely tied to reduction of greenhouse gases (GHG) (the transportation sector is a major contributor to GHG). As required by state law, the County has adopted VMT thresholds for new development. For most types of residential and commercial land uses, the VMT threshold is 15% below the existing countywide VMT. For retail commercial land uses, the threshold is a simple net reduction in VMT.

The Sustainability Update contains many new policies related to reducing travel in vehicles, such as more closely associating urban land use patterns along transportation corridors, focusing growth within urban areas where services are available, and promoting transit and non-motorized modes of transportation, etc. It also encourages a compact land use plan associated with promoting growth within the county USL and RSL. The analysis in the Draft EIR found that VMT for future growth would be reduced when compared to current conditions; however, the reduction would not be enough to meet the 15% reduction threshold for residential and office/service, as well as industrial and public employee uses. VMT associated with retail commercial would experience a net reduction in VMT, and thus meet the retail threshold. Because VMT associated with future growth would not meet the 15% reduction in the residential and non-retail categories, impacts associated with VMT would be considered significant. In addition, when projects were considered along with growth and projects in neighboring jurisdictions, a cumulative impact was found.

While the Sustainability Update includes measures to reduce reliance on vehicles, it is unlikely that these transportation demand management strategies would be enough to bring the impacts within the 15% threshold, therefore two mitigation measures are proposed: TRA-1 would provide for the development of a regional mitigation banking program to create a mechanism for funding transit, non-motorized (active) transportation improvements, and multi-modal transportation improvements. Private development would offset their VMT impacts by contributing to the projects in the VMT mitigation program. Mitigation measure TRA-2 would add an additional Implementation Strategy to the General Plan to evaluate additional parking-related measures, such as paid parking and the use of parking fees to fund transit.

Level of Service

While not required under CEQA, the Draft EIR also analyzed level of service (LOS), or the operational effects of future development on the county's roadway system. The Sustainability Update proposes several improvements to the county's roadway system. These projects are contained in Appendix J of the proposed General Plan and will provide the basis for the funding of future projects that are included in the County's Capital Improvement Program. LOS is measured on an "A" to "F" scale with "A" representing free-flowing traffic and "F" representing congested conditions where one must wait several cycles to get through a traffic signal. The results indicate that future development indirectly resulting from the proposed Sustainability Update over 20 years could lead to LOS operations at six intersections that do not meet the acceptable LOS standard of "D" at the p.m. peak of traffic. LOS at five of the study intersections would improve with the project. The cumulative analysis, which takes into account reasonably known future projects and growth and projects in neighboring jurisdictions, shows that eight intersections will not meet the County's LOS standard of "D" during the p.m. peak by 2040 without further improvement:

- Soquel Drive/Soquel Avenue in the AM peak hour (LOS F) and in the p.m. peak hour (LOS F)
- Soquel Drive/41st Avenue in the PM peak hour (LOS F)
- Capitola Road/17th Avenue in the PM peak hour (LOS E)
- Soquel Drive/Porter Street in the PM peak hour (LOS F)
- Soquel Drive/Rio Del Mar Boulevard in the AM peak hour (LOS F) and in the p.m. peak hour (LOS F)
- Portola Drive/41st Avenue in the p.m. peak hour (LOS F)
- Soquel Drive/Trout Gulch Drive (LOS F)
- 7th Avenue/Eaton Avenue (LOS F)

As previously noted, the EIR prepared for the Sustainability Update is not a project-level analysis. Within the permit approval process, future development would still be required to assess their environmental impacts and offset any operational (LOS) impacts to the county's circulation system according to code and the results of a project-specific traffic analysis, as well as pay transportation improvement fees toward improvements.

Operations along Portola Drive were also analyzed if the Portola Drive Streetscape concepts were implemented. The concepts envision a transition between 26th and 41st Avenues from four lanes to three lanes (two lanes plus a center lane) in order to accommodate a more pedestrian- and bicycle-friendly streetscape in the Pleasure Point Commercial Corridor planning area. The LOS analysis revealed a decline in the operations of the major study intersections of 30th and 38th and, at 41st, the intersection would operate at an unacceptable LOS "F" with or without the change in lane configuration. Signalization improvements are therefore recommended at all three intersections, which improves operations to LOS "A" at each. If a roundabout is substituted at 41st, the p.m. peak LOS would be "B."

Utilities and Service Systems

The Draft EIR also analyzed potential impacts of the project and future growth to utilities and service systems (Section 4.16), including water, wastewater, and solid waste. The analysis showed less-than-significant impacts in wastewater and solid waste, but the potential for significant impacts in water supply. Future development would occur mostly within the County's USL, which is served primarily by the City of Santa Cruz, the City of Watsonville, the Central Water District, the San Lorenzo Valley Water District, the Scotts Valley Water District, and the Soquel Creek Water District. Future potential development and growth appears to be within growth projections developed for each of the six major public water districts serving the unincorporated County area. Water districts are required to plan for the populations they serve, with the larger districts completing an Urban Water Management Plan (UWMP) every five years. The City of Santa Cruz has planned for growth outside the city limits (within the unincorporated county and the City of Capitola); however, depending on the timing of development, potential growth in Live Oak and the City of Capitola could approach or exceed the city's forecasted housing units as stated in their UWMP. The Soquel Creek Water District includes service to the unincorporated communities of Soquel, Aptos, and La Selva Beach, as well as the City of Capitola. Similar to the City of Santa Cruz, growth within these areas could approach or exceed the district's forecasts. These impacts are therefore conservatively considered potentially significant.

Policies within the Sustainability Update encourage conservation and water demand has been flat or decreasing with conservation programs. Furthermore, policies require that development be allowed only where adequate water supplies are available, and all public water purveyors would have to approve new connections as part of future development project reviews. The project could also contribute to cumulative water supply impacts when considered with other potential development in the water service areas.

Alternatives Analysis

Per CEQA Guidelines, an EIR must include reasonable alternatives to the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. The following three alternatives were selected for comparative analysis in this EIR:

- *Alternative 1: No Project Alternative.* The No Project Alternative is required by CEQA and consists of the circumstances under which the proposed project does not proceed.
- *Alternative 2: Reduced Growth.* Alternative 2 considers potential growth and development resulting from implementation of the Sustainability Update at a rate that is consistent with the Association of Monterey Bay's (AMBAG's) current adopted regional population, housing, and employee growth projections.
- *Alternative 3: Reduced Project.* Alternative 3 would entail two components that would result in reduced development potential. The first would be elimination of proposed General Plan/LCP Land Use and zoning map changes for 10 parcels in the USL: nine along Portola Drive and the Thurber Lane/Soquel Drive parcel.

Existing land use and zone designations for these parcels would be retained. The second component would eliminate proposed policies and regulations that would allow public/quasi-public uses on agricultural lands.

The CEQA Guidelines requires that an EIR's analysis of alternatives identify the "environmentally superior alternative" among all of those considered. Overall, of the alternatives considered, Alternative 2 would reduce the severity of more identified significant impacts than the other alternatives reviewed and also attain most of the project objectives. Therefore, Alternative 2 is considered the environmentally superior alternative of the CEQA alternatives reviewed. Although this analysis helps to inform decision-makers, it does not necessarily dictate that the environmentally superior alternative is adopted.

Public Comments on the Draft EIR

During the course of the public comment period on the Draft EIR, 14 timely comments were received, which are included in Exhibit G to this report, and as summarized below: Responses to the comments are being prepared and will be addressed in the Final EIR, which is scheduled for release on August 12, 2022. Staff will report on the Final EIR, including the responses to comments, at the public hearing on August 24, 2022.

A. Local, Regional, and State Agencies

- 1 - AMBAG – Minor corrections, consistency with regional growth forecasts
- 2 - City of Santa Cruz Water Department – Fisheries, watershed, and conservation policies; protection of riparian corridors, karsts, and water supply watersheds; habitat conservation plans; mitigation banks
- 3 - Santa Cruz County Regional Transportation Commission – Minor corrections, requirements for electrical vehicle charging stations, access to public transit and bicycle and pedestrian facilities, support for VMT Guidelines, preferential parking
- 4 - California Coastal Commission – Support for intensification of development within the USL; concern over local coastal program policies on priority uses, sewer and water services extension, growth limitations around the City of Watsonville, ancillary agricultural uses (County staff is working with Coastal Commission staff to address these policy concerns and will highlight any possible changes at the August 24 and September 14 public hearings.)
- 5 - California Department of Toxic Substances Control – Reporting of hazardous sites data, release of hazardous substances, soil sampling, hazardous waste near mining sites, demolition of buildings, pesticides
- 6 - California Department of Transportation – Support for VMT mitigation program and transportation demand management policies, safety
- 7 – Department of California Highway Patrol – Opposition to bus on shoulder concept for Highway 1 and to lane reduction on Portola Drive

B. Organizations

- 8 - Sierra Club – Monarch butterfly habitat and species of special concern removed from General Plan appendix, VMT mitigation inadequate, transportation corridors not specified

C. Individuals

- 9 - Betsey Andersen – Tree protection, spillover traffic from Portola Drive, parking in the rear of new developments along Portola Drive, lighting and light pollution, extension of Avis Street
- 10 - Michael Guth – Monarch butterfly habitat and species of special concern removed from General Plan appendix
- 11 - Becky Steinbruner – Regional Housing Needs Allocation, Urban High Residential Flex, mixed use development, medical mixed uses and traffic impacts, unfair targeted growth in Live Oak area without consideration of impacts, Workplace Flex zoning locations, consistency with Measure D Greenway Initiative, Draft EIR public review period, availability of Draft EIR, origin of groundwater recharge areas, Santa Cruz City Water Rights Project, conjunctive Water Use between the City of Santa Cruz and the Soquel Creek Water District, water quality, chromium, ammonia contamination of Soquel Creek Water District well, Rio del Mar Flats stormwater improvements
- 12 - Wayne Thompson – Significance of paleontological impacts, mapping, and mitigation references
- 13 - Alex Vartan – Draft EIR availability
- 14 - Colleen Young – Support for Betsey Andersen's comments

PUBLIC COMMENT ON THE SUSTAINABILITY UPDATE AMENDMENTS

Staff has received numerous public comments related to agriculture, resources, code modernization and the EIR, which are attached to this report as the following exhibits:

- G: Draft EIR Comments
- H: Public Comments on the Sustainability Update
- I: Survey Responses Summary
- J: Community Meetings 4, 5 & 6 Question and Comment Summary

Staff has received several comments related to potential impacts of the proposed rezoning of nine parcels on Portola Drive to the new Residential Flex district, particularly related to potential water supply impacts with the addition of high density development in this area. There is also a concern that future development might impact trees and species habitat, as well as the potential impact of increased lighting on nearby residential neighborhoods.

Other comments stated that new community event and wedding regulations seemed too restrictive and supported allowing vineyards, wineries, and other property owners to host more events than currently allowed in the proposed draft code amendments. There were also comments stating that the parcel size limitations included in these regulations, as well as the parcel size limit for new medical mixed-use standards, seem arbitrary and unnecessary.

Staff also received comments requesting a change to the criterion for identifying potential historic resources from structures older than 50 years to a fixed date and to provide a definition for the term "unique farmland." Comments from the Land Trust of Santa Cruz County submitted on the public comment portal proposed specific language changes to

various agricultural regulations. Other comments received on the EIR are summarized above in the EIR section of this report.

Staff will continue to review all comments received on this project for consideration as public hearing drafts are updated and prepared for final review and recommendation by your Commission and review and adoption by the Board of Supervisors.

COMMISSION COMMENTS

Agricultural Policy Advisory Commission

At the Agricultural Policy Advisory Commission on May 19, 2022, the Commission considered the proposed amendments to agricultural regulations in the SCCC, and recommended that the Board of Supervisors approve the proposed revisions to the agricultural land use regulations in Chapters 13.10 and 16.50 the County Code as submitted. Several commissioners voiced their support for agricultural tourism regulations, noting that they would support more vibrant agricultural tourism in the county. A link to the Agricultural Policy Advisory Commission staff report is attached as Exhibit B.

Historical Resources Commission

At their July 29, 2022 meeting, the Historic Resources Commission reviewed the amended General Plan policies for historic resources in the Sustainability Update. The Commission supported the proposed amendments and recommended that the Board of Supervisors accept the draft amendments as written, with a recommended modification to Strategy ARC-8.2n to retain Aptos Village for consideration as a potential historic district. Staff is proposing to include this recommended modification in the public hearing draft of the General Plan to be reviewed by your Commission in August. A link to the Historical Resources Commission staff report is attached as Exhibit C.

PROJECT SCHEDULE

This report is the fourth of a series of Planning Commission study sessions on the Sustainability Update project. Following this study session, staff will return to your Commission on August 24 and September 14, 2022 for public hearings and a formal recommendation to the Board of Supervisors on the Sustainability Update.

Sincerely,

Annie Murphy
Senior Planner
Policy Section

Stephanie Hansen
Assistant Director –
Policy, Housing & Code Compliance

EXHIBITS

A: Summary of Board Actions Related to General Plan and Code Amendments

[B: Link to Agricultural Policy Advisory Commission Staff Report](#)

[C: Link to Historic Resources Commission Staff Report - Item 8c](#)

D: Draft EIR Project Description

[E: Link to Current Drafts of Project Documents](#)

[F: Link to SCCC 13.10.700: Definitions](#)

G: Draft EIR Comments

H: Public Comments on the Sustainability Update

I: Survey Responses Summary

J: Community Meetings 4, 5 & 6 Question and Comment Summary

SUSTAINABILITY POLICY AND REGULATORY UPDATE:

SUMMARY OF BOARD ACTIONS RELATED TO GENERAL PLAN AND CODE AMENDMENTS

6/17/14	<p>Board of Supervisors considers proposal to modernize land use permit framework in Titles 13, 16, and 18 of the Santa Cruz County Code, directs staff to draft ordinance amendments to implement proposed revisions, meet with focus groups, carry out CEQA review, and bring to the Planning Commission and the Board for consideration. See Agenda item 49: http://sccounty01.co.santa-cruz.ca.us/bds/Govstream2/ASP/Display/SCCB_MinutesDisplayWeb.asp?MeetingID=626</p>
10/28/14	<p>Board accepts the Sustainable Santa Cruz County Plan (SSCC) as a Planning and Feasibility study, directs staff to return with a proposed work program in Fall 2015 to identify which recommendations from the Plan to consider for development and implementation. http://www.sustainablecantacruzcounty.org/</p>
5/19/15	<p>Board considers draft amendments to the land use permit framework and regulations (Code Modernization proposal) in County Code Title 13, Title 18, and Chapter 16.01, and revisions to the General Plan/Local Coastal Program (LCP) Policies and County Code Chapters 13.10 and 16.50 for agricultural uses; directs staff to return on June 9, 2015 for consideration of Part B of the proposed code modernization project (includes weddings and community events); and directs staff to finalize draft ordinance and policy amendments, to carry out review under the California Environmental Quality Act (CEQA), and to bring the amendments to public hearings before the Agricultural Advisory Policy Commission, Planning Commission, and Board of Supervisors for consideration. See Agenda item 55: http://sccounty01.co.santa-cruz.ca.us/bds/Govstream2/ASP/Display/SCCB_MinutesDisplayWeb.asp?MeetingID=658</p>
6/9/15	<p>Board considers draft amendments to the Santa Cruz County Code Chapter 13.10 pertaining to commercial weddings and special events and community events and fundraisers in residential and agricultural areas, and amendments to regulations pertaining to accessory structures, temporary uses and structures, and home occupations, and continues item to 9/29/15 and directs staff to hold community meetings for additional public feedback. See Agenda item 76. http://sccounty01.co.santa-cruz.ca.us/bds/Govstream2/ASP/Display/SCCB_MinutesDisplayWeb.asp?MeetingID=659</p>
8/4/15	<p>Board approves actions to initiate GP and Code Amendments as part of the Code Modernization Project related to Agricultural Employee Housing, Permanent Room Housing, mixed-use housing, and multi-family projects. See Agenda items 70 and 70.1. http://sccounty01.co.santa-cruz.ca.us/BDS/Govstream2/Bdsdata/non_legacy_2.0/Minutes/2015/20150804-665/PDF/070.pdf http://sccounty01.co.santa-cruz.ca.us/BDS/Govstream2/Bdsdata/non_legacy_2.0/Minutes/2015/20150804-665/PDF/070-1.pdf</p>
9/29/15	<p>Board considers report on Initial phase of the SSCC Plan Implementation and directs that this initial phase proceed along with Code Modernization. Reviewed drafts and directed staff to complete drafts of the General Plan Sustainability Policies and Zoning District “new tools” based on the SSCC (Medical Mixed Use, Residential Flex, Workplace Flex, and Design Guidelines), and release draft with Draft Environmental Impact Report (EIR). Opted not to implement SSCC-recommended overlays. See Agenda item 41. http://sccounty01.co.santa-cruz.ca.us/bds/Govstream2/ASP/Display/SCCB_AgendaDisplayWeb.asp?MeetingID=678</p>

9/29/15	<p>Board continues review of Code Modernization proposal, related to commercial weddings in residential and agricultural zone districts, community events and fundraisers in residential and agricultural zone districts, residential accessory structures, temporary uses and structures, and home occupations. Directed staff to finalize ordinance and policy amendments that incorporate Board's comments, prepare EIR, and bring forward code modernization proposal upon completion of the EIR. See Agenda item 40. http://sccounty01.co.santa-cruz.ca.us/bds/Govstream2/ASP/DisplayWeb.asp?MeetingID=678</p>
2016-2018	<p>Pleasure Point Commercial Corridor Plan. Final planning study accepted in December 2018 includes Vision and Guiding Design Principles and proposed streetscape improvements for the Commercial Corridor along Portola Drive. Planning Study will be incorporated into Sustainability Update and considered with the EIR, along with traffic analysis to review potential traffic impacts of proposed streetscape improvements. http://www.sccoplanning.com/PleasurePointCommercialCorridor.aspx</p>

STANDARDS PREVIOUSLY REVIEWED BY THE BOARD¹:

Meeting	Type	Standards Reviewed
8/4/15	<i>Mixed-Use Housing</i>	<ul style="list-style-type: none"> Remove the maximum limit of 50% residential square footage from the GP (refer to PUD mechanism in the code for projects exceeding the standard). Remove maximum density of 1 unit/ 2,500 sf (add findings related to accommodation of commercial development) Create new parking standard for small units and senior units.
		Maximum Building Height
		3 stories, 35 ft (change from 2 stories/28 ft)
9/29/15	<i>Multi-Family Projects</i>	1.5 (change from 0.5)
		Floor-Area Ratio (FAR)
		For a unit with a garage, deduct 225 ft per unit from FAR calculations (code clarification)
	<i>Medical Mixed-Use Designation and Zoning Overlay</i>	Max Building Height
		60 ft/ 4 stories
		FAR
		2.25
		Upper Floor Stepbacks
		N/A, or as required thru design review
		Setbacks: Front
		Side - interior
		Side - street
		Rear
	<i>Residential Flex Designation and Zoning District</i>	Max Building Height
		40 ft/3 stories
		FAR
		1.75
		Residential Density
		TBD
	<i>Work Flex Designation and Zoning District</i>	Upper Floor Stepbacks
		10 ft above 2 nd floor minimum
		Setbacks: Front
		10 ft from edge of sidewalk
		Side - interior
		5 ft, 10 ft adj. to RM, 15 ft adj. to R-1
		Side - street
		8 ft from edge of sidewalk
		Rear
		5 ft; 8 ft adj. to RM, 15 ft adj. to R-1
		Max Building Height
		50 ft/ 3 stories
		FAR
		1.75
		Upper Floor Stepbacks
		10 ft above 2 nd floor minimum
		Setbacks: Front
		10 ft from edge of sidewalk

¹Proposed development standards are at the “upper end” of what could be analyzed in the EIR.

Meeting	Type	Standards Reviewed
		Side - interior
		Side - street
		Rear
	Design Guidelines	<p>5 ft, 10 ft adj. to RM, 15 ft adj. to R-1</p> <p>10 ft. from edge of sidewalk</p> <p>5 ft, 8 ft adj. to RM, 15 ft adj. to R-1</p> <p>Provide guidance on the desired form and character of new residential, commercial and mixed-use development within the urban area, consistent with SSCC. Meet desires and expectations of residents, while providing flexibility for designers and applicants.</p>

3.5.1.5 Chapter 5: Agriculture, Natural Resources + Conservation Element

The existing Conservation and Open Space Element is proposed to be renamed as the Agriculture, Natural Resources + Conservation (ARC) Element and has been reorganized. The element includes nine goals with supporting objectives, policies, and implementation strategies. The revised chapter updates, revises and adds goals, objectives and policies. The proposed ARC Element goals address the following topics:

- 1) Sustainable agriculture
- 2) Specialized agricultural uses
- 3) Biological resources protection
- 4) Water resources
- 5) Visual resources
- 6) Hydrological, geological and paleontological resources
- 7) Timber and mineral resources
- 8) Cultural resources; and
- 9) Open

Overall, the proposed ARC Element continues to preserve agricultural land for agricultural use; protect and restore natural resources including sensitive habitats and scenic areas; protect cultural resources; provide for the long-term sustainable management and conservation of water, timber, and mineral resources; and preserve open space in rural and urban areas. The revised ARC Element includes amendments and new policies related to topics addressed in the 1994 General Plan, except that the Energy and Air Quality sections have been moved to other elements. Air quality is now addressed in Public Safety Element, which was approved by the County Board of Supervisors in September 2020 and pending review with the Coastal Commission. In addition, the objective and policies regarding energy have been updated, deleting policies related to energy use and other issues that are now addressed in the California Building Code, while relocating other policies regarding conservation of energy, water, and construction materials to the Built Environment Element.

Agricultural Resources

Agricultural objectives, policies and implementation strategies are organized under a new goal to sustain agriculture by preserving commercial agricultural lands for agricultural use and allowing agricultural and other uses on agricultural lands that are not commercially viable. The proposed update maintains existing agricultural policies supporting commercial agricultural and protecting agricultural land, while updating certain policies to accommodate ancillary and support uses in agricultural zones necessary to support the agricultural economy. Breweries and distilleries have been added as specialized agricultural uses in addition to wineries. In addition, the proposed revisions add “agri-tourism events” and marketing of products grown on site to principal permitted uses on commercial agricultural zoned land, as well as one accessory dwelling unit per commercial agriculture zoned parcel with a single-family home, the latter of which is required by state law. Updated policies (ARC-1.1.7, 1.1.11, 1.2.1, 1.3.1), also allow for limited essential public facility uses on commercial agricultural land (and associated land divisions where

necessary), while requiring mitigation for any loss of commercial agricultural land. Policies would also allow for the expansion of sewer district boundaries and the placement of water and sewer lines onto agricultural land where necessary to address public health and safety issues or environmental concerns.

Additionally, a new policy (ARC-1.1.4) characterizes development density and intensity on commercial agricultural land, as required by state law and in order to preserve the land for long-term commercial agricultural use. The standards are shown in Table 3-6 on the next page and are based on SCCC regulations. Maximum heights and density associated with any particular zone district are established in the SCCC.

Other Resources

The proposed amendments generally retain existing policies related to biological resources protection, water resources, geological and paleontological resources, timber and mineral resources, and cultural resources. Proposed changes include: addition of a new policy supporting implementation of the 2013 Steelhead and Coho Salmon Conservation Strategy; a revised implementation strategy regarding fuel management to reduce threat and potential severity of wildfires; amended timberlands policies as consistent with the State Forest Practice Act; updated surface water, and groundwater resource policies to reflect current surface water and groundwater conditions protection and the Sustainable Groundwater Management Act of 2014; updated policies to protect archaeological and tribal cultural resources, and other updated resource management regulations consistent with current state law and practice.

Table 3-6. Development Density and Intensity on Agricultural Lands

Land Use	Building Intensity		Maximum Residential Density ^{3,4}
	Maximum Building Height	Estimated Lot Coverage ²	
Commercial Agricultural Lands ¹ (Agricultural Resource soils)	40 feet (agricultural structures)	0% - 10%, or per Master Plan	1 single-family dwelling/ parcel
Non-commercial Agricultural Lands (Agricultural Land Use Designation/ Agriculture Zone District)	40 feet (agricultural structures); 28 feet (residential structures)	0% - 20%	1 single family dwelling/ 2.5 - 40 net developable acres ⁵

Notes:

- ¹ See Policies ARC-1.1.3, ARC-1.1.4, and ARC-1.1.5 regarding applicable land use designations and zone districts.
- ² Lot coverage is provided as an estimated range and is not a regulatory standard. Allowable lot coverage is determined by the provisions of any contract, site conditions, and development criteria for the zone district and use. Greenhouses and agricultural storage structures do not count toward lot coverage.
- ³ Farmworker housing, including caretaker's units and other types, is considered an agricultural use and does not count towards residential density.
- ⁴ An accessory dwelling unit and residential accessory structures are considered accessory to a single-family dwelling and do not count toward residential density.
- ⁵ On non-commercial agricultural land, maximum residential density is determined through the rural density matrix.

The proposed revisions would eliminate an urbanized portion Highway 1 from the County's Scenic Road list that is not considered locally scenic. The portions of Highway 1 from Western Drive (City of Santa Cruz) to



Santa Cruz County Sustainability Update Planning Commission Study Session #4 Draft EIR Project Description

3 – PROJECT DESCRIPTION

San Mateo County and Bay Avenue (City of Capitola) south to Monterey County are specified to remain part of the Highway 1 scenic roadway.

The revised Element includes a new policy that characterizes development density and intensity on land designated as Urban Open Space (O-U), Resource Conservation (O-C), or Lakes, Reservoirs, and Lagoons (O-L), as shown in Table 3-7, in order to protect the open space character of the lands. The standards are shown in Table 3-7 are based on SCCC regulations. A new objective and policies focus on maintaining an open space plan with open spaces for natural resource conservation, sustainable resource management and production, outdoor recreation, and public health and safety.

3.5.2 Santa Cruz County Code Amendments

The proposed project includes amendments to the SCCC to implement the General Plan/LCP amendments and to modernize development code requirements and procedures. The proposed amendments include changes to SCCC Title 5, Business Regulations; Title 12, Building Regulations; Title 13, Planning and Zoning Regulations; Title 15, Community Facilities; Title 16, Environmental and Resource Protection; and Title 18, Procedures. A list of the proposed SCCC amendments is summarized in Table 3-9. Key changes include the addition of new zone districts, changes in development standards, revisions to allowed uses in some zone districts, expanded design review provisions, and revisions to site development and use permit reviews, including a new site development permit requirement, as further explained below.

Table 3-9. Summary of Santa Cruz County Code Amendments

Code Section(s)	Proposed Amendment(s)
<i>Business Regulations</i>	
5.52 Trip Reduction	Updated to include current best practices for transportation demand management and moved to 13.16 Parking and Circulation
<i>Building Regulations</i>	
12.01.010-100: Building Permit Regulations*	Updates definitions to be consistent with state law and minor changes to building permit submittal requirements
12.28: Solar Access Protection	Deleted due to state regulations. The Solar Shade Control Act (Public Resources Code Sections 25980 – 25986) protects solar access from shading by vegetation, and prohibits property owners from planting or allowing a newly planted tree or shrub to cast a shadow over more than ten percent of a solar collector on a neighboring property at any one time during the hours of 10:00 AM and 2:00 PM

Table 3-9. Summary of Santa Cruz County Code Amendments

Code Section(s)	Proposed Amendment(s)
Zoning Regulations	
13.01*, 13.02*, 13.03*	Content from these sections moved to chapters 18.50, 18.60, 18.70.
13.10.110-180: Authority and Purpose*	Minor edits for clarity/consistency and updates General Plan consistency table with implementing zone districts.
13.10.210-215: Zoning Map*	Modernization amendments to zoning code organization and implementation. Moves content regarding zoning map and ordinance administration to chapter 18.40.
13.10.220-280: Ordinance and Permit Administration*	Modernization amendments to permit application processing procedures. Changes “Use Approval” to “Use Permit,” separate from “Site Development Permit” with findings in SCCC 18.10. Redefines “Site Development Permit” (13.10.227) as separate from “use permit” to regulate the physical development of a site, with findings in SCCC 18.10.
13.10.311-318: Agricultural Districts (CA, A)*	Updates allowed uses, development standards, and permit requirements in agricultural zones to align with General Plan/LCP and state laws, to support the needs of the modern agricultural economy, and to incorporate the new use and site development permit framework. Removes the AP (agricultural preserve) district, as this has become redundant since creation of the “P” agricultural preserve combining district (SCCC 13.10.473).
13.10.321-326: Residential (R) Districts*	Establishes new Residential Flexible (RF) zone to provide an option for higher-intensity residential projects in urban areas near transit and services. Updates development standards and permit requirements in residential zones to align with General Plan and state laws, allows residential dwellings without use permits, adds community gardens as an allowed use, and incorporates use and site development permit framework.
13.10.331-336: Commercial Districts* (C-1, C-2, C-3, C-4, PA, VA, CT)	Provides regulations for mixed-use development; establishes new Work Flex (C-3) zone; and adds standards for Portola Drive Commercial Corridor. Updates allowed uses, development standards, and permit requirements in commercial zones to align with General Plan, modern land uses, state laws, and new use and site development permit framework
13.10.341-346: Industrial (M) Districts*	Updates allowed uses, development standards, and permit requirements in industrial zones to align with General Plan, modern land uses, state laws, and new use and site development permit framework.
13.10.351-356: Parks, Recreation and Open Space (PR) District*	Updates allowed uses, development standards, and permit requirements in the PR zone district to align with General Plan, modern land uses, state laws, and new use and site development permit framework. Removes visitor accommodation density information (content moved to SCCC 13.10.689).
13.10.361-366: Public and Community Facilities (PF) District*	Updates allowed uses, development standards, and permit requirements in the PF zone district to align with General Plan, modern land uses, state laws, and new use and site development

Table 3-9. Summary of Santa Cruz County Code Amendments

Code Section(s)	Proposed Amendment(s)
	permit framework. Incorporates new development standards for Medical Mixed-Use projects, including building heights of 60 feet.
13.10.371-378: Timber Production (TP) District*	Updates allowed uses, development standards, and permit requirements in the TP zone district to align with General Plan, modern land uses, state laws, and new use and site development permit framework.
13.10.381-386: Special Use (SU) District*	Updates allowed uses, development standards, and permit requirements in the SU zone district to align with General Plan, modern land uses, state laws, and new use and site development permit framework.
13.10.400: Combining Districts*	Adds the R and W combining districts to this table (correcting an error in the existing code).
13.10.471-473: Agricultural Preserve and Farmland Security (P) Combining District*	Minor clarification that a property with the P Combining District overlay is subject to the regulations of the CA zone district; updates references to Williamson Act contracts.
13.10.510: Application of Site Standards*	Removes special height exceptions for specific zone districts. Adds maximum allowed floor area and lot coverage calculations.
13.10.521: Site Access*	Removes this section (content moving to 13.16: Parking and Circulation).
13.10.525: Regulations for Fences and Retaining Walls within Required Yards*	Removes site distance triangle information from this section (content moving to 13.16: Parking and Circulation). Amends standards for permanent fencing and adds standards for temporary agricultural fencing.
13.10.550-555, 13.10.560-578, 13.10.591-592 (Off-Street Parking, Bicycle Parking, Off-Street Loading, Trip Reduction Requirements)*	Removes these sections (content moving to 13.16: Parking and Circulation).
13.10.556: Outdoor Storage of Personal Property and Materials*	Adds requirements for location and amount of storage of firewood on a residential property and prohibits commercial firewood operations on residential properties.
13.10.580-581: Signs in Residential and Agricultural Zone Districts*	Minor clarification of requirements for informational signs.
13.10.611-616: Regulations for Special Uses-Accessory, Temporary, and Secondary Structures and Uses*	Amends regulations and permit requirements for accessory structures in residential zones. Some content moved to this section from SCCC 13.10.323. Adds new regulations regarding community events and weddings in specified residential and agricultural districts, as well as special events in commercial districts
13.10.631 - .644: Agricultural Uses*	Amends regulations for agricultural processing and storage, agricultural service establishments, agriculture within structures, greenhouses, and temporary produce sales. Amends regulations for wineries and adds regulations for breweries and distilleries in agricultural and residential zone districts. Adds agri-tourism and educational farm stay regulations.
13.10.645 - .648: Animal Regulations*	Revises regulations for large and small animal keeping and incorporates family animal-raising regulations from previous section SCCC 13.10.644, clarifies regulations for animal care facilities.

Table 3-9. Summary of Santa Cruz County Code Amendments

Code Section(s)	Proposed Amendment(s)
13.10.651 - .657: Regulations for Special Uses – Commercial Uses*	Removes restaurant size limit in the PA zone district; revise drive-through regulations; clarifies permitting requirements for dining establishments selling beer/wine; removes regulations associated with gas station construction; clarifies regulations for alcohol sales at automobile refueling/charging stations
13.10.681-686: Regulations for Special Uses – Residential Uses*	Removes regulations for large child-care homes in nonresidential districts, per state law.
13.10.689: Commercial Visitor Accommodations*	Adds new section combining content from existing SCCC sections 13.10.335(B) and 13.10.353(B). Modifies and simplifies definitions and density calculations associated with commercial visitor accommodations.
13.10.691: Bed and Breakfast Inns*	Changes maximum number of rooms from 5 to 20 to align with state definition and enable bed and breakfast businesses to be financially viable.
13.10.700: Definitions*	Removes outdated definitions and adds modern terms used in updated code. clearly links definitions to each other. Changes FAR, density, and related definitions to simplify calculations and allow for increased development potential on urban parcels.
13.11: Site Development and Design Review*	Adds site development permit requirements; revises design review standards, requirements and findings to align with General Plan, including compliance with new County Design Guidelines. Removes design requirements related to solar access, topics covered by County of Santa Cruz Design Criteria, and topics covered by the County Design Guidelines. Removes requirements for access, circulation and parking (this content moved to SCCC 13.16 Parking and Circulation).
13.16: Parking and Circulation*	Adds new code section consolidating parking regulations in one location. Revises auto and bike parking ratios and design standards. Adds drive through design standards; updates site distance triangle concept; updates TDM best management practices; updates site access standards.
13.20.120-121: Coastal Commission Appeals, Principal Permitted Uses*	Consolidates language previously with the use chart of each zone district code section (residential, commercial, etc.) regarding what types of land uses are “principally permitted,” and therefore cannot be appealed to the Coastal Commission.
Chapter 15.10-Community Facilities	
15.10: Roadway and Roadside Improvements*	Minor edits related to requiring roadside improvements for development projects.
Title 16-Environmental and Resource Protection	
16.20.180 Design Standards for Rural Private Roads and Driveways*	Moved to 13.16 Parking and Circulation and updated to address all private roads and driveways.
16.50 – Agricultural Land Preservation and Protection*	Updates and clarifies agricultural land preservation standards.

Table 3-9. Summary of Santa Cruz County Code Amendments

Code Section(s)	Proposed Amendment(s)
Title 18-Procedures	
18.10: Discretionary Permit Approval Procedures*	Updates and reorganizes permit processing, including various types of “use permits” and “site development permits” to replace former approval Levels 1 – 7. Revises permit findings for use and site development permits. Adds provision that regulations in effect at the time of complete application shall apply.
18.20: Requests for Reasonable* Accommodation	Content moved from 18.10, no other amendment.
18.30: Planned Unit Developments*	Content moved from 18.10, with amendments.
18.40: Zoning Map and Zoning Ordinance Text Administration*	Content moved from 13.10, with amendments
18.50: General Plan Administration*	Content moved from 13.01, with amendments.
18.60: Local Coastal Plan Administration*	Content moved from 13.03, with amendments.
18.70: Specific Plan Administration*	Content moved from 13.02, with amendments.
18.80: Development Agreements*	Content moved from 13.36, with amendments.

*Denotes chapters and sections that implement the California Coastal Act and require approval and certification of LCP amendment by the Coastal Commission.

3.5.2.2 Revisions to Allowed Uses and Development Standards

Revisions regarding permitted and allowed uses and development standards are summarized below.

Agricultural Uses

Single-family Dwellings on Commercial Agricultural Land

Within the CA zone district, residential use is limited to one single family dwelling (and associated ADU and junior ADU [JADU] per parcel). In alignment with the General Plan/LCP, ADUs and JADUs located on CA land and that are located within 100 feet of the primary dwelling may be located within agricultural buffer areas where the primary unit already encroaches on the buffer in order to preserve viable agricultural land.

Land Uses

Agricultural Support Land Uses. Agricultural support uses such as agricultural service establishments, agricultural processing facilities and produce stands, agricultural research and development facilities, and other related uses have been updated to recognize modern accessory uses that support economic viability. These would be allowed on parcels in the Agriculture (“A”) zone district, and on Commercial Agriculture (“CA”) parcels with active agricultural uses, or in some cases to support an agricultural use on another parcel owned or leased by the agricultural operator. Section 13.10.632 provides revised standards for agricultural processing facilities. Section 13.10.634 adds standards related to mitigating impacts from agriculture within structures, and new Section 13.10.635 provides standards for storage of agricultural equipment of supplies, allowing for centralized storage of agricultural equipment and supplies to serve multiple parcels. Section 13.10.636 modifies standards for greenhouses and hoop houses, allowing for larger structures without requiring discretionary review. Section 13.10.648 modifies standards for agricultural service establishments, allowing for agricultural service establishments as a new use on Commercial Agricultural Land. Section 13.10.639 provides standards for outdoor container-grown crops and new Section 13.10.640 provides standards for produce markets. Additional special standards for certain types of agricultural support uses are provided in Section 13.10.644. All development on commercial agricultural (CA) land is required to be sited on the parcel to protect agricultural land and commercial agricultural operations on the subject parcel and in the area, and an analysis of alternative sites is required for larger projects. The code also regulates the overall development area of projects in addition to the structure size in order to further protect commercial agricultural (CA) land.

In the A Zone District, new agriculturally related uses such as tree service, animal kennels and produce markets would be allowed, sited and designed to protect agricultural production and minimize land use conflicts.

Public/Quasi-Public Uses. Essential public/quasi-public uses with significant benefit to public health, safety, and welfare would be allowed on agricultural land and parcel divisions and lot line adjustments are permitted for these uses, subject to review and approval by the Planning Commission, with loss of agricultural land mitigated. For larger projects, an alternative sites analysis would be required.

Agri-tourism and Education. The proposed SCCC revisions to Section 13.10.633 create new regulations for “agri-tourism and education.” The purpose of the agri-tourism and education regulations is to allow parcels with a primary use of agriculture to carry on income-producing activities including, but not limited to, marketing of products grown on site, farm dinners, educational activities, classes, workshops, tours, mazes, and petting zoos. The new regulations require agri-tourism and educational activities to be ancillary to the principal agricultural use of the parcel and also require these activities to be sited in a manner that minimizes disturbance of prime agricultural soils, with the exception of farm dinners and temporary placement of tables, chairs, and associated furniture. Agri-tourism events attracting higher levels of visitors require a use permit pursuant to SCCC 13.10.312(D), and the maximum number of guests per event and the maximum number of annual events allowed would be stated in the conditions of approval based on factors including, but not limited to, parking availability, safety and adequacy of vehicular access, septic capacity, maximum building occupancy, site conditions, and neighborhood compatibility. Limitations on amplified music and event hours shall be included as conditions of approval of the use permit based on the individual characteristics of the site, consistent with the General Plan Noise Element and SCCC 13.15.

Wineries, Breweries and Distilleries. Proposed revisions to SCCC section 13.10.637 would add breweries and distilleries as permitted uses along with wineries in the RA, RR, CA, and A zone districts. The proposed revisions also provide new standards for these types of facilities and structures based on new definitions of small, medium and large facilities. In the CA zone district, the winery or beer manufacturing facility shall be ancillary to the principal agricultural use of the parcel or site, which may include wine grapes, hops, or other agricultural crops. The proposed amendments accommodating on-site marketing for wineries while adding standards to minimize impacts to residential parcels, establishing annual production volumes and regulating, structure size, parking, sales limitations, hours of operations, and indoor and outdoor events, including permit requirements for amplified music during wine tastings and events.

The proposed revisions also permit a bed and breakfast inn appurtenant to a winery or beer manufacturing facility with approval of an Administrative Use Permit where allowed in the zone district, which must be situated within the primary residence on the subject property, and shall comply with SCCC 13.10.691.

Agricultural Farmstays. Section 13.10.641 adds regulations to allow for farmers in Santa Cruz County to market their produce to consumers, travelers, and tourists by providing the educational experience of staying on a farm. Agricultural farmstays would be allowed in the A and CA zones with a maximum of six guest rooms allowed within the principal residence, in an accessory dwelling unit, or within a habitable accessory structure, but guest rooms would not be permitted in barns, non-habitable structures, agricultural



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employee housing or storage facilities. The farmstay must be ancillary to the principal agricultural use on the parcel, and other regulations regarding health, safety, signage and parking are provided. On properties within the CA zone district, either a farmstay or bed and breakfast is allowed, but both a farmstay and bed and breakfast are not permitted on the same parcel. In addition, “agricultural farmstays” that are associated with a winery or beer manufacturing facility may be permitted pursuant to the requirements of SCCC 13.10.312(C) and 13.10.641.

Agricultural Preserve Zone District

The “AP” zone district would be removed and would no longer be referenced within the agricultural zone district use charts, since all parcels zoned AP were previously rezoned to the Agricultural Preserve and Farmland Security (“P”) Combining District. In addition, the P Combining District standards in Section 13.10.471-473 have been updated to clarify that the CA district use and development standards apply to parcels in this district unless otherwise indicated on individual parcel contracts. Also, clarification has been added to section 13.10.312 that any lands enrolled in the Williamson Act Program are included in the P Combining District.

Temporary Events and Weddings

New sections 13.10.614 and 13.10.615 include regulations to address community events and fundraisers on private residential property and commercial weddings in specified rural and agricultural properties (RA, RR, CA, and A zone districts). The proposed sections establish permit requirements and standards, while ensuring that the size, frequency, location and operation of such events are compatible with the primary use on the parcel and with adjacent land uses.

A community event or fundraiser means a not-for-profit event with 100 or more guests of a civic, political, public, or educational nature, such as a community dinner, festival or other public gathering, on private residential or agricultural property (CA, A, RA, RR, R-1, RB, RM and RF). Such events may include the collection of fees, donations, or the sale of food or other goods, where the proceeds from the event are provided to a school or nonprofit organization. The proposed amendments allow one event per year without amplified music and up to two events per year with approval of a Minor Use Permit (see the following discussion of proposed amendments to permit procedures). Standards for events are proposed including, notification to owners and occupants of properties within 500 feet, restrictions on hours of amplified music, sanitation and parking requirements, and establishment of maximum number of guests based on site size, access and other physical characteristics.

The proposed amendments establish permit requirements, standards and limitations for commercial weddings in specified residential and agricultural districts. Family events and celebrations not held for commercial purposes are considered a normal use of property and are not subject to the proposed new regulations. In the RA and RR zone districts on parcels located outside the urban and rural service lines and outside the coastal zone, commercial weddings may be allowed where secondary to a residential use, winery or brewery, subject to approval procedures and standards provided. In the CA and A zone districts on parcels located outside the urban and rural service lines and outside the coastal zone, commercial weddings may be allowed where secondary to a winery, brewery, or vineyard, subject to approval procedures as provided. A minimum parcel size of eight acres is required in all zone districts. The use of a property for one or more commercial weddings requires a pre-application neighborhood meeting and approval of a Conditional Use Permit, which expires after three years and may be renewed. Limitations on number of guests, hours of operation, amplified music and annual number of events permitted are established through the use permit conditions of approval.

A temporary permit exemption has also been added to SCCC 13.10.616 for commercial land uses to have limited-scale special events.

Commercial Uses

The proposed project includes revisions to development standards and allowed uses in commercial zones. In addition to the new C-3 (Workplace Flex) zone district described above, the proposed revisions include mostly expanding the zone districts where certain uses are allowed and relaxing development standards to allow for more flexible development. Change of use within a commercial space generally no longer requires a use permit unless the new use is intensified from the existing use. Also, use standards have been added for outdoor seating, amplified entertainment, and hours of operation for all commercial uses. Changes in use and development standards are discussed further below.

Uses

Sales and Service Uses. All neighborhood commercial uses would be allowed by right without a use permit in the C-1, C-2, PA and C-3 zones if less than 2,000 square feet, encouraging small businesses and “Main Street” development. Size limits on restaurants, bars, and food outlets in the PA zone in section 13.10.651 have been removed, to encourage restaurant uses within walking distance of employment centers. Liquor stores would not be allowed in VA and CT. Additionally, the code would allow personal services in all commercial zone districts, household services all districts except VA and CT, general commercial services in C-2, C-3 and C-4, neighborhood retail in all districts except C-4, community retail in C-1, C-2 and C-4, outdoor sales in C-2 and C-4, auto sales in C-2 and C-4, pet shops in all zones except VA and CT, vet offices in C-1, C-2 and C-4, stand-alone bars in all zones except C-4, tasting rooms in all commercial zones, indoor recreation facilities in all zones except PA and C-3, recreational sales and rentals in all commercial zones, adult uses in C-2 and C-4, and open space uses in all zones except C-3 and C-4. Additionally, provisions allowing drive-through uses for non-dining establishments have been added in Section 13.10.652, with design requirements provided in Section 13.16. Reference to gas stations has been updated to “automobile fueling/charging stations,” and stand-alone electrical charging stations are allowed in any zone district. Special standards for construction of gas stations in Section 13.10.656 have been removed since construction and conversion of service stations is regulated by state law.

Office and Light Industrial Uses. Office use would be allowed by right in all zones except C-4, except for medical offices which are only allowed in C-1, C-2, C-3 and PA. Banks are disallowed in the VA zone, but ATMs are allowed. “Wet” and “dry” lab uses have been added to the code in anticipation of more tech- and medical-focused employment; these uses are allowed in C-1, C-2, C-3, C-4 and PA. “Hand-made product fabrication and sale” is a newly defined commercial use allowed in C-1, C-2, C-3, and C-4, distinct from “cottage industry” in that cottage industry is food or other hand-made production conducted from residential units. Light industrial uses are no longer limited in the number of workers in order to allow potential for more employment density in C-3 and C-4. Taxi companies, including rideshares, are allowed in all commercial zones.

Visitor Accommodation Uses. Type A visitor accommodations would be allowed in C-1 (in addition to C-2, VA and CT), aligning with the General Plan policy to integrate visitors into commercial areas. Bed and breakfast



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businesses may have up to 20 rooms rather than five rooms (SCCC 13.10.691). A new code section 13.10.689 has been added to summarize use standards for Type A and B visitor accommodations in commercial zone districts as well as other districts where visitor accommodations are allowed. Density calculations for visitor accommodations have been simplified and streamlined. Calculation of visitor accommodation density within the USL/RSL would be based on gross site area rather than net developable area, consistent with changes in calculation of residential density. In Type B visitor accommodations, five employee housing units will be allowed that do not contribute to the density calculation. Currently, any employee housing for Type B accommodations must be accounted for in the same density calculation used for the guest units.

Non-Commercial Uses. Community gardens/urban agriculture is a new allowed use in the C-1, C-2, PA and C-4 districts, and can be a temporary use in any zone district. Funeral/burial services are allowed in C-1 (in addition to C-2 and C-4). Public restrooms and parking for off-site uses are allowed in any zone district, although parking lot size is limited in C-1. Schools are would not be allowed in the VA zone district. Infrastructure such as transit stations, utility facilities, and wireless communication facilities are allowed in all zone districts. Hospitals and mixed-use medical buildings are eligible for special standards that are provided in section 13.10.364.

Residential uses in commercial zone districts, assisted living facilities and other similar care facilities would be allowed in the C-1 and C-2 zone districts (in addition to the PA zone district). Manager's units would be allowed in the VA, CT, and C-3 (in addition to C-4) zone districts. No other live/work use would be allowed in commercial districts. The proposed revisions would continue to allow for mixed-use residential and commercial uses in the C-1, C-2, and PA zone districts, with an increase from 50% to 75% of allowed residential square footage and an increase in allowed density from 17.4 to 45 dwelling units per acre, aligning with the RF district. Ground floors of mixed-use buildings facing Main Streets, Active Connectors, and Multimodal Corridors would be required to have at least 50% active commercial uses.

Animal Uses

Regulations for small and large animal keeping in the RA, RR, R-1 and PF districts have been added in new section 13.10.645, incorporating and updating former sections 13.10.641, .643 and .644. Regulations for animal care facilities in section 13.10.646 have been updated, including kennels, grooming establishments, pet shops, small animal hospitals, veterinary offices, and animal shelters. In particular, regulations for overnight stay and outdoor exercise yards have been updated to avoid impacts to other land uses.

Industrial Uses

Updates to use and development standards for industrial uses in sections 13.10.341-345 include “Offices or retail sales incidental to an allowed use,” as well as the addition of “recreational sales and rentals” and “wet lab” and “dry lab” uses. “Hand-made product fabrication and sale” use has been expanded to include cooperative “maker” spaces. Hours of operation use conditions have been added for all industrial uses. In terms of development standards, building height has been increased from 35 to 40 feet to match the new commercial standards, and the code provision requiring extra setbacks for buildings over 16 feet tall has been removed.

Timber Production Uses

Updates to use and development standards for timber production uses in sections 13.10.371-378 include a new requirement for discretionary use permits for certain agricultural uses to allow for compatibility analysis and ensure the use is compatible with timber production. Additionally, clarification has been added that development shall not be located in the timbered portion of a TP zone site, and that special compatibility findings are required in the TP district only for projects that trigger discretionary use or site development permits.

Parks, Recreation and Open space Uses

Updates to the use and development standards for industrial uses in section 13.10.351-355 include clarification that certain agricultural uses are not allowed in the PR district, including agricultural processing, agricultural employee housing, and agricultural service establishments. “Research facilities for biotic and wildlife observation, research and education” has been added as a new allowed use in the PR district. Density regulations for visitor accommodations have been removed from section 13.10.353, with some of these provisions added to the overall visitor accommodation density provisions in new section 13.10.689.

Public and Community Facilities Uses

Proposed revisions to public facilities uses and development standards in sections 13.10.361-365 include the addition of animal shelters (recognizing the County animal shelter); instructional studios and art galleries have been removed as these are commercial uses that are not appropriate in PF outside of community centers. Community gardens/urban agriculture, public restrooms, and open space uses have been added as uses allowed in the PF district. Use conditions for amplified entertainment, hours of operation, signage, and temporary/seasonal use are provided for all PF uses.

Similar to revisions for commercial zones, building height standards remain at three stories, but maximum building heights are proposed to increase from 35 to 40 feet. The increased height is intended to accommodate larger first floors, and 40 feet was proposed in SSCC. Setbacks for PF properties are also decreasing to match commercial zone district setbacks, and open space requirements for multifamily buildings in the PF district match commercial mixed-use requirements. The master site plan requirement has been removed for public facility projects.

3.5.2.3 Revisions to Permits and Permit Processing Procedures

The proposed amendments would replace the existing Level 1-7 use permitting structure with two types of permits: use permits and site development permits. A discretionary permit for an allowed use is known as a use permit. Certain allowed uses are permitted by right and other allowed uses require a use permit. A discretionary permit for physical site development is called a site development permit (SDP), to ensure that proposed development, and its design and location, is compatible and appropriately integrated with surrounding land uses; protects health, safety, welfare and the environment; and complies with the SSCC and all pertinent County policies and ordinances and is consistent with the General Plan. Projects may require one or both of these permit types depending on project scope.

The following levels of permits and review apply to both use and site development permits:

- P = Permitted by right: use or site development project is allowed without a use permit
- ZC = Zoning clearance: Review for conformance with Zoning Ordinance, no use permit required

- MUP/MSP = Minor Use or Site Development Permit: discretionary permit, no public notice (equivalent to current “Level 3” review)
- AUP/ASP = Administrative Use or Site Development Permit: discretionary permit with public notice (equivalent to current “Level 4” review)
- CUP/CSP = Conditional Use or Site Development Permit: discretionary permit with public notice and public hearing. Hearing is before the Zoning Administrator, except where the Planning Commission (PC) or Board of Supervisors (BOS) is specified (equivalent to current “Level 5,” “Level 6,” or “Level 7” review)

Use permit requirements are listed in the use chart for each zone district. Site development permit requirements are provided in section 13.11.035. The processing procedures and findings for use permits and site development permits are detailed in SCCC Chapter 18.10, Discretionary Permit Approval Procedures. The approving body may apply permit conditions related to the use or physical development of the site or require off-site improvements commensurate with the scope of the project, to ensure the project complies with all pertinent County policies and ordinances and with the General Plan.

3.5.2.4 Site Development and Design Review

Revisions to SCCC Chapter 13.11 are proposed to codify new Site Development Permit requirements, including design review, reference new County Design Guidelines, and to align with policies in the General Plan/LCP Built Environment Element. The revisions include reference to “County Design Guidelines” that will be a separate adopted guidance document, providing architectural and site design principles, concepts, and examples to guide the development as further described in section 3.5.3. The level of permit required for different types of site development are summarized in Table 3-10. Some site development permits must include design review. Design review continues to be required for residential dwellings exceeding 5,000 square feet, residential development of three or more units, commercial, industrial and public facility developments, and land divisions. A new section is added (13.11.060) that identifies the purpose, applicability and use of the County Design Guidelines, which as previously indicated would be adopted as a separate document. See Section 3.5.3 for further description of these guidelines.

Table 3-10. Site Development Permit Requirements

Type of Development	Permit Required	Code References & Notes
Subdivisions		
Land divisions	CSP	14.01
Residential Site Development		
Residential dwellings (<5,000 sf): 1-2 units 3-10 units More than 10 units	P/ MSP* ASP CSP	*MSP required on sensitive sites or in CA or TP zone district (see 16.50.090) See 13.10.611 for SDP requirements for accessory structures
Residential additions > 500 sf on sensitive sites or in Coastal Special Communities	MSP	
Site development accessory to a residential use, including swimming pools and storage tanks	P	
Residential dwelling(s) 5,000 square feet or greater	CSP	13.10.325
Accessory Dwelling Unit (ADU) or Junior ADU	P	13.10.681
Non-residential Site Development, excluding agriculture and timber³		
New construction ≤ 5,000 sf >5,000 sf	ASP CSP	See above for single family and ADU.
Storage building < 500 sf	MSP	
Additions < 500 sf ≥ 500 sf	MSP ASP	
Interior remodel or tenant improvement not affecting exterior or adding floor area	P	
Minor exterior remodels consistent with existing design and excluding straight in-kind repair and replacement	MSP/ASP*	*ASP in residential zone districts
Major exterior remodels changing the design, character, or substantial portion of materials	ASP	
New, modified, or expanded parking area or site access	MSP*	13.16 *MSP also required with multi-family development
New structures, additions, and exterior remodels of structures for cannabis cultivation, manufacturing, or distribution	MSP	13.10.650 See “Agricultural and Timber Production” below for cannabis-related development in agricultural and timber production districts.
Signs	MSP	13.10.580-13.10.587
Community facilities: Flood control works and facilities for fish and wildlife enhancement Other community facilities, including public water projects and wireless communication facilities; public facility uses; structures and facilities associated with parks and outdoor recreation uses including public or commercial swimming pools, sports fields, golf courses, and tennis courts	<u>P</u> <u>CSP</u>	13.10.312(C), 13.10.314, 13.10.642, 13.10.643

Table 3-10. Site Development Permit Requirements

Type of Development	Permit Required	Code References & Notes
Agricultural and Timber Production Site Development^{1,2,3}		
Agricultural structures and site development including barns, greenhouses (including cannabis), and indoor and outdoor storage of agricultural equipment: <12,000 sf development area ≥12,000 sf development area	P MSP/ASP*	*ASP required outside the CA District, except for greenhouses. A hoop house does not require an SDP. 13.10.312(D), 13.10.313, 13.10.632-13.10.647, 13.10.650, 13.20.073
Farmworker housing: EHA and Small Farmworker Housing projects Streamlined EHA projects** ARFH projects**	MSP/CSP* MSP/CSP* CSP	See 13.10.631 for definitions of Farmworker Housing types *CSP required in Coastal Zone and the -P Combining District ** Allowed outside the coastal zone only
Agricultural support facilities* including agricultural tourism facilities**, offices, agricultural service establishments, agriculture including cannabis inside structures, produce stands and markets, and research and development facilities: <1,000 sf development area 1,000 – 10,000 sf >10,000 sf development area	P MSP CSP CSP/PC	* For wineries, see 13.10.637 ** Agricultural tourism facility buildings limited to a total of 3,500 sf *** P in agricultural districts only 13.10.312(D), 13.10.313, 13.10.632-13.10.647, 13.20.073
Structures accessory to timber production (TP only)	P	13.10.372 (B)
P = Permitted, No Permit Required MSP = Minor Site Development Permit ASP = Administrative Site Development Permit CSP = Conditional Site Development Permit		

Notes:

¹ In the TP Zone District, agricultural use and development is allowed on portions of the parcel not in timber production.

² A Site Development Permit is not required for exterior remodels related to agricultural and timber uses with no increase in square footage.

³ See use charts provided in SCCC 13.10 to determine if a particular use is allowed within a zone district.

³ In the TP Zone District, agricultural use and development is allowed on portions of the parcel not in timber production.



**Santa Cruz County Sustainability Update
Planning Commission Study Session #4
Draft EIR Comments**

ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS

May 23, 2022

Stephanie Hansen
Assistant Director – Policy & Housing
Community Development & Infrastructure Department
County of Santa Cruz
701 Ocean Street, Fourth Floor
Santa Cruz, California 95060

**RE: Comments on County of Santa Cruz’s Sustainability Policy and Regulatory Update Draft
Environmental Impact Report (State Clearinghouse # 2020079005)**

Dear Ms. Hansen:

Thank you for the opportunity to review Draft Environmental Impact Report (DEIR) for the County of Santa Cruz Sustainability Policy and Regulatory Update. The following comments are offered for your consideration.

In Chapter 1 (TOC, Acronyms and Abbreviations), Chapter 4.3 (Air Quality), Chapter 4.4 (Biological Resources), and Chapter 4.8 (Greenhouse Gas Emissions), Chapter 4.11 (Land Use and Planning), and Chapter 4.13 (Population and Housing), AMBAG requests the following revisions:

Acronyms and Abbreviations

- On page ix, revise to include COG – Council of Governments to the Acronyms and Abbreviations table.

Chapter 4.3 (Air Quality)

- On page 4.3-22, the DIER states: “Adoption and implementation of the proposed Sustainability Update would not obstruct implementation of the region’s “Air Quality Management Plan” (AQMP) as the AQMP is independently developed and implemented by the MBARD. However, the State CEQA Guidelines §15125(d) requires that an EIR discuss consistency between a proposed project and applicable regional plans, including the AQMP. The MBARD’s “CEQA Guidelines” consider inconsistency with the AQMP to be a significant cumulative adverse air quality impact. The AQMP is prepared to address attainment of the state AAQS and maintenance of the federal O3 AAQS. The plan accommodates growth by projecting growth in emissions based on different indicators. For example, population forecasts adopted by the AMBAG are used to forecast population-related emissions.”

Planning Excellence!

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Revise the sentence to remove the word “the” in the following sentence: “*For example, population forecasts adopted by ~~the~~ AMBAG are used to forecast population-related emissions.*”

Chapter 4.4 (Biological Resources)

- On page 4.4-41, revise the citation regarding the Draft 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy to read:

AMBAG. 2021. 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties Draft Environmental Impact Report. SCH#2020010204. November 2021. Prepared with assistance of Rincon Consultants, Inc.

Chapter 4.8 (Greenhouse Gas Emissions)

- On page 4.8-25, the DEIR discusses the regional regulation relating to AMBAG. There is old information in this section and should be updated with new planning activities. Please revise to state:

“The Association of Monterey Bay Area Governments (AMBAG) is the designated MPO for the Monterey Bay region. The AMBAG region includes Monterey, San Benito, and Santa Cruz counties. In addition, AMBAG is the Council of Governments for Monterey and Santa Cruz counties. ~~As of 2009, many of the cities and counties in the AMBAG jurisdiction had not quantified their baseline GHG inventories, due to lack of staff and funding.~~ The ~~AMBAG Energy Watch designed a program to~~ Sustainability Program assists member jurisdictions in a variety of climate action planning support services, including baseline GHG inventories. Additionally, in 2008, AMBAG adopted the *Monterey Bay Regional Energy Plan* (Regional Energy Plan) (AMBAG 2008). The Regional Energy Plan provides a framework that local cities and counties can adopt or use as guidelines to reduce energy use.

Additionally, CARB set initial SB 375 GHG-reduction targets for the Monterey Bay Area at 0% increase from 2005 per capita emissions by 2020, and 5% below 2005 per capita emissions by 2035. ~~In June 2014, AMBAG adopted the *Moving Forward 2035 Monterey Bay — Metropolitan Transportation Plan/Sustainable Communities Strategy (2035 MTP/SCS)* (AMBAG 2014). The 2035 MTP/SCS demonstrated that, if implemented, the region would achieve over a 3% per capita GHG reduction in passenger vehicle emissions by 2020, and an approximately 6% reduction in 2035. These reductions meet the GHG targets for AMBAG, as discussed above.~~

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In June 2018, AMBAG adopted ~~an update to the 2035 MTP/SCS, Moving Forward Monterey Bay 2040~~ (2040 MTP/SCS), the implementation of which was anticipated to achieve the GHG reductions targets established by CARB. ~~a 4% per capita reduction in GHG emissions from passenger vehicles by 2020, as well as a projected reduction in GHG emissions of nearly 7% per capita from passenger vehicles by 2035~~ (AMBAG 2018). The 2040 MTP/SCS outlines the region's proposed transportation network, emphasizing multimodal system enhancements, system preservation, and improved access to high quality transit, as well as land use development that complements this transportation network (AMBAG 2018).

In 2018, CARB approved revised SB 375 GHG-reduction targets for the Monterey Bay Area at 3% decrease from 2005 per capita emissions by 2020, and 6% reduction from 2005 per capita emissions by 2035.

In November 2021, AMBAG released the draft 2045 MTP/SCS, an update to the 2040 MTP/SCS. In June 2022, AMBAG is scheduled to adopt the 2045 MTP/SCS which meets the revised GHG emission targets established by CARB.

- On page 4.8-34, the DEIR discusses AMBAG's MTP/SCS. Please update this section to reflect the 2045 MTP/SCS which was released in November 2021 and scheduled for adoption on June 15, 2022.

Chapter 4.11 (Land Use and Planning)

- On pages 4.11-7 and 4.11-8, the DEIR discusses AMBAG's Sustainable Communities Strategy. Please update this section to reflect the 2045 MTP/SCS which was released in November 2021 and scheduled for adoption on June 15, 2022.
- On page 4.11-8, please update the footnote to reflect that the AMBAG PlaceTypes were updated as part of the 2045 MTP/SCS.

Chapter 4.13 (Population and Housing)

- On page 4.13-4, Table 4.13-4 shows different DOF housing numbers for 2020 than are stated in the paragraph preceding Table 4.13-4. This needs to be reconciled. In addition, this data was used in the calculation on page 4.13-16 and should be updated with the correct numbers for the unincorporated area (57,317 or 57,662) and County as whole (106,245 or 106,135).

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- On page 4.13-7, Table 4.13-7 shows different employment numbers for the entire Santa Cruz County in 2025 than are stated in AMBAG's 2018 Regional Growth Forecast. 124,141 should be revised to 125,141.
- On page 4.13-8, the DEIR states: "In June 2014, the AMBAG Board of Directors approved and adopted the *Regional Housing Needs Allocation Plan: 2014-2023*, which identifies the region's housing needs determination for the 2014-2023 planning period. AMBAG's 2014-2023 RHNA Plan allocates a total of 1,314 housing units to unincorporated Santa Cruz County (AMBAG 2014). AMBAG has received the 2024-2031 regional allocation from HCD, which is approximately three times higher than the existing allocation (33, 274 units)."

The last sentence should be revised to:

"AMBAG has received the 2034-2031 regional allocation from HCD, which is approximately three times higher than the existing allocation (33, 274 units). The draft 2023-2031 RHNA Plan was released in April 2022 and allocates shares of the regional housing need to AMBAG's member jurisdictions."

- On page 4.13-16, the DEIR states: "Development accommodated by the Sustainability Update could generate up to approximately 11,385 new residents by 2040, which is somewhat higher than the 8,492 new residents anticipated based on current AMBAG projections. With implementation of the proposed project, the average annual growth rate for the unincorporated county would be 0.4%, which remains below the rates forecasted for the neighboring counties and AMBAG region as a whole, and would not substantially change the average annual growth rate for Santa Cruz County as a whole."

In the 2018 RGF, AMBAG estimated 4,754 new residents from 2020 to 2040 in unincorporated Santa Cruz County or 8,492 new residents if comparing to the 2020 actual figure from the Census. However, in the 2022 RGF, AMBAG estimates 2,132 new residents from 2020 to 2040 or 2,472 new units if comparing to the 2020 actual figure from the Census in unincorporated Santa Cruz County. This suggests that that the Sustainable Update could generate significant more population growth (11,385 residents compared to 2,472 residents) than what AMBAG growth forecasts estimate.

- On page 4.13-16, the final paragraph on page 4.13-16 states: "The proposed project would allow for 4,500 net new dwelling units, which is somewhat higher than the 3,179 new units based on AMBAG's current projections shown in Table 4.13-4 above." This should be revised to state:

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“The proposed project would allow for 4,500 net new dwelling units, which is somewhat higher than the ~~3,179~~ 3,514 new units based on AMBAG’s current projections shown in Table 4.13-4 above.”

Thank you for the opportunity to review the DEIR for the Sustainability Policy and Regulatory Update. Please feel free to contact me at hadamson@ambag.org or (831) 264-5086 if you have any questions.

Sincerely,



Heather Adamson
Director of Planning

**Santa Cruz County Sustainability Update
Planning Commission Study Session #4**



WATER DEPARTMENT

212 Locust Street, Suite A, Santa Cruz, CA 95060 • 831-420-5200 • www.cityofsantacruz.com

Stephanie Hansen, Assistant Planning Director
Santa Cruz County Community Development & Infrastructure Department
701 Ocean Street, Fourth Floor
Santa Cruz, California 95060

May 31, 2022

RE: County of Santa Cruz Sustainability Update Draft Environmental Impact Report (DEIR)

Dear Ms. Hansen -

Thank you for the opportunity to review this DEIR. This document presents a comprehensive and rigorous high-level analysis of planning policies that will affect the County for many years. As such, we have several mostly high-level comments as well as a handful of relatively minor specific comments that we are hoping you will consider during the preparation of the Final Environmental Impact Report.

Biological Resources:

Fisheries conservation is a big priority for both the County and the City of Santa Cruz (City) Water Department. We strongly support the recommendation in Table 4.4-3 regarding the requirement for new water diversions, dams and reservoirs on anadromous fish streams to be designed to protect fish populations. To align with recently adopted groundwater sustainability plans, consideration of similarly protective policies related to groundwater use in priority coho recovery and water supply watersheds also seems appropriate. Additionally, this section would be stronger if the following issues were addressed:

- 1) Refocusing analyses on other species that are present in Santa Cruz streams would make this analysis more responsive to overall fisheries conservation efforts. Specifically, we recommend addressing Monterey roach rather than California roach and sculpin species other than/in addition to riffle sculpin.
- 2) Inclusion of policies which are protective of streams other than those currently listed (including Laguna Creek) for coho recovery would, again, better reflect current fisheries conservation efforts.
- 3) Recognition of all adopted Habitat Conservation Plans and their respective obligations, including the City of Santa Cruz Operations and Maintenance Habitat Conservation Plan (OMHCP) seems appropriate. The OMHCP includes standards for minimum protective



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flows for several streams within County jurisdiction that may have bearing on policy development and future project approvals.

- 4) Inclusion of policies which provide mechanisms for developing mitigation banks – particularly related to riparian corridors would be valuable. Between the challenges of code compliance resolution and other ongoing impacts to riparian corridors as well as the ongoing need that project proponents have for developing mitigation sites, it seems like there is an opportunity for further protection of riparian corridors that should be explored. Further on that point, development of policies that support incentive programs for landowners related to riparian protection also warrants consideration.
- 5) It appears that the range (referred to as “habitat”) for south-central steelhead is incorrect in Appendix E.

Hydrology and Water Quality:

- 1) The analysis of North Coast watersheds should be inclusive of other major watersheds including Liddell and Laguna – which are significant water supply watersheds. Again, Laguna is also a priority watershed for coho recovery.
- 2) The discussion of Santa Cruz County Code would be more complete were it to include the Water Quality ordinance (Chapter 16.24).
- 3) As several of the County’s water supply and priority coho recovery watersheds are unique in their being influenced by karst geology, inclusion of karst-protective standards and policies seems appropriate. This would be consistent with past direction from the Board of Supervisors and recent changes to the County’s Sewage Disposal ordinance. Specifically, Tables 4.10-5 and 4.10-7 should include karst protection zone policies.
- 4) Similarly, policies that preserve the opportunity for groundwater recharge in decommissioned quarries, where feasible, also seems valuable.
- 5) Reference to approved drinking water sanitary surveys, including the City’s 2018 survey of the San Lorenzo and North Coast watersheds, would provide better linkage between adequately protective water quality policies and the real challenges facing surface water purveyors. This becomes increasingly important in the future as surface water purveyors such as the City increasingly utilize winter water from impaired waterbodies such as the San Lorenzo River. These impairments and related pollutants – be they related to onsite wastewater disposal systems (nitrate, constituents of emerging concern (CECs), pathogens, etc.) or high road density and other land disturbance (turbidity and sediment) can present challenges to water supply reliability and overall protection of the beneficial uses of water.
- 6) In addition to the protective policies for fisheries related to new water diversions mentioned in the Biological Resources section, it would be helpful to have similar policy language in this section that is protective of other downstream beneficial uses of water including municipal water supply (MUN). For example, clear alignment of project permitting standards with policies related to karst, groundwater recharge, riparian corridor, instream flow and groundwater dependent ecosystem (GDEs) protection will be

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of paramount importance to ensure successful implementation of water resources – related sustainability policies.

- 7) Finally on this topic, the earlier discussion about mitigation banking and incentive programs policies above also applies in this section. This could also be extended to include broader water resource issues such as dedication of water rights to instream flows and related activities.

General:

Admittedly, several of the issues we've raised span different areas of the document and it may be more appropriate to address them elsewhere in the document. That said, general alignment of the Sustainability Update with special-status species recovery plans, groundwater sustainability plans, water supply reliability plans, the Regional Conservation Investment Strategy, drinking water watershed sanitary surveys, total maximum daily load and other natural resource related planning efforts and consistent implementation of these policies – particularly in water supply and priority coho recovery watersheds – while permitting projects will make this effort more robust.

Thank you for your consideration. Please do not hesitate to reach out if there are questions or concerns about these comments.

Sincerely,



Rosemary Menard,
Water Director
City of Santa Cruz Water Department

cc: Sarah Easley Perez, Chris Berry

**Santa Cruz County Sustainability Update
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SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060-4418 • (831)460-3200 • info@sccrtc.org

May 31, 2022

Stephanie Hansen, Assistant Planning Director
Santa Cruz County Community Development & Infrastructure Department
701 Ocean Street, Fourth Floor
Santa Cruz, California 95060
CEQA-NEPA@santacruzcounty.us

RE: The Sustainability Policy and Regulatory Update to the County's General Plan/Local Coastal Program and modernization of the County Code: Draft EIR Comment

Thank you for the opportunity to review the Sustainability Policy and Regulatory Update to the County's General Plan/Local Coastal Program and modernization of the County Code Draft EIR. On behalf of the Santa Cruz County Regional Transportation Commission (SCCRTC), I would also like to thank you and your team for your efforts, and your commitment to implement new policies and code regulations that support more sustainable communities in Santa Cruz County. The SCCRTC offers the following comments for your consideration:

Section 4.15 Transportation Existing Conditions

- a) Table 4.15-1. Proposed Road Network and Street Types (pg. 4.15-4): The RTC recommends that the DEIR provide examples of roadways typology classification to make this table relevant to the county's existing facilities.
- b) Rail Service paragraph 1 (pg. 4.15-5): REMOVE "formerly provided freight rail service" and replace with "The Santa Cruz Branch Rail Line is an active rail line with some portions of the rail line out of service. Rail operations were active on the entire length of the rail line until 2009; however, freight rail operations have not occurred north of San Andreas Road since 2017 and north of Lee Rd in the City of Watsonville since 2018." REMOVE last sentence in this paragraph.
- c) Rail Service paragraph 3 (pg. 4.15-6): Please correct: "One of the outcomes of this study was to ~~reserve~~ **protect** the Santa Cruz Branch Rail Line for high-capacity public transit adjacent to a bicycle and pedestrian trail". Please additionally include that the TCAA is complete and identified electric passenger rail as the locally preferred alternative for transit on the SCBRL.
- d) 4.15.1.4 Funding Transportation Improvements paragraph 1, sentence 4 (pg. 4.15-8): Please change the word "Authority" to "Agency".
- e) 4.15.1.4 Funding Transportation Improvements paragraph 1, last sentence (pg. 4.15-8): Please modify the sentence to include that the SCCRTC board is composed of the five County Supervisors, one representative from each local city and three representatives from Santa Cruz METRO.
- f) 4.15.1.4 Funding Transportation Improvements paragraph 3 (pg. 4.15-8): Identify that the Measure

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MEMBER AGENCIES Cities of Capitola, Santa Cruz, Scotts Valley and Watsonville, County of Santa Cruz, Santa Cruz Metropolitan Transit District, Caltrans

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D ordinance also allows for Highway 1 improvements between State Park Drive and Freedom Boulevard and provides funding directly to local jurisdictions, including the County of Santa Cruz, funding to the MBSST/Coastal Rail Trail, of which several sections are located in the County of Santa Cruz, and provides funding for transit service countywide.

- g) 4.15.1.4 Funding Transportation Improvements paragraph 4 (pg. 4.15-8&9): Please clarify that: “Local projects are often ~~partially~~ funded by a **combination of** regional, state, and/or federal grants and resources”.
- h) 4.15.1.4 Funding Transportation Improvements (pg. 4.15-9). The Regional Transportation Plan (RTP) includes constrained and unconstrained project lists and includes all funding sources, not the RTIP.
- i) 4.15.2.3 Regional Regulations- Regional Transportation Plan paragraph 1 (pg. 4.15-12): Please include that the 2045 RTP will be adopted June 16, 2022.

Require new residential, commercial, and visitor-serving developments to provide electric vehicle (EV) charging stations: To support electric and clean air vehicles as a policy and implementation strategy to avoid/minimize greenhouse gas emissions impacts (Table 4.5-5) the RTC recommends that the County of Santa Cruz require applicants seeking permits for new residential and commercial buildings must include EV charging infrastructure in their project design. Increasing usage of clean vehicles and other transportation alternatives is a key strategy in reducing greenhouse gas emissions. This requirement will make electric vehicles a more convenient and accessible transportation option supporting the community’s transition to EV and the installation of EV charging stations. It will also help achieve the RTP 2045 target 1B.2. to reduce total greenhouse gas emissions from transportation by 40 percent by 2030 and 70 percent by 2045 (compared to 2005) through electric vehicle use, clean fuels, and other emerging technologies.

Require new essential services and residential developments to have access to public transit: To support the requirement of new recreation and visitor-serving development to support alternative transportation to avoid/minimize greenhouse gas emissions impacts (Table 4.5-5) the RTC recommends that the County of Santa Cruz require new developments to identify the nearest transit stop, accessible access to the transit stop, and invest in improvements to increase accessible access to transit. Transit service mitigates greenhouse gas emissions, and many residents in Santa Cruz County rely on bus service for daily travel. It is necessary to connect essential services to residential developments creating an accessible multimodal transportation network serving transportation disadvantaged communities. Access to transit gives more freedom and mobility to low-income individuals, senior citizens, youth, individuals with disabilities, and others who cannot or choose not to drive or own a car. This requirement will encourage development within walking distance (typically a half-mile) of a transit stop or station and support accessible transit access for their visitors and/or residents. It also will help our county achieve the 2045 RTP target 1.A to improve people’s ability to meet most of their daily needs without having to drive.

Require all new developments to prioritize safe ADA accessible pedestrian and bicycle connections: To support the requirement of new developments to prioritize bike and pedestrian connections at activity centers as an implementation strategy to avoid/minimize greenhouse gas emissions impacts (Table 4.5-5) the RTC additionally recommends (Table 4.5-5) that all new developments should provide safe, direct, fully accessible pedestrian and bicycle facilities and access. This includes connections to the countywide bicycle and pedestrian network by providing pedestrian and bicycle paths within developments for public use. This includes ADA

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accessible pedestrian crossings, curb cuts, lighting, and designated pedestrian and bicycle access from sidewalks on adjacent roadways to the front entry and back entry of the building and nearby transit stops. This requirement will adhere to the 2045 RTP policy 1.3 to improve multimodal access to and within key destinations for all ages and abilities in Santa Cruz County.

Require new commercial developments to discourage single occupancy vehicle trips by providing preferential parking for carpools, vanpools, and bicycles in the new parking areas: The RTC supports the County's VMT guidelines to include shared mobility strategies as mitigation measures to offset a project's VMT by including the mandatory inclusion of Cruz 511/Ride Amigos or comparable program, car-share, on-site employer car share, school carpool program, reduced parking requirements for commercial and residential uses, implementation of paid parking, and potential use of fees to help fund transit. Prioritizing parking for carpools, vanpools, and bicycles as a TDM strategy will provide an additional incentive to reduce single occupancy vehicle trips to achieve the target 1.C in 2045 RTP to improve the convenience and quality of trips, especially for walk, bicycle, transit, freight, and carpool/vanpool trips.

RTC supports the County of Santa Cruz's implementation of SB 743. With SB 743 in place, it will allow innovative and creative strategies to increase affordable housing to create healthier, sustainable, and equitable communities in Santa Cruz County. Decreasing vehicles miles traveled and shifting transportation priorities from dependence on single-occupancy vehicles to alternative modes is critical to achieve the 2045 RTP goals and policies, that sets forth a foundation for expanding options for residents and visitors to access their daily needs in a way that is safe, equitable, protects the environment, and promotes investment in the local economy.

The Sustainability Policy and Regulatory Update to the County's General Plan/Local Coastal Program and modernization of the County Code: Draft EIR will revitalize a range of key multimodal projects and greatly assist California in reaching its aggressive sustainability goals and the goals of the 2045 Santa Cruz County Regional Transportation Plan. If you have any questions regarding these comments, feel free to contact staff at 831-460-3200 or info@sccrtc.org. We look forward to working with the County to achieve a sustainable future for Santa Cruz County.

Sincerely,



Guy Preston
Executive Director

CALIFORNIA COASTAL COMMISSION

CENTRAL COAST DISTRICT
725 FRONT STREET, SUITE 300
SANTA CRUZ, CA 95060
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May 31, 2022

SENT VIA EMAIL

Stephanie Hansen, Assistant Planning Director
Santa Cruz County Community Development and Infrastructure Department
701 Ocean Street, 4th Floor
Santa Cruz, CA 95060

Subject: California Environmental Quality Act (CEQA) Draft Environmental Impact Report (EIR): Santa Cruz County Sustainability Update

Dear Ms. Hansen:

Thank you for the opportunity to comment on the Draft EIR for Santa Cruz County's proposed Sustainability Update. As it is currently structured, it appears that the Update intends to overhaul a variety of the County's land use, planning, and regulatory documents, including parts of the County's Local Coastal Program (LCP). Please accept these comments as it pertains to the latter.

At the onset, we are supportive of proposed changes designed to densify development within appropriate portions of the Urban Services Line (USL) to better address greenhouse gas emissions and to foster more sustainable development. For example, the proposed new "Residential Flex" (RF) zoning designation and changes to commercial districts to allow for both more residential and greater density, for example, seem an appropriate response to housing shortages, so long as they are applied in such a way as to avoid impacts to coastal resources, with an eye toward maintaining community character, and in areas where their application will not displace visitor-serving businesses and amenities. We do think that some thought needs to be given to keeping lower floors commercial in such an exercise, including to encourage visitor-serving businesses, and additional thought needs to be given to off-street parking requirements and the way in which they may affect the public's ability to access the coast. It seems likely that specific off-street parking requirements will need to apply in areas known to be heavily utilized by the public for coastal access parking.¹

At the same time, a number of proposed changes outside of the USL raise some concerns about the ways in which they could foster inappropriate future development in areas that are deliberately and carefully insulated from it under current LCP provisions. In fact, a number of the proposed changes both appear at odds with and unrelated to the Update's "sustainability" theme in that respect. For example, proposed Rural Services Line (RSL) and other non-USL changes include 1) loosening existing

¹ For example, similar to the way the LCP's vacation rental and accessory dwelling unit provisions ensure that on-street parking is available for coastal visitors to help protect public access to the coast.

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restrictions on conversion of established priority uses within the coastal zone; 2) encouraging expanded sewage and water services; 3) altering and/or reducing long established regulations strictly limiting growth and development outside of the western boundary of the City of Watsonville; and 4) provisions for ancillary uses on agricultural land. Each of these is discussed below.

Priority Use Conversion

Existing LCP Land Use Plan (LUP) language (LUP Policy 2.22.1) sets out a hierarchy of land use priorities in the coastal zone: agriculture and coastal-dependent industry are first priority; recreation and visitor-serving uses are second priority; and residential, general industrial, and general commercial are third priority. LUP Policy 2.22.2 prohibits switching from a higher to a lower priority use. The Update proposes to change those provisions to allow for conversion to lower priority uses under certain circumstances, specifically stating this type of conversion can happen when:

The proposed conversion will not adversely affect the ability of the County to provide appropriate locations for an adequate amounts and/or types of the existing higher priority use or higher priority use designation; or market analysis or land use analysis demonstrate[s] that the existing priority use or priority use designation is no longer feasible or appropriate.

We recognize that these priority use provisions severely limit conversions. Indeed, that was always the intention of such provisions, including to ensure that priority uses and development were not lost over time, especially incrementally and cumulatively, to the detriment of coastal resources. However, while we are and have been supportive of potential changes to this section, the proposed language is simply inadequate and not nuanced enough to appropriately continue to safeguard priority uses, including potential conversion when it makes sense. We suggest that the County rethink this language, and look to identifying objective standards tailored to the different potential use conversion types (e.g., specific parameters for considering a change to residential from visitor-serving) that is not accounted for in the proposed market and/or land use analysis. In addition, only conversion for which it can be conclusively proven it won't lead to significant coastal resource impacts should be allowed, and identified impacts must be commensurately mitigated. Absent a more full-throated set of parameters of that type, we do not support changing the LCP in this way.

Sewage and Water Services and Rural Lands

Existing LCP language tightly regulates water and sewage lines and connections on the County's rural agricultural lands, expressly prohibiting expansion of County-controlled sewer district boundaries and opposing expansion of water and sewage through annexation. In fact, with minor non growth inducing exceptions,² the existing LCP *prohibits* "the placement of water or sewer lines on commercial agricultural lands in the coastal zone" (LUP Policy 5.13.10). And for good measure. Water and sewer line extensions are often the harbinger to facilitating growth in areas where such growth is

² With exceptions for irrigation, water transmission to the City of Santa Cruz, sewage transmission to an existing sewage treatment plant serving the City of Watsonville, and water and sewer lines for existing development with "failing wells and/or sewage disposal systems."

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not appropriate, and where it could lead to coastal resource degradation, including loss and conversion of protected agricultural lands. The proposed Update would weaken protections in this regard by adding more exceptions (e.g., adding placement of water and sewer lines for “essential public/quasi-public facilities” and for the purpose of preventing saltwater intrusion, groundwater recharge, or providing treated wastewater for agricultural use).³ While it may be that some such additional exceptions might be appropriate in certain circumstances, it is absolutely clear to us that the language needs significant tightening to avoid problems of the type described. More broadly, these proposed changes raise questions about future intent for sewage and water provision in these protected rural and agricultural areas and appear to open the door to future development in such areas; development that we would suggest is the opposite of sustainable. In fact, the mere presence of new water and sewer lines in these areas would have the potential to generate pressure for further non-rural and non-agricultural development. Absent significant changes, the proposed language is inadequate to meet LCP objectives, lacks specific and tangible safeguards against undue growth inducement, and we do not support such changes.

Development West of the City of Watsonville

Existing LCP LUP Chapter 2 and the LCP’s Implementation Plan (IP) contain a series of policies and programs that originate from a Memorandum of Understanding (MOU) between Santa Cruz County, the City of Watsonville, and the Coastal Commission. The purpose of the MOU (and the existing provisions that stemmed from it) is to strictly limit development in the San Andreas planning area (in areas to the West of Highway 1 and the City of Watsonville). These provisions include (but are not at all limited to) strict limits and prohibitions on provision of utilities in and annexation (by the City of Watsonville) of these areas. The Update proposes to truncate and consolidate this existing language in the LUP, and to move the full text to a referenced appendix. We have a number of concerns.

First, the objective of making any changes at all is unclear. These provisions were the subject of significant discussion and debate emanating from the development of the now Pajaro Valley High School on rural agricultural and environmentally sensitive habitat land west of Highway 1 in the City of Watsonville, and they were expressly structured and developed to avoid an expansion of urban-type uses outside of the City and into more rural, agricultural, and habitat land. These provisions have served the City, the County, and the Commission well in that respect for many years. One need look no further than recent reports about developers interested in pursuing potential subdivision and urban development in such protected areas west of City limits, noting that all of these provisions would have to change to allow for same. We are aware of no good reason why these provisions should be changed.

Second, the proposed summarized versions of these provisions raise concerns in that they appear to contradict both the intent and specific language of existing provisions

³ Similarly, the Update proposed to change an existing *prohibition* on expansion of County-controlled sewer district boundaries and *opposition* of sewer and water expansion through annexation under LUP Policy 5.13.9 to “*discourage[ment]*”, thus significantly weakening its applicability as a land use protection tool.

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(both LUP and IP) as well as the provisions of the MOU itself. All this would do would be to lead to internal LCP confusion, and potential inconsistencies, and that does not serve anyone well. In addition, similar provisions emanating from the same process exist in the City of Watsonville's LCP, and changes here would appear to contradict those provisions.

And finally, the terms of the MOU dictate that any changes to it would require agreement between the County Board of Supervisors, the City of Watsonville City Council, and Coastal Commission, and any LCP changes would require a supermajority vote of both the County Board of Supervisors, and the Coastal Commission. In other words, before the Update's proposed changes could even be considered, the MOU would need to be amended, and then the LCP could only be changed by super-majority votes. As you are well aware, that would be a significant and complicated (and controversial) process in and of itself.

We do not support any of the proposed changes associated with LCP provisions affecting the lands seaward of the City of Watsonville, and we strongly suggest that this be dropped from the proposal.

Ancillary Uses on Agricultural Land

As part of the Update, the County is proposing to provide for expanded ancillary uses on agricultural land including, for example, wineries, breweries, and produce markets, for purposes of encouraging agrotourism and thereby contributing to the economic viability of agriculture in the County. While we are supportive of the intent to support agricultural viability, including potentially through ancillary uses, we do not believe that the proposed changes have enough specificity or performance standard to safeguard against inappropriate agricultural conversions. In fact, it lacks appropriate safeguards against the loss of prime agricultural land; requirements that ancillary uses be directly related to the agricultural activities and products produced on the farm on which they are allowed; and limits on the scope and scale of allowed ancillary uses and development.

In addition, in the context of the other issues raised above, these provisions again raise questions about growth inducement in areas that are expressly protected from such growth under existing policies. It is unclear, for example, how these ancillary uses (which, as proposed, are not insignificant in maximum size) might interact with the proposed sewer and water provision policies, which would allow for sewer district expansion for "exceptional conditions" related to "areas which have failing sewage disposal systems which threaten public health, safety and welfare, or the environment..." Considerable expansion of ancillary uses, many of which would require considerable water supply and sewage disposal requirements, have the potential to create numerous such situations, especially given the lack of specificity on what these "exceptional conditions" might consist of. And the potential presence of these ancillary uses far from other services has the potential to generate pressure for other secondary services and development in and around agricultural and rural areas.

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We would be willing to work with you on tightening these parameters, and have had experience with this general issue in other coastal counties and their LCPs, but we do not support these proposals as written.

In closing, I hope that these comments prove informative as the County continues to refine its proposed Update. In that effort, we would strongly suggest that you focus more on appropriate sustainability changes within the USL, and that you avoid changes outside of the USL that are certain to lead to coastal resource problems in our view, all as discussed above. We are available for consultation and collaboration on potential LCP language, and we would appreciate the opportunity to discuss proposed changes before they are brought to the County Planning Commission or Board of Supervisors for action. We very much want to avoid LCP amendment processing issues, and want to reach as much consensus as possible on any such submittal as early in the process as possible. Working together in the way suggested is, in our view, the best way to do that, and to avoid potential difficulties and delays otherwise. We hope you agree.

Please contact me at Robert.Moore@coastal.ca.gov if you have any questions or would like to discuss these matters further.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Moore", with a long, sweeping horizontal line extending to the right.

Robert Moore
Coastal Planner
Central Coast District Office
California Coastal Commission

**Santa Cruz County Sustainability Update
Planning Commission Study Session #4
Draft EIR Comments**



Jared Blumenfeld
Secretary for
Environmental Protection

Department of Toxic Substances Control

Meredith Williams, Ph.D., Director
8800 Cal Center Drive
Sacramento, California 95826-3200



Gavin Newsom
Governor

SENT VIA ELECTRONIC MAIL

May 23, 2022

Ms. Stephanie Hansen
Assistant Planning Director
Santa Cruz County Community Development & Infrastructure Department
701 Ocean Street, Fourth Floor
Santa Cruz, California 95060
CEQA-NEPA@santacruzcounty.us

NOTICE OF AVAILABILITY OF THE DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE SUSTAINABILITY POLICY AND REGULATORY UPDATE – DATED
APRIL 2022 (STATE CLEARINGHOUSE NUMBER: 2020079005)

Dear Ms. Hansen:

The Department of Toxic Substances Control (DTSC) received a Notice of Availability of the Draft Environmental Impact Report (DEIR) for the Sustainability Policy and Regulatory Update (Project). The Lead Agency is receiving this notice from DTSC because the Project includes one or more of the following: groundbreaking activities, work in close proximity to a roadway, work in close proximity to mining or suspected mining or former mining activities, presence of site buildings that may require demolition or modifications, importation of backfill soil, and/or work on or in close proximity to an agricultural or former agricultural site.

Section 4.9.1.2 *Hazardous Materials in Santa Cruz County* of the DEIR states that there are no known DTSC sites within the Project area based on information obtained from the listing compiled in accordance with California Government Code Section 65962.5, commonly known as the Cortese List. DTSC notes that the Cortese List is not a comprehensive list of all sites impacted by hazardous waste or hazardous materials. DTSC hazardous waste facilities and sites with known or suspected contamination issues can be found on DTSC's [EnviroStor](#) data management system. The [EnviroStor Map](#) feature can be used to locate hazardous waste facilities and sites for a county, city, or a specific address. A search within EnviroStor indicates that numerous hazardous waste facilities and sites are present within the Project's region. In addition to

EnviroStor, DTSC recommends consulting with other agencies that may provide oversight to hazardous waste facilities and sites in order to determine a comprehensive listing of all sites impacted by hazardous waste or hazardous materials within the Project area.

DTSC recommends that the following issues be evaluated in the Hazards and Hazardous Materials section of the DEIR:

1. The DEIR should acknowledge the potential for historic or future activities on or near the Project site to result in the release of hazardous wastes/substances on the Project site. In instances in which releases have occurred or may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The DEIR should also identify the mechanism(s) to initiate any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.
2. Refiners in the United States started adding lead compounds to gasoline in the 1920s in order to boost octane levels and improve engine performance. This practice did not officially end until 1992 when lead was banned as a fuel additive in California. Tailpipe emissions from automobiles using leaded gasoline contained lead and resulted in aerially deposited lead (ADL) being deposited in and along roadways throughout the state. ADL-contaminated soils still exist along roadsides and medians and can also be found underneath some existing road surfaces due to past construction activities. Due to the potential for ADL-contaminated soil, DTSC recommends collecting soil samples for lead analysis prior to performing any intrusive activities for the Project described in the DEIR.
3. If any sites within the Project area or sites located within the vicinity of the Project have been used or are suspected of having been used for mining activities, proper investigation for mine waste should be discussed in the DEIR. DTSC recommends that any Project sites with current and/or former mining operations onsite or in the Project site area should be evaluated for mine waste according to DTSC's 1998 [Abandoned Mine Land Mines Preliminary Assessment Handbook](#).
4. If buildings or other structures are to be demolished on any Project sites included in the proposed Project, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or

former buildings should be conducted in accordance with DTSC's 2006 [Interim Guidance Evaluation of School Sites with Potential Contamination from Lead Based Paint, Termiticides, and Electrical Transformers](#).

5. If any projects initiated as part of the proposed Project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to [DTSC's 2001 Information Advisory Clean Imported Fill Material](#).
6. If any sites included as part of the proposed Project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the DEIR. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 [Interim Guidance for Sampling Agricultural Properties \(Third Revision\)](#).

DTSC appreciates the opportunity to comment on the DEIR. Should you need any assistance with an environmental investigation, please visit DTSC's [Site Mitigation and Restoration Program](#) page to apply for lead agency oversight. Additional information regarding voluntary agreements with DTSC can be found at [DTSC's Brownfield website](#).

If you have any questions, please contact me at (916) 255-3710 or via email at Brian.McAloon@dtsc.ca.gov.

Sincerely,



Brian McAloon
Project Manager
Site Evaluation and Remediation Unit
Site Mitigation and Restoration Program
Department of Toxic Substances Control

cc: (via email)

Governor's Office of Planning
and Research
State Clearinghouse
State.Clearinghouse@opr.ca.gov

Mr. Dave Kereazis
Office of Planning & Environmental Analysis
Department of Toxic Substances Control
Dave.Kereazis@dtsc.ca.gov

California Department of Transportation

CALTRANS DISTRICT 5
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May 31, 2022

SCr/VAR
SCH#2020079005

Stephanie Hansen
Principal Planner
County of Santa Cruz Planning Department
701 Ocean Street, 4th Floor
Santa Cruz, CA 95060

Dear Ms. Hansen:

COMMENTS FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)–SUSTAINABILITY POLICY AND REGULATORY UPDATE, SANTA CRUZ COUNTY, CA

The California Department of Transportation (Caltrans) appreciates the opportunity to review the DEIR for the Sustainability Policy and Regulatory Update. The project updates the Sustainability Policy and provides a Regulatory Update of the County's General Plan/LCP and County Code. Caltrans offers the following comments in response to the DEIR:

1. Caltrans applauds the proposed VMT Mitigation Program as a mitigation measure. The mitigation program provides a great opportunity for the County to help meet Statewide goals of reducing vehicle miles travelled (VMT) and greenhouse gas (GHG) emissions. We support reducing VMT and GHG emissions in ways that increase high occupancy modes, active transportation, and other Transportation Demand Management (TDM) methods.
2. Currently, Caltrans is working on the final draft of the *Vehicle Miles Traveled Mitigation Bank and Exchange Report*. The purpose of this report is to inform Caltrans, fellow state agencies, and local and regional planning and land use agencies in their consideration of a VMT mitigation bank or exchange program as a strategy to facilitate efficient and effective investment in locationally appropriate VMT-reducing projects.
3. We will share the *Vehicle Miles Traveled Mitigation Bank and Exchange Report* once completed to help guide the County with its proposed VMT Mitigation Program. This report is being developed for us by the University of California-Berkley School of Law's Center for Law, Energy & the Environment. Guidance is provided for legal setting and

**Santa Cruz County Sustainability Update
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Stephanie Hansen, Principal Planner **Draft EIR Comments**

May 31, 2022

Page 2

basic requirements, administrative entity, fiscal framework, monitoring structure, equity considerations, and recommended actions for policymakers.

4. VMT mitigation will likely encompass a range of investments in transportation and land use projects anticipated to shift travel from private automobiles to public transit, active transportation, and shared and shorter trips. State and local agencies are starting to develop lists of potential VMT-mitigating projects that could be employed in a bank or exchange program, including measures such as pedestrian and bike improvements, mobility hubs and ride-share parking spaces, transit service improvements, and mixed-use transit-oriented development.
5. Caltrans concurs with the TDM policies and implementation strategies that support multimodal transportation systems (such as bicycle and pedestrian facilities as well as public transportation) to provide connectivity of modes between the residential uses and commercial/retail uses. Consider also analyzing first-mile and last-mile transit connections for a more comprehensive multimodal network.
6. Page 32, Table 4.15-8 in the transportation section aligns with Caltrans Director's Policy DP-36. This policy is a vision to eliminate fatalities and serious injuries on State roadways by 2050 and provide safer outcomes for all communities. The vision will be achieved through adoption of the Safe System approach. The Safe System approach aims to eliminate fatal and serious injuries for all road users through a holistic view of the road system following the United States Department of Transportation's *National Roadway Safety Strategy (NRSS)*. More information on the NRSS can be found at: <https://www.transportation.gov/NRSS>.

Thank you for the opportunity to review and comment on the proposed project. If you have any questions, or need further clarification on items discussed above, please contact me at (805) 535-6543 or email christopher.bjornstad@dot.ca.gov.

Sincerely,

Christopher Bjornstad

Chris Bjornstad
Associate Transportation Planner
District 5 Development Review

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

California Highway Patrol

Santa Cruz Area

10395 Soquel Drive

Aptos, CA 95003

(831) 662-0511

(800) 735-2929 (TT/TDD)

(800) 735-2922 (Voice)



May 27, 2022

File No.: 720.14984.18650

State Clearinghouse

P.O. Box 3044

Sacramento, CA 95812-3044

Subject: Environmental Document Review and Response, SCH# 2020079005

To Whom It May Concern:

After reviewing SCH# 2020079005, as well as the information and procedures outlined in General Order 41.2, "Environmental Impact Documents," the Santa Cruz Area renews our opposition to the bus-on-shoulder concept of this project, since this same idea is mentioned several times throughout this document. Motorists involved in traffic collisions, experiencing medical emergencies, or who have mechanical troubles, are instructed to move to the shoulder and out of the traffic lanes. Peace officers respond to these incidents make all efforts to move the involved vehicles off the freeway or to the right shoulder to minimize secondary traffic collisions and the associated risks. When officers make traffic stops on the freeway, drivers pull to the shoulder and stop, as they are instructed to do in driving classes and per California Vehicle Code section 21806. Based on past experiences in Santa Cruz County, if busses (or other vehicles) are allowed to drive on the shoulder, other motorists will undoubtedly follow suit, creating an additional lane and removing the availability of the shoulder for true emergencies. The proposal would allow busses to use the shoulder when the speed of traffic drops below 35 miles per hour, and busses would be permitted to travel no more than 10 miles per hour over the speed of traffic. Large vehicles, such as busses, traveling at potentially 45 miles per hour on the shoulder would present an unnecessary safety risk to motorists and emergency vehicles stopped on the shoulder. Busses driving on the shoulders, and the inevitable vehicles which follow them, may cause confusion for other motorists and result in an increase of traffic related collisions in the area. This would cause additional responsibility and the CHP Santa Cruz Area does not have the resources or funding needed to provide the necessary enforcement to improve the safety of this practice. These scenarios have the potential of making the roadways more dangerous and increasing liability for the State and all involved government agencies. Authorizing any vehicle to drive on the shoulder may cause an undue safety hazard to the motoring public, road workers, and peace officers working in the area. If the bus-on-



Safety, Service, and Security

An Internationally Accredited Agency

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shoulder program were to progress, additional discussion would be needed due to the aforementioned reasons.

Regarding the proposed Streetscape concept for the Portola Drive corridor, the CHP Santa Cruz Area opposes a reduction in the amount of lanes in the corridor. Based on the feedback CHP received and public comments from the pilot study conducted in June 2021, not only did the reduction in lanes cause more traffic congestion, but also affected access into the local businesses, and caused confusion amongst motorists. Motor vehicle traffic was “bottlenecked” in several locations where the pilot study was taking place, causing frustration and erratic behavior from motorists. Also, the proposal does not take into account the high amount of motor vehicle traffic as a result of tourism. Portola Drive is a popular location for tourists. Visitors have no other means of travel, other than motor vehicles, to get to, and move about the area. The current design of Portola Drive accommodates bicyclists, as they are afforded the same rights as motor vehicles on the roadway. The proposal would inevitably increase the amount of pedestrians, bicycles, and vehicles of all types when a high density residential use development is built, worsening traffic delays and posing a safety risk to all users of the roadway. The potential benefit from increasing the amount of bicycle lanes and parking would not outweigh the congestion, frustration, and safety risks the increased pedestrian, bicycle and motor vehicle traffic will cause.

If you have any further questions, please call myself or Sergeant Elizabeth Addy at (831) 662-0511.



A. H. CHING, Captain
Commander

Enclosures

Cc: Special Projects Session

**Santa Cruz County Sustainability Update
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**SANTA CRUZ COUNTY GROUP
of the Ventana Chapter**

P.O. Box 604, Santa Cruz, CA 95061

EMAIL: sierraclubsantacruz@gmail.com

WEB: www.sierraclub.org/ventana/santa-cruz

May 25, 2022

County of Santa Cruz

Attn: CEQA-NEPA@santacruzcounty.us

701 Ocean Street

Santa Cruz, CA 95060

Re: Sustainability Policy and Regulatory Update Draft Environmental Impact Report (DEIR)

The Sierra Club has completed its review of the Draft Environmental Impact Report for the Sustainability Policy and Regulatory Update and is concerned that the document is lacking in several important respects, as discussed further below. First, the DEIR has overlooked changes to the animal species list for sensitive habitat designation, which now seeks to reverse the long standing County policy which has explicitly protected the Monarch Butterfly. Second, the mitigation measures to offset increases in vehicle miles traveled (VMT) are inadequate. Third, as the proposed regulatory update will rely on an ad hoc spot re-zoning paradigm as opposed to significant rezoning and re-designation as part of the update, the DEIR assumptions that development will occur along transit corridors cannot be substantiated. The Sierra Club does acknowledge the important and substantial work that has gone on in the preparation of the DEIR.

DEIR Section 4.4 – Biological Resources

The DEIR fails to acknowledge and assess the removal of explicit County General Plan protections for the Monarch Butterfly wintering sites. The Sierra Club challenges sections BIO-1, BIO-2, BIO-5, and BIO-6.

The current Santa Cruz County General Plan goes beyond federally and state protected species and specifically lists other Species of Special Concern, in Appendix B “Threatened, Endangered or Animals of Special Concern in Santa Cruz County”. This listing provides protection for the Monarch Butterfly wintering sites regardless of their placement on, or removal from, other

Santa Cruz County Sustainability Update Planning Commission Study Session #4 Draft EIR Comments

lists controlled by outside agencies. However, in the proposed updates, this explicit listing is removed. Current County GP (in pertinent part):

Santa Cruz County General Plan

THREATENED, ENDANGERED OR ANIMALS OF SPECIAL CONCERN IN SANTA CRUZ COUNTY Updated 3/1/94			
SPECIES	STATE/FEDERAL LISTING	SPECIES OF SPECIAL CONCERN	KEY
SPIDERS AND RELATIVES			STATE
Dolloff Cave Spider	C2		SE State listed Endangered
Santa Cruz Telegman Spider	C2		ST State listed Threatened
Empire Cave Pseudoscorpion	C2		SCE State candidate Endangered
GASTROPODS			SCT State candidate Threatened
California Brackish Water Snail	C2		
INSECTS			FEDERAL
Barbate (Mt. Herman) June Beetle	C2		FE Federally listed Endangered
Opler's Longhorn Moth	2R		FT Federally listed Threatened
Monarch Butterfly (wintering sites)	†		FPE Federally proposed Endangered
FISHES			FPT Federally proposed Threatened
Coho (Silver) Salmon		Yes	
Tidewater Goby	C2	Yes	C1 Sufficient data to support Federal listing
AMPHIBIANS AND REPTILES			C2 Listing may be warranted, but data insufficient to support Federal listing.
Santa Cruz Long-toed Salamander	SE/FE		
California Red-legged Frog	C2	Yes	1R Recommended for C1 status by U.S. Fish and Wildlife Service (USFWS).
Western Pond Turtle		Yes	
San Francisco Garter Snake	SE/FE		2R Recommended for C2 status by USFWS
Horned Lizard		Yes	
BIRDS			
Bank Swallow	ST		
Black-crowned Night Heron		Yes	† Species fall into one or more categories:
Black-shinned Hawk		Yes	• Biologically rare, very restricted in distribution or declining throughout their range.
Black Swift		Yes	• Species closely associated with a habitat that is rapidly declining in California.
Brown Pelican	SE/FE		• California population(s) are threatened with extirpation.
Burrowing Owl		Yes	
California Least Tern	SE/FE		
Cooper's Hawk		Yes	
Double Crested Cormorant		Yes	
Golden Eagle		Yes	

In the proposed update, the Monarch Butterfly has been removed, Appendix K, page K-9:

SPECIAL STATUS WILDLIFE

Common Name	Scientific Name	Status (Federal/State)	Habitat
Invertebrates			
Bay checkerspot butterfly	<i>Euphydryas editha bayensis</i>	FT/None	Serpentine grassland in Santa Clara and San Mateo Counties. Primary host plant is native plantain (<i>Plantago erecta</i>) with two secondary host plants: purple owl's-clover (<i>Castilleja densiflora</i>) and exserted paintbrush (<i>Castilleja exserta</i>).
Mount Hermon (=barbate) June beetle	<i>Polyphylla barbata</i>	FE/None	Known only from sand hills in vicinity of Mount Hermon, Santa Cruz County, where it occurs in sparsely vegetated ponderosa pine and chaparral habitat with sandy sedimentary derived soils in the Zayante Sandhills formation.
Ohlone tiger beetle	<i>Cicindela ohlone</i>	FE/None	Remnant native grasslands with California oatgrass (<i>Danthonia californica</i>) and purple needlegrass (<i>Stipa pulchra</i>) in Santa Cruz County
Smith's blue butterfly	<i>Euphydryas enoptes smithi</i>	FE/None	Restricted to Monterey and Santa Cruz Counties, where they occur in coastal sand dunes, coastal sage scrub, chaparral, grassland, and their ecotones.
Zayante band-winged grasshopper	<i>Trimerotropis infantilis</i>	FE/None	Open sandy areas with sparse, low annual and perennial herbs on high ridges and hills with sparse ponderosa pine within the Zayante Sandhills formation in Santa Cruz County.
Fishes			

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This weakening of protection (by removing its explicit listing) then triggers BIO-1, BIO-2, and BIO-3, which refer to adverse effects or conflicts with species identified in local habitat conservation plans.

As a note of reference, the monarch habitat at Moran Lake (within County jurisdiction) “supports the third largest overwintering population (ca 17%) of monarch butterflies in Santa Cruz County, and a considerable portion (ca 5%) of the western migratory population”, emphasis added.¹

Santa Cruz County does indeed have a Management Plan for the Monarch Butterfly Habitat, as seen here:



The Santa Cruz County Board of Supervisors adopted this Plan at its January 25, 2011 meeting.²

49. Public hearing held on the proposed Moran Lake Park Concept Plan and Moran Lake Monarch Butterfly Habitat Management Plan; closed public hearing;
(1) adopted the Moran Lake Concept Plan and the Moran Lake Butterfly Habitat Management Plan as approved by the Parks and Recreation Commission; and
(2) directed Parks staff to submit the necessary design documents to initiate the Master Plan Development Permit process

As the Monarch Butterfly Habitat has an adopted Management Plan, the removal of its explicit listing in the proposed General Plan update implicates BIO-1, BIO-2, and BIO-6. The DEIR has failed to acknowledge this change, let alone assess its impact, and is challenged on this basis.

¹ From Biotic Review by John Dayton, as cited in California Coastal Commission Appeal Staff Report for A-3-SCO-01-034

² Proceedings of the Santa Cruz County Board of Supervisors, Volume 2011, Number 2 January 25, 2011

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Although we have limited this discussion to the Monarch Butterfly, it must be noted that many other Species of Special Concern have also been removed from explicit listing in the General Plan .

Any response that simply refers to the CNDBB Special Animals List, which currently lists the Monarch on page 28, is inadequate. The explicit listing must be restored to the General Plan so that control of its listing remains with the County. The failure to have discussed this removal from the General Plan in light of the adopted Habitat Management Plan (HMP) is a deficiency in the DEIR. The failure to have added discussion of this Habitat Management Plan in the updated GP should also be corrected. This HMP was adopted since the last revision of the General Plan, and should be disclosed.

DEIR Section 4.15 – Transportation

Mitigation measures to offset increases in VMT are inadequate

The Draft EIR concludes that the Project does not meet the state-mandated target for reduction of vehicle miles traveled:

Project VMT would not meet the County's VMT threshold (15% below existing countywide average) for residential per capita and employee VMT (except for retail employee VMT), resulting in a significant impact.

The Draft EIR proposes two mitigation measures that do not fully mitigate the VMT impacts:

Implementation of Mitigation Measure TRA-1 would require development and implementation of a funding mechanism to support regional VMT-reducing projects, and Mitigation Measure TRA-2 recommends a General Plan/LCP implementing strategy to further review parking requirements as another means to reduce vehicle travel and VMT. However, because of the uncertainty as to whether such VMT program could fully fund VMT-reduction measures to the level needed to meet the County's VMT threshold, the impact may not be fully mitigated to a less-than-significant level, resulting in a significant and unavoidable impact.

The proposed mitigation measures are weak and unenforceable, in violation of CEQA guidelines. Measure TRA-1 offers no timeline for development of a funding mechanism to reduce VMT. Nor does it set any funding goals. Measure TRA-2 calls for a strategy to "evaluate" parking related measures to reduce VMT but nothing to actually implement changes in parking policy. The EIR should draw on existing studies that document reduction in vehicle ownership and vehicle miles traveled due to reduced parking requirements. One existing study found that vehicle ownership in buildings with unbundled parking and car-sharing was 25% lower than in buildings with bundled parking. A [study by Adam Millard-Ball et al](#), showed that access to parking fosters vehicle ownership and driving.

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CEQA requires that feasible mitigation measures be employed to mitigate significant impacts. The Draft EIR makes the following statement:

There are no other feasible mitigation measures to reduce VMT in addition to the policies and regulations in place and modified as a result of the proposed project.

This statement asks the reader to believe that nothing else can be done to mitigate VMT. The reality is *other cities have already implemented feasible measures* that can fully mitigate VMT impacts from this Project, including;

1. Devote the Transportation Impact Fee to projects that mitigate VMT from new projects, such as transit and active transportation improvements and bus passes for residents of new development. Currently the Transportation Impact Fees are used to try to mitigate traffic delay by expanding auto capacity on roads and intersections. Mostly this is a futile exercise, since induced travel erodes the short-term congestion relief benefits. Redirecting the TIF to transit and active transportation would reduce VMT from the Project in two ways: by eliminating the increased VMT induced by auto-centric projects, as well as increasing the mode share for non-auto travel. The EIR should cite the use of developer fees to support active transportation and transit in San Francisco, Mountain View, etc.
2. Eliminate County policies regarding Level of Service (traffic delay). Since the implementation of SB 743 it is not legal to use traffic delay as a measure of significant impact. In violation of the spirit behind SB 743, County policy continues to maintain requirements for Level of Service, and fund auto capacity-increasing projects with developer fees that should go to make alternatives to auto travel safe and convenient.
3. Eliminate projects from the Project whose primary purpose is to expand auto capacity, e.g.:
 - a. the expansion of Capitola Rd from two lanes to four lanes
 - b. Install queue-jumping lanes for buses at intersections on Soquel Dr., in lieu of adding dedicated right turn lanes for vehicles.
4. Mandate that the cost of parking to tenants in new development be unbundled from the cost of the unit, allowing tenants who don't park to opt out of parking fees, and that management charge the actual cost of providing parking.
5. In order to be practical for developers, the requirement to unbundle parking costs needs to be accompanied by allowing developers to provide the amount of parking that they determine they will be able to sell/rent to tenants. The parking requirements in Code Section 13.16 are excessive.
6. The current Code section on trip reduction fails to achieve achieve County goals of 15% below the countywide per capita average VMT for residential development (b) 15% below the countywide per employee average VMT for office and service development. In order to meet these goals, as well as state-mandated climate reduction goals, the County should institute a parking tax on private parking on lots above 30 spaces, with the revenue going to transit and active transportation improvements.

Inconsistency with State Climate Legislation

Because the Draft EIR fails to propose adequate mitigation for VMT, the Project with mitigations is inconsistent with SB 743 that requires mitigation of VMT. The Project also conflicts

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with the state's ability to meet GHG reduction goals set by AB 32 and SB 32 and Executive Order EO-S-3-05.

DEIR Section 4.11 – Land Use and Planning

The DEIR, at 3.3.1.2, recites a guiding principle which it claims has “been incorporated throughout the elements of the Santa Cruz County General Plan/LCP”. Of note here is:

- **Focused Development.** New development should be compact, located primarily within existing urban areas, and should feature a mixture of uses and development intensities that support transportation choices.

An objective of the proposed Project for the purpose of CEQA is:

1. **Sustainable Development.** Foster a sustainable growth pattern that focuses on efficient use of urban lands, compact infill development along transportation corridors, and neighborhood-serving land uses; promotes economic vitality; and preserves the county's natural environmental areas.³ (emphasis added)

At 4.02 the DEIR makes the assumption that the proposed policies “support higher residential density and/or building intensity along transit and multi-modal corridors”. Although the proposal discusses such changes, they do not take the important step of identifying these corridors and, now, in the context of the current project, legislatively designating these areas (typically along the transit corridors) with higher density residential, or the new zoning designations. This failure to make these legislative changes now will require each and every proposed development to have a legislative determination (rezoning or re-designation) as opposed to merely administrative approval. This then further requires developers to purchase property not yet legislatively zoned or designated for their intended use. It is exactly this type of spot zoning approach that interferes with the stated objective.

It is well understood that ad hoc spot rezoning leads to inappropriate parcels being proposed for development. Further, appropriate parcels will present developers with the unfortunate circumstance of having to take the risk of receiving the rezoning or re-designating the parcel.

We assert that the DEIR assumptions of how development will proceed in the future (along transit and multi-modal corridors) cannot be sustained in light of the County's failure to due the actual planning work for these areas.

³ Sustainability Policy and Regulatory Update, Draft Environmental Impact Report, page 3-8

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Summary

We trust our suggestions for improving the review of this project will be carefully considered. Thank you for the opportunity to submit our comments and suggestions. Should you have any questions or wish to discuss these matters in more detail, please contact the undersigned.

A handwritten signature in black ink that reads "Michael Guth". The signature is written in a cursive style with a large, stylized 'M' and 'G'.

Michael Guth,
Executive Committee Chair
Sierra Club, Santa Cruz County Group

**Santa Cruz County Sustainability Update
Planning Commission Study Session #4
Draft EIR Comments**

Sent: Tuesday, May 31, 2022 4:43 PM

To: manu.koenig@santacruzcounty.us; Stephanie Hansen <Stephanie.Hansen@santacruzcounty.us>; Annie Murphy <Annie.Murphy@santacruzcounty.us>; Paia Levine <Paia.Levine@santacruzcounty.us>; Matt Machado <Matt.Machado@santacruzcounty.us>; jamie.seborn@santacruzcounty.us; Natisha Williams <Natisha.Williams@santacruzcounty.us>

Cc: Lynn <lynndmadden@comcast.net>; Wilma Chandler <wilmakchandler@gmail.com>; John Chandler <jochandler@aol.com>; Email <kyrakra15@gmail.com>

Subject: Comments on EIR and Sustainability Study overlapping areas of concern

Dear Manu, Stephanie, Natisha and planning staff for sustainability study,

Thank you for writing today, Natisha, to clarify what is due in and when. Today's deadline is for EIR comments but in looking it over it is rather theoretical in that it is difficult to see what the real world implications to the area on Portola will overlap with some sustainability language. That said, I do think that the neighbors concern expressed in this email overlaps EIR considerations expressed in **3.5.4.1 Portola Drive Nine parcels such as " the presence of environmental constraints."**

Our concerns, meeting the EIR deadline for comment, includes traffic rerouting as implied by extending Avis Drive, traffic issues implied by designs which would spill traffic onto 35th Avenue and Roland drive by extension, air pollution from increased traffic, light pollution which often can't be observed during office hours, maintaining the older large diameter trees along the waterway to preserve a green buffer and habitat for owls.

Comments on the rezoning along Portola Drive and sustainable communities and neighborhood compatibility. We believe this ties into EIR and sustainability study.

*The phrase "the back of" the property/ parcels to be developed neglects to understand that the back of the development along Portola will be alongside an existing neighborhood. The idea that street appeal is only relevant to Portola Drive ignores the needs of the existing neighborhood. We would like to see this language changed to reflect the reality of what is already here. We do not want this allowed in developers proposal. We want the county to protect the neighborhood in ways which are compatible to the needs of new housing.

*We need to keep existing large trees along the waterway as noted in county code for trees of a large diameter. This can mitigate the height and density concerns from the existing neighborhood as the redevelopment occurs.

*It is a habitat for birds, like nesting owls.

*Lighting is a concern. Keeping new lights on the redeveloped property from making the neighborhood lit up is important.

* Light pollution is a concern.

*Parking and traffic through our already dense neighborhood is a concern we neighbors share. We suggest that parking is included in the property's center as exists in the apartment/condo directly across

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from the proposed development on 35th. We suggest a green-scaped front trellis wall on Portola Drive which would obscure development and create a visual but oxygen rich shield for parking along Portola rather than the “rear” of the property. We also suggest that both entry and exit from this huge development is on Portola, relieving possible traffic through the residential established neighborhood and keeping it where it belongs, on Portola.

*We are concerned about the proposal for Extending Avis Street to 35th Ave. Not sure if this is still a topic but it was at one point. This would create a brightly lit through way which is not even very far back from Portola. Seems a bad idea and would create fast traffic through the neighborhood. See reprint of document below. Is this no longer being considered?

The 35th Avenue neighborhood is quiet, so while attending to the needs to offer affordable housing to our community we should develop this project and language guiding development with respect for the existing residents. We look ahead to hearing back.

Sincerely Yours,

Betsy Miller Andersen, John Andersen and Kyra Andersen, Wilma Chandler, John Chandler and Lynn Madden

FROM EIR

3.5.4.1 Portola Drive Nine parcels are identified along Portola Drive for both General Plan land use redesignation and rezoning as summarized in Table 3-11 and shown on Figures 3-6B and 3-6C. The purpose of these proposed land use designation and zoning changes is to implement the Pleasure Point Commercial Corridor Vision and Guiding Design Principles that call for transition and redevelopment of underutilized properties and to rezone underutilized **sites for housing**. Specifically, the Design Principles encourage the transition of underutilized properties and auto-oriented properties on the north side of Portola Drive west of 36th Avenue to mixed-use and residential development, with zoning and development standards that support attainable housing (including smaller units suitable for seniors and singles). This EIR, which is a program EIR analyzing policy and regulatory revisions to the County General Plan and County Code, will not analyze particular development layouts as none are proposed at this time. Future development potential of any site depends on many factors, including the presence of environmental constraints and consistency of a proposed development with the General Plan and County Code in place at the time of application.

INTERNAL CIRCULATION AND ACCESS
Intent: To ensure new projects prevent circulation conflicts and enhance connectivity through improved site access, cross easements, enhanced safety and reduced delivery truck conflicts.

1. **Driveways.** Design driveways and alley access points to improve site access, enhance safety and reduce vehicle conflicts with all modes of travel. Encourage shared driveways.
2. **Long Blocks.** Provide safe and comfortable pedestrian paths along driveways and alleys to help "break up" larger blocks and allow for a more pedestrian scale along the corridor.
3. **Cross Easement Coordination.** Encourage property owners to create connections behind and between adjacent parcels by adding new easements, and to better coordinate existing easements to provide more alley access and site access through the back side or middle of larger blocks or sites. Encourage vehicular access between parcels to reduce on-street congestion. Specifically, when Assessor's Parcel Number 032-041-68 is redeveloped, a vehicular cross easement is desired to extend Avis Drive through the parcel to connect with 35th Avenue on the western boundary of the site.
4. **Truck Delivery Coordination.** Encourage businesses to schedule truck deliveries during off-peak daylight hours (between 9:00 AM and 3:00 PM) so trucks do not conflict with commute times or create unwanted nighttime noise impacts for surrounding neighborhoods.

**Santa Cruz County Sustainability Update
Planning Commission Study Session #4
Draft EIR Comments**

From: Michael Guth <mguth@guthpatents.com>
Sent: Wednesday, May 11, 2022 9:10 PM
To: Daniel Zazueta <Daniel.Zazueta@santacruzcounty.us>
Subject: GP Conservation Element Changes

So on the DEIR review of the GP and code changes:

For me the real question is: Why did the County choose to no longer explicitly, in the GP appendix list of species, list the monarch (given our significant portion of the entire US western habitat) as a species given sensitive habitat protection, and instead de-list it so that it depends upon its listing in other databases over which the County has no control. Yet ... they do explicitly list lots of other species in the GP (so it is not like they decided to just refer to other agencies' lists).

The current GP has appendix B which lists all sorts of species of concern to the County, in addition to fed and state listed, threatened, candidate etc species. Attached file has all appendices, incl B. But it looks like this (monarchs showing on this page):

Santa Cruz County General Plan

THREATENED, ENDANGERED OR ANIMALS OF SPECIAL CONCERN IN SANTA CRUZ COUNTY Updated 3/1/94			
SPECIES	STATE/FEDERAL LISTING	SPECIES OF SPECIAL CONCERN	KEY
SPIDERS AND RELATIVES			STATE
Dolloff Cave Spider	C2		SE State listed Endangered
Santa Cruz Teleman Spider	C2		ST State listed Threatened
Empire Cave Pseudoscorpion	C2		SCE State candidate Endangered
GASTROPODS			SCT State candidate Threatened
California Brackish Water Snail	C2		
INSECTS			FEDERAL
Barbate (Mt. Herman) June Beetle	C2		FE Federally listed Endangered
Opler's Longhorn Moth	2R		FT Federally listed Threatened
Monarch Butterfly (wintering sites)	†		FPE Federally proposed Endangered
FISHES			FPT Federally proposed Threatened
Coho (Silver) Salmon		Yes	
Tidewater Goby	C2	Yes	C1 Sufficient data to support Federal listing
AMPHIBIANS AND REPTILES			C2 Listing may be warranted, but data insufficient to support Federal listing.
Santa Cruz Long-toed Salamander	SE/FE		
California Red-legged Frog	C2	Yes	1R Recommended for C1 status by U.S. Fish and Wildlife Service (USFWS).
Western Pond Turtle		Yes	
San Francisco Garter Snake	SE/FE		
Horned Lizard		Yes	2R Recommended for C2 status by USFWS
BIRDS			
Bank Swallow	ST		

Replaced in the new GP updates with Appendix K, seen here relating to the pertinent part (also attached in full) - no monarch listing:

**Santa Cruz County Sustainability Update
Planning Commission Study Session #4
Draft EIR Comments**

SPECIAL STATUS WILDLIFE

Common Name	Scientific Name	Status (Federal/State)	Habitat
Invertebrates			
Bay checkerspot butterfly	<i>Euphydryas editha bayensis</i>	FT/None	Serpentine grassland in Santa Clara and San Mateo Counties. Primary host plant is native plantain (<i>Plantago erecta</i>) with two secondary host plants: purple owl's-clover (<i>Castilleja densiflora</i>) and exserted paintbrush (<i>Castilleja exserta</i>).
Mount Hermon (=barbate) June beetle	<i>Polyphylla barbata</i>	FE/None	Known only from sand hills in vicinity of Mount Hermon, Santa Cruz County, where it occurs in sparsely vegetated ponderosa pine and chaparral habitat with sandy sedimentary derived soils in the Zayante Sandhills formation.
Ohlone tiger beetle	<i>Cicindela ohlone</i>	FE/None	Remnant native grasslands with California oatgrass (<i>Danthonia californica</i>) and purple needlegrass (<i>Stipa pulchra</i>) in Santa Cruz County
Smith's blue butterfly	<i>Euphilotes enoptes smithi</i>	FE/None	Restricted to Monterey and Santa Cruz Counties, where they occur in coastal sand dunes, coastal sage scrub, chaparral, grassland, and their ecotones.
Zayante band-winged grasshopper	<i>Trimerotropis infantilis</i>	FE/None	Open sandy areas with sparse, low annual and perennial herbs on high ridges and hills with sparse ponderosa pine within the Zayante Sandhills formation in Santa Cruz County.
Fishes			

The GP previously said to also see Appendix B for lists of specific habitats and/or species, now refers to Appendix K.

The GP now says this:

**Santa Cruz County Sustainability Update
Planning Commission Study Session #4
Draft EIR Comments**

ARC-3.1.2 5.1.2 (LCP) Definition of Sensitive Habitat. An area is defined as a sensitive habitat if it meets one or more of the following criteria:

- (a) Areas of special biological significance as identified by the State Water Resources Control Board.
- (b) Areas ~~which that~~ provide habitat for locally unique biotic species/communities, including coastal scrub, maritime chaparral, native rhododendrons and associated Elkgrass, mapped grasslands in the coastal zone and sand parkland; and Special Forests including San Andreas Live Oak Woodlands, Valley Oak, Santa Cruz Cypress, indigenous Ponderosa Pine, indigenous Monterey Pine and ancient forests.
- (c) Areas adjacent to essential habitats of rare, endangered or threatened species as defined in (e) and (f) below.
- (d) Areas ~~which that~~ provide habitat for Species of Special Concern as listed by the California Department of Fish and ~~Wildlife Game~~ in the Special Animals list, California Natural Diversity Database.
- (e) Areas ~~which that~~ provide habitat for rare or endangered species ~~which that~~ meet the definition of Section 15380 of the California Environmental Quality Act guidelines.
- (f) Areas ~~which that~~ provide habitat for rare, endangered or threatened species as designated by the ~~California State~~ Fish and Game Commission, United States Fish and Wildlife Service or California Native Plant Society.
- (g) Nearshore reefs, rocky intertidal areas, seacaves, islets, offshore rocks, kelp beds, marine mammal hauling grounds, sandy beaches, shorebird roosting, resting and nesting areas, cliff nesting areas and marine, wildlife or educational/research reserves.
- (h) Dune plant habitats.
- (i) All lakes, wetlands, estuaries, lagoons, streams and rivers.
- (j) Riparian corridors.

~~{See also Appendix BK: Sensitive Plant and Animal Species. for a list of specific habitats and/or species.}~~

so only the state list comes into play at (d), which is outside the County's control. so county special species are no longer in existence as most have been removed if not fed threatened/endangered.

From the state list:

Santa Cruz County Sustainability Update Planning Commission Study Session #4 Draft EIR Comments

Special Animals List – April 2022									
Scientific Name	Common Name	Comments	Global Rank	State Rank	ESA	CESA	Other Status	Records in CNDDB?	End Notes?
<i>Chlosyne leanira elegans</i>	Oso Flaco patch butterfly		G4G5T1T2	S1S2	None	None		Yes	
<i>Coenonympha tullia yontockett</i>	Yontocket satyr		G5T1T2	S1	None	None		Yes	
<i>Danaus plexippus pop. 1</i>	monarch - California overwintering population		G4T2T3	S2S3	Candidate	None	USFS:S	Yes	
<i>Euchloe hyantis andrewsi</i>	Andrew's marble butterfly		G4G5T1	S1	None	None		Yes	

so to be clear, a whole host of species identified as special to the County have been removed from explicit listing and now depend on the vicissitudes of other lists, and some are not on those lists.

Yet some species are selected to be explicitly included in Appendix K - yet all of the App K species are covered by category listings, as none in App K don't have a fed or state designation.

But monarchs, which are special for this County, aren't explicitly listed anymore in our general plan. also many other plants and animals.

and this is not addressed in the DEIR analysis.

:)

And doing these changes in a "Sustainability Update" likely resulted in most conservation groups/folks not think to look at these changes. They are certainly not part of sustainability planning

--
Yours Sincerely,
Michael A. Guth
Attorney at Law
(831) 462-8270

**Santa Cruz County Sustainability Update
Planning Commission Study Session #4
Draft EIR Comments**

Stephanie Hansen

From: Becky Steinbruner <ki6tkb@yahoo.com>
Sent: Sunday, May 15, 2022 9:28 AM
To: Environmental Comments
Cc: Becky Steinbruner
Subject: Public Comment re: Draft EIR for Santa Cruz County Sustainability Plan and Regulatory Update APPENDIX C: PROJECT GROWTH ASSUMPTIONS MEMORANDUM

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

Dear Staff,

I have reviewed Appendix C of the Draft Santa Cruz County Sustainability Plan and Regulatory Update EIR and have the following comments and questions:

1) This document is dated October 29, 2020, and does not reflect the current AMBAG Draft Sixth Cycle Regional Housing Needs Allocation (RHNA) Plan numbers that are essentially triple the required number of units required by the State. How will the Draft EIR accommodate this new RHNA requirement?

2) Page 2

The proposed development standards allow for the Urban High Flex (R-UHF) designation and up to 75% of the development to be residential units. (See Built Environment Element Policy BE-3.2.1: Residential Uses in Commercial Designations.)

This is a significant change from the County's current requirement that Mixed Use Development include a 50% housing ratio to commercial use. How did the County develop this new ratio and what types of commercial uses would be allowed in the Mixed Use Developments? The 2045 AMBAG Economic Forecast shows little growth other than in the medical industry. How will medical uses in Mixed Use Developments affect traffic generation to these residential areas and how would parking needs be analyzed and mitigated?

3) Pages 3

"Additionally, parcels with results of less than two units were zeroed out to take a conservative approach to growth opportunities.".....

"Due to the analysis methodology which had a focus on infill development along major transportation corridors in the USL, the majority of the housing growth ended up being focused in mid-County primarily within the Live Oak area. "

I feel that Live Oak is again being targeted unfairly for the bulk of the County's dense growth, without paying adequate consideration of the impacts this would impose on quality of life and infrastructure needs. Will this include the Santa Cruz Branch Line as a transportation corridor, as is alluded to on page 5. Why "zero out" other areas instead of providing a more widespread and less-dense approach countywide? How does this comply with SB 35?

4) Page 5

*"2. The resulting service and retail jobs appropriately reflected current growth trends and policy assumptions in the Sustainability Update in that they were mostly focused within the USL around major transportation corridors. However, the locations of these jobs were further refined to reflect mixed-use growth along main street corridors, multimodal corridors, and around **future potential transit stations along the Santa Cruz Branch Line**, as well as commercial growth in the medical uses around Soquel Drive, and job growth related to the **new Workplace Flex (C-3) Zone District**, which was assumed to locate around multimodal corridors and in focused areas such as the 41st Avenue/Soquel Drive and **17th Avenue/Santa Cruz Branch Line areas.**"*

Why is the Workplace Flex Zone District only located around the rail corridor development in Live Oak, and not Aptos, where the Poor Clares and Par 3 properties provide potential growth and there could also be rail stations? Tables 5, 6 and 7 on pages 6 and 7 indicate there are a significant number of jobs forecast for the Aptos area, second only to Live Oak numbers.

**Santa Cruz County Sustainability Update
Planning Commission Study Session #4**

Draft EIR Comments

5) How will this Draft EIR analysis be adjusted if the current Measure D Greenway Initiative on the June 7 ballot is approved, essentially eliminating public transportation options on the Santa Cruz Branch Line rail corridor?

Thank you.

Sincerely,

Becky Steinbruner

3441 Redwood Drive

Aptos, CA 95003

**Santa Cruz County Sustainability Update
Planning Commission Study Session #4
Draft EIR Comments**

Stephanie Hansen

From: Becky Steinbruner <ki6tkb@yahoo.com>
Sent: Sunday, May 15, 2022 11:35 PM
To: Environmental Comments
Cc: Becky Steinbruner
Subject: Please Extend Public Comment Time for Draft County Sustainability and Regulatory Update EIR

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

Dear Planning Dept. Staff,
I have been doing my best to review the Draft EIR documents for the County Sustainability Plan and Regulatory Update but need more time due to the voluminous nature of the document.

Also, I have not been able to find the Draft EIR in the County Public Libraries. The published Notice of Public Hearing of the matter at the May 25, 2022 Planning Commission meeting failed to provide any access information to the Commission's website or agenda, and provided no access information for the virtual Public Hearing. The Planning Commission website failed to include the ID number for the Zoom meeting. <https://sccounty01.co.santa-cruz.ca.us/planning/plnmeetings/ASP/Display/ASPX/DisplayAgenda.aspx?MeetingDate=5/25/2022&MeetingType=1>

I respectfully request a 30-day extension for the public comment period, and that the Draft EIR be made publicly available at all branches of the County Public Libraries as soon as possible.

Thank you.

Sincerely,
Becky Steinbruner
3441 Redwood Drive
Aptos, CA 95003

**Santa Cruz County Sustainability Update
Planning Commission Study Session #4
Draft EIR Comments**

From: Becky Steinbruner <ki6tkb@yahoo.com>

Sent: Monday, May 30, 2022 1:04 PM

To: Environmental Comments <CEQA-NEPA@santacruzcounty.us>

Cc: Stephanie Hansen <Stephanie.Hansen@santacruzcounty.us>; Rachel Dann <Rachel.Dann@santacruzcounty.us>; Becky Steinbruner <ki6tkb@yahoo.com>

Subject: Please Extend Public Comment Period for Draft EIR of Sustainable Santa Cruz County Plan and Regulatory Update

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

Dear Planning Dept. Staff,
Please extend the Public Comment Period for the Draft EIR of the County Sustainability Plan and Regulatory Update. At present, the Public Comment period closes tomorrow, May 31, 2022 at 5pm.

However, this voluminous document has not been made publicly available in hard copy at any public library in the County, thereby excluding members of the public who do not use computers for information access.

Furthermore, the County Planning Commission is not scheduled to review this Draft EIR until their July 13, 2022 final Study Session. Closing the Public Comment period on May 31, 2022 is therefore premature and unwise.

It is concerning that only one member of the public spoke at the May 25, 2022 County Planning Commission's first Study Session that included only an overview of the Draft Sustainability Plan, causing Commissioner Dann to also raise her concerns about the low level of public participation on such a critical document.

The public has been given the Draft EIR at approximately the same time as the voluminous Draft Sustainability Plan and Regulatory Update documents themselves, and has had a compressed time period that is insufficient to review, understand and provide meaningful comment on all of this important information that will shape our County's neighborhoods and environment in the future.

It has taken since 2014 for the County to produce these documents, and the public simply needs more than 45 days to review and comprehend the Draft EIR that analysis of the major General Plan update.

Therefore, please extend the Public Comment period on the Draft EIR until August 1, 2022 to provide time for the County to place hard copies of the document in public libraries, and adequate time for thorough public review and meaningful comment.

Thank you.

Sincerely,
Becky Steinbruner
3441 Redwood Drive
Aptos, CA 95003

**Santa Cruz County Sustainability Update
Planning Commission Study Session #4
Draft EIR Comments**

From: Becky Steinbruner <ki6tkb@yahoo.com>

Sent: Tuesday, May 31, 2022 5:00 PM

To: Environmental Comments <CEQA-NEPA@santacruzcounty.us>

Cc: Stephanie Hansen <Stephanie.Hansen@santacruzcounty.us>; Becky Steinbruner <ki6tkb@yahoo.com>

Subject: Public Comment re: Draft Sustainability Plan EIR

Dear CEQA Review Staff,

I am submitting the following comments on the Draft EIR for the Sustainable Santa Cruz County Plan. I feel the public has not been given adequate time to review this document and that the Comment Period should be extended until August 1, 2022.

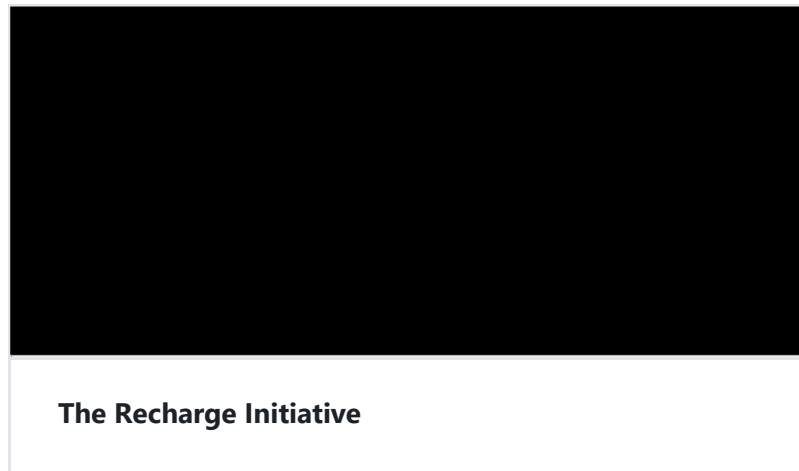
Chapter 4 Water Resources

1) Chapter paragraph 4.10.13

The County designates the areas where major groundwater recharge or infiltration is known to occur as Primary Groundwater Recharge areas on General Plan/LCP Resource Constraints Maps and County GIS system.

Please include that this work is actually done by Dr. Andrew Fisher, The Recharge Initiative", at UCSC, having created the map of soils in Santa Cruz County that are best-suited for groundwater recharge projects. This will better-inform the public.

[The Recharge Initiative](#)



[Groundwater recharge project informs statewide sustainability efforts](#)

**Santa Cruz County Sustainability Update
Planning Commission Study Session #4
Draft EIR Comments**



Groundwater recharge project informs statewide sustainability efforts

Study shows how collecting storm-water runoff to replenish depleted groundwater supplies can be coupled with a s...

2) Page 4.10-7

DWR classified the Basin as in critical overdraft because seawater intrusion is actively occurring (MGA 2019). Groundwater extractions in the Basin peaked between the mid-1980s and mid-1990s, causing groundwater overdraft. Over-pumping of Basin aquifers lowered groundwater elevations in the coastal portions of the Basin where the majority of municipal pumping takes place. Lowered groundwater levels allowed seawater intrusion into portions of the aquifer and posed a threat of more widespread seawater intrusion.

Please include the information regarding historical DWR classification of the MidCounty Groundwater Basin overdraft and former naming references of the Basin to provide better information for the public:

<https://www.soquelcreekwater.org/sites/default/files/documents/Reports/groundwater-management-plan-2007-final-complete-with-figures.pdf>

page 14 of Report:

Bulletin 118 (DWR, 1975) defined a basin called the Santa Cruz Purisima Formation Highlands which included the area overlying the aquifers from north and east of Santa Cruz to a boundary with the Pajaro Valley as well as a separate basin named Soquel Valley. The 1980 update of Bulletin 118 (DWR, 1980) identified the Santa Cruz-Pajaro Basin, which included both the Santa Cruz Purisima Formation Highlands and Soquel Valley, and **was classified as subject to critical conditions of overdraft. This finding, according to Bulletin 118-80, was “at the request of the City of Santa Cruz and a Supervisor of Santa Cruz County”.**

DWR revised Bulletin 118-80 again in 1992 and better defined the boundaries for Soquel Valley, Santa Cruz Purisima Formation Highlands and the Pajaro Valley Basins. It also cited that the Soquel-Aptos area **was not** subject to critical conditions of overdraft. This finding was primarily based on the Groundwater Management Program and Monitoring that was implemented by SqCWD in 1981. Bulletin 118 was most recently updated in 2003 and includes a written report and supplemental material consisting of individual hydrogeologic descriptions, maps, and GIS compatible data files of each delineated groundwater basin in California. Bulletin 118 (2003), however, still does not clearly and accurately describe the hydrogeologic conditions of the Soquel-Aptos area.

**Santa Cruz County Sustainability Update
Planning Commission Study Session #4
Draft EIR Comments**

3) Summary of MidCounty Groundwater Sustainability Actions should include discussion of the Santa Cruz City Water Supply Advisory Committee (WSAC) work that occurred in 2013-2015. The City of Santa Cruz Water Department Administration and Operations/ Maintenance leaders continue to be guided by the WSAC Recommendations.

<https://www.cityofsantacruz.com/government/city-departments/water/water-supply-advisory-committee-recommendations>

This integral information is critical for public understanding of the guidance for water supply and infrastructure improvements that would affect future land use in the County.

4)The Summary of the MidCounty and Santa Margarita Groundwater Sustainability Actions should also include discussion of the Santa Cruz City Water Rights Project because this will better-inform the public regarding possible conjunctive water supply coordination in the County. Please include a discussion of this and the 1914 Water Rights Law to better-inform the public and to provide accurate guidance for future decision-making bodies.

<https://www.cityofsantacruz.com/government/city-departments/water/water-rights-4231>

4a) Further discussion regarding the MidCounty Groundwater Agency actions need to include discussion of regional water management potential that include conjunctive use between the City of Santa Cruz and Soquel Creek Water District when water is abundant.

Please include a discussion and reference to the Water Transfer Pilot Project between the two agencies and the following technical data showing no water quality problems relative to mixing groundwater and surface water sources within the distribution system, and the fact that there exists an intertie to allow this conjunctive water sharing. <https://www.soquelcreekwater.org/DocumentCenter/View/331/Water-Quality-Results-PDF?bidId=>

This will better-inform the public and provide accurate information beneficial to future decision-making bodies.

5) Page 4.10-12

While the Porter-Cologne Water Quality Control Act requires the state to adopt water quality policies, plans, and objectives that protect the State's waters, the federal Clean Water Act (CWA) establishes basic guidelines for regulating discharges of both point and non-point sources of pollutants into the waters of the United States.² The CWA requires that states adopt water quality standards to protect public health, enhance the quality of water resources, and ensure implementation of the CWA.

Please also include discussion of the State Water Law enacted by Resolution 68-16 requiring any project affecting high-quality surface waters and / or groundwater must conduct an Anti-Degradation Analysis to ensure that the waters of the State. Please include this reference:

https://www.waterboards.ca.gov/board_decisions/adopted_orders/resolutions/1968/rs68_016.pdf

This will better-inform the public regarding the laws that exist to protect the high-quality waters of the State and that serve to protect the Public Trust

Doctrine: <https://www.watereducation.org/aquapedia/public-trust-doctrine>

6) Page 4.10-16

*Currently, groundwater quality issues in the Santa Cruz Mid-County Groundwater Basin include one location with 1,2,3-trichloropropane (1,2,3-TCP) concentrations in groundwater, widespread nitrate in parts of the Aromas Red Sands aquifers, elevated ammonia concentrations in the western portion of the Basin, and saline water associated with seawater intrusion in two areas along the coast. **Otherwise,***

**Santa Cruz County Sustainability Update
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Santa Cruz Mid-County Groundwater Basin groundwater quality is good, with no poor groundwater quality present within productive aquifers. The 1,2,3-TCP concentrations have been detected in the SqCWD Country Club well, which is screened in Aromas Red Sands and Purisima F aquifers (MGA 2019).

This discussion does not include mention of significant problems with Hexavalent Chromium contamination in Soquel Creek Water District's four wells in the Seascape and La Selva Beach areas.

Please include Hexavalent Chromium contamination and inherent State tentative changes that will lower the MCL for this carcinogen. <https://www.soquelcreekwater.org/219/Chromium-6>

This will provide the public with clear, more accurate information regarding the groundwater quality issues in the Aromas Red Sands aquifer areas.

7) Page 4.10-16

Continuing to reference the paragraph quoted above, there is also no discussion regarding the chronic significant ammonia contamination of Soquel Creek Water District's O'Neill Ranch Well in Soquel, causing the District to take the well offline for the past few years.

8) Page 4.10-16

Further reference to groundwater quality discussion for the MidCounty Groundwater should include as a reference the following Vulnerability Assessment for Soquel Creek Water District's production wells: <https://www.soquelcreekwater.org/DocumentCenter/View/1390/O'Neill-Ranch-Well-DWSAP-Summary-PDF?bidId=>

Please include a brief discussion and inclusion of this vulnerability assessment to better-inform the public with accurate information regarding groundwater quality.

9) Page 4.10-16

Further reference to groundwater quality discussion for the MidCounty Groundwater Basin should include the known PCE contamination plume in the Live Oak area that potentially could affect the water quality for the City of Santa Cruz Beltz Well Field supplies. This contamination was recently discovered at the 1500 Capitola Road construction site near the intersection of 17th Avenue and it has been determined the source is a former dry-cleaner business at 1600 Capitola Road that is now a laundromat. This volatile and highly-carcinogenic contamination has required vapor barrier mitigations for all structures there, which include low-cost medical and dental clinics and 57 affordable housing units. Tests confirmed the contaminant is also in the groundwater, but to date, no mitigation efforts have been identified.

Please include a discussion of this known contamination site and groundwater contaminant plume, with references to provide accurate and complete information to inform the public: https://documents.geotracker.waterboards.ca.gov/regulators/deliverable_documents/1872693717/Environmental%20Mitigation%20at%201500%20Capitola%20Road%20-%20Frequently%20Asked%20Questions_Final_12-28-2020.pdf

Please see and include in the EIR discussion the attached Analytical Report informing the State Water Board of the PCE contaminant plume in the groundwater that is traveling east toward the City of Santa Cruz production wells. This will better-inform the public and any future decision-making bodies.

10) Page 4.10-21

*The Storm Drain Master Plan identifies locations where storm drainage improvement and/or replacement is recommended with a high-, medium-, or low-priority ranking. Proposed improvements in the Live Oak planning area are generally ranked as low or medium priority and consist of scattered short storm drain segments, except for longer, medium-priority recommended improvements along 17th Avenue and Brommer Street. A series of low- and medium-priority recommendations are included in the Soquel planning area, and one high priority recommendation along Porter Street. **There are limited***

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Draft EIR Comments**

recommendations in the Aptos area, except for a high-priority recommendation in Rio Del Mar Flats.

Please include a discussion of the County of Santa Cruz Board of Supervisors recently voting to reject Federal funding to implement a major stormwater improvement project in the Rio del Mar Flats because property owners rejected a new tax to help fund ongoing operation of the improvements.

http://santacruzcountyca.igmp2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=1880&MediaPosition=18756.615&ID=11286&CssClass=

Any future development or density changes in this area will require improved stormwater drainage improvement infrastructure and a County commitment to dedicated funding. Please include this information in the EIR to better-inform the public and future decision-making bodies.

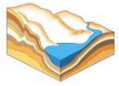
I would like to submit further comment, but have run out of time before the deadline.

Sincerely,

Becky Steinbruner

3441 Redwood Dr.

Aptos, CA 95003



September 30, 2020

Peter Detlefs

Economic Development Coordinator

County of Santa Cruz 701 Ocean Street, Room 520

Santa Cruz, California 95060

Update: ***Chronology of Environmental Conditions Resulting in Required Environmental Mitigation that Decreases Property Value***

Site: **County of Santa Cruz Redevelopment Parcels
1412, 1438, 1500 and 1514 Capitola Road, Santa Cruz** (see *Location Map*, Figure 1)

Standard of care environmental assessment tasks were completed in furtherance of a proposed redevelopment project at the subject site (RRM 2020a, 2020b), dry cleaning solvents were discovered at the site, and a *Vapor Intrusion Mitigation System* plan was designed to be protective of human health and the environment (GeoKinetics, 2020). The design followed standard of care, regulatory agency guidelines established for all property developments (RWQCB-SFB, 2019). A copy of this guidance is included as Attachment A.

1.0 BACKGROUND

Standard of care environmental assessment tasks were completed in furtherance of a proposed redevelopment project at the 3.7-acre subject site⁽¹⁾. Specifically, historical and regulatory research collected as part of a *Phase I Environmental Site Assessment* identified a potential environmental liability attributed to an agency-closed fuel leak located approximately 200 feet east of the subject property (RRM, 2020a). The report concluded:

"It is possible that detectable residual hydrocarbon contamination from the former Live Oak Texaco at 1671 Capitola Road has spread in groundwater and possibly soil vapor, beneath the 1514 Capitola Road parcel."

To address this potential environmental risk, two (2) soil vapor samples were collected on the subject site, along the northeastern property line (RRM, 2020b). The State-certified laboratory results did not contain any significant fuel-related contaminants but instead contained very elevated concentrations of the dry cleaning solvent PCE (tetrachloroethylene).

A follow-up review of historic land use at and in the vicinity of the site identified the likely source of the property line contamination to originate from a former dry cleaning business that previously operated on

¹: The proposed redevelopment project would result in redevelopment of the underutilized site into a mixed-use development consisting of a medical clinic (Santa Cruz Community Health Center) and dental office (Dientes), and 57 affordable residential rental apartments (MidPen Housing Corporation).

**Santa Cruz County Sustainability Update
Planning Commission Study Session #4**

Draft EIR Comments Chronology of Environmental Conditions
Resulting in Required Environmental Mitigation that Decreases Property Value
1412-1514 Capitola Road, Santa Cruz

the adjoining property to the east (i.e., Former Fairway Dry Cleaners, 1600 Capitola Road).

The California Regional Water Quality Control Board Central Coast Region (RWQCB-CCR), as the overseeing agency with jurisdiction for chemical release sites, was notified of the release (GeoTracker, 2020) and provided with a *Workplan to complete an Expedited Site Characterization for an Imminent Multi-use Redevelopment* (WHA, 2020a). In addition, a *Voluntary Cost Recovery* agreement was entered between the County of Santa Cruz (on behalf of the Santa Cruz County Redevelopment Successor Agency) and the RWQCB-CCR.

Confirmation Sampling of Chemical Release (Soil, Soil Vapor and Groundwater Testing)

On February 25, 2020, following notification to the CRWQCB-CCR, forty-four (44) passive soil gas samplers were installed in a grid pattern that extended outward from the northeastern property boundary which is the location of the former Fairway Dry Cleaners. This preliminary site screening confirmed this former Dry Cleaners was the source of a release of the dry cleaning solvent PCE to the subsurface. The highest concentrations of PCE (**1,830 ug/m³**) were detected along the property boundary at levels significantly exceeding risk-based agency threshold limits for commercial and residential land uses (i.e, **67 and 15 ug/m³**, respectively). The grid of shallow passive soil sampling data also showed that concentrations dropped off (attenuated) as you move westward away from the source (figure of plume footprint included as Attachment 2). Follow-up sampling of soil, soil gas, and groundwater samples:

- a) Confirmed encroachment of dry cleaning solvent contamination from the adjoining property to the east. And,
- b) Provided data needed for the design of a vapor barrier system for the proposed multi-use development project.

2.0 CONCLUSION AND RECOMMENDATION

Standard of care characterization sampling of a recently discovered chemical release has confirmed the source of the solvent contamination is from the adjoining property to the east where a dry cleaning business formerly operated (1600 Capitola Road, see Attachment 2). The overseeing regulatory agency concurs the source is on the adjoining property and has recently issued a directive to the adjoining property to start the source characterization and cleanup process (GeoTracker Former Fairway Dry Cleaners, 2020). See Attachment 3.

However, the responsible party (i.e. the property owners) are retired, without funds, and will need to obtain State grant monies, which may take a number of years to qualify. In the meantime, overseeing State and Local agencies (the RWQCB-CCR, and the County of Santa Cruz Health Services Agency) require installation of the *Vapor Intrusion Mitigation System* prior to occupancy of any residential or commercial development at the site.

**Santa Cruz County Sustainability Update
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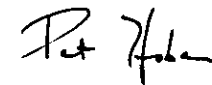
Draft EIR Comments Chronology of Environmental Conditions
Resulting in Required Environmental Mitigation that Decreases Property Value
1412-1514 Capitola Road, Santa Cruz

Limitations: Our service consists of professional opinions and recommendations made in accordance with generally accepted geologic and engineering principles and practices. The analysis and conclusions in this report are based on sampling and testing which are necessarily limited. Additional data from future work may lead to modification of the opinions expressed herein. If you have any questions regarding this report, or any aspect of this project, please contact us at (831) 722-3580.

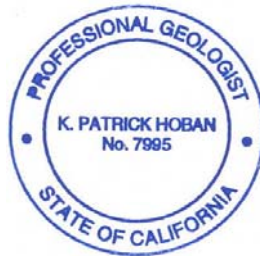
Sincerely,

WEBER, HAYES AND ASSOCIATES

By



Pat Hoban, PG
Principal Environmental Geologist



cc: County of Santa Cruz, Department of Public Works
- Kimberly Finley, Peter Detlefs

- Attachment 1: Agency guidance Development on Properties with a Vapor Intrusion Threat
- Attachment 2: Vicinity Map (aerial) and Active Soil Vapor Results
- Attachment 3: RWQCB-CCR directive: to Initiate Investigation at the Adjoining Property, Former Fairway Dry Cleaners, 1600 Capitola Road, Santa Cruz, August 4, 2020

REFERENCES

California Regional Water Quality Control Board, San Francisco Bay Region (RWQCB-SFB):

- (RWQCB-SFB, 2019) guideline document: *"Fact Sheet: Development on Properties with a Vapor Intrusion Threat"*, July.
 - o https://geotracker.waterboards.ca.gov/view_documents?global_id=T10000014098&enforcement_id=6436799

California Regional Water Quality Control Board, Central Coast Region (RWQCB-CCR):

- (GeoTracker, **SC-Development Properties**): RWQCB-CCR *Public-Right-to-Know* archive of site-specific reports for the 1412, 1438, 1500 and 1514 Capitola Road properties:
 - o https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000014098
- (GeoTracker, **former Fairway Dry Cleaners**) RWQCB-CCR *Public-Right-to-Know* Information regarding the former Fairway Dry Cleaners solvent release site at 1600 Capitola Road:
 - o https://geotracker.waterboards.ca.gov/view_documents?global_id=T10000014098&document_id=6023573

**Santa Cruz County Sustainability Update
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Draft EIR Comments Chronology of Environmental Conditions
Resulting in Required Environmental Mitigation that Decreases Property Value
1412-1514 Capitola Road, Santa Cruz

(References continued)

- (GeoTracker, **Texaco Fuel Leak**): Geotracker Archive of site-specific reports for the Live Oak Texaco fuel leak case at 1671 Capitola Road fuel leak site (reports dated between 1990-2012):
 - o https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0608700286

GeoKinetics Consulting

- (GeoKinetics, 2020) *Vapor Intrusion Mitigation System (VIMS) and the Operating, Monitoring, and Maintenance (OM&M) Plan for the Santa Cruz Community Health Centers and Live Oaks Apartments located at 1412 to 1514 Capitola Road in Santa Cruz*, September 28.
 - o https://geotracker.waterboards.ca.gov/view_documents?global_id=T10000014098&document_id=6029539

Remediation Risk Management, Inc. (RRM) reports regarding 1412, 1438, 1500, and 1514 Capitola Road:

- (RRM, 1994): *Remedial Action Summary Report for 1438 Capitola Road*, October 3.
- (RRM, 2020a): *Phase I Environmental Site Assessment (ESA)*, January 6.
 - o https://geotracker.waterboards.ca.gov/view_documents?global_id=T10000014098&document_id=6017423
- (RRM, 2020b): *Limited Soil Vapor Investigation (Phase II)*, January 20.
 - o https://geotracker.waterboards.ca.gov/view_documents?global_id=T10000014098&document_id=6017424

Weber, Hayes and Associates (WHA) reports for 1412, 1438, 1500 and 1514 Capitola Road, Santa Cruz:

- (WHA, 2020a): *Workplan – Expedited Site Characterization for an Imminent Multi-use Redevelopment*, Feb 17.
 - o <https://drive.google.com/open?id=182qjxIPfFHPRDrzmWrDbf3YC3IVRQFEo>
- (WHA, 2020b): *Update: Passive Soil Gas Sample Results & Planned Follow-up Sampling*, Mar-20.
 - o https://documents.geotracker.waterboards.ca.gov/regulators/deliverable_documents/9783261954/2020-03-20%20Update%20to%20Workplan.pdf

**Santa Cruz County Sustainability Update
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Draft EIR Comments
*Chronology of Environmental Conditions &
Justification for Decreased Property Value
1412-1514 Capitola Road, Santa Cruz*

Attachment 1

CRWQCB-SFB guideline document:

***Fact Sheet: Development on Properties with a Vapor Intrusion Threat
July 2019***

Weber, Hayes & Associates



GAVIN NEWSOM
GOVERNOR

JARED BLUMENFELD
SECRETARY FOR
ENVIRONMENTAL PROTECTION

San Francisco Bay Regional Water Quality Control Board

Fact Sheet: Development on Properties with a Vapor Intrusion Threat – July 2019

The San Francisco Bay Regional Water Board (Regional Water Board) oversees an increasing number of cleanups at properties where volatile organic compounds (VOCs) are present in soil vapor and development is occurring. These VOCs can pose a health threat to building occupants if they migrate into buildings through vapor intrusion (VI). We will continue to require site cleanup where threats to human health or the environment exist. However, we recognize that achieving cleanup standards may take years given currently available remedial technologies, and therefore interim protective measures may be needed. Typically, VI mitigation systems (VIMS) are installed in the interim to mitigate VI threats. VIMS are not a substitute for cleanup. Operation, maintenance, and monitoring (OM&M) and agency oversight are typically warranted to ensure effectiveness. The Regional Water Board's approach to regulating VIMS has evolved since the 2014 release of our *Framework for Assessment of Vapor Intrusion at TCE-Contaminated Sites in the San Francisco Bay Region* (VI Framework). This fact sheet is intended to provide developers, cities, homeowners associations, and the public a summary of expectations for development at sites where VI may pose a threat.

Types of VIMS

Traditional VIMS for the soil vapor intrusion pathway can be divided into two main categories: Subslab Depressurization Systems (SSDS) and Vented VIMS. SSDS rely on active electromechanical means to divert subslab vapors and generate a constant negative pressure beneath a building's slab foundation to prevent contaminated vapors from migrating up into the building. Vented VIMS rely on passive or active mechanisms (e.g., thermal gradients, wind driven ventilation, or powered fans) to dilute vapors beneath the building and vent them into the outdoor air.

MICHAEL MONTGOMERY, EXECUTIVE OFFICER

1515 Clay St., Suite 1400, Oakland, CA 94612 | www.waterboards.ca.gov/sanfranciscobay



Updated Approach to VIMS

In the 2014 VI Framework, the Regional Water Board expressed a preference for passive venting systems, which have fewer moving parts and potentially require less maintenance, and we typically did not require monitoring after occupancy. Since 2014, our concerns about long-term effectiveness of VIMS have increased due to awareness of failures and limited monitoring at buildings with VIMS. We now prefer SSDS for slab on grade design because they provide greater protection and allow for simpler monitoring.

In 2019, the Regional Water Board also updated our approach to VI assessment by providing more stringent soil gas and groundwater VI Environmental Screening Levels (ESLs) based on empirical attenuation factors rather than those determined using the Johnson and Ettinger VI model. We also updated the ESL guidance to recommend verification of VI model predictions and evaluation of the sewer/utility conduit air pathway. See the [ESL Webpage](#) for more information.

Evaluating Effectiveness

For vented VIMS, ongoing monitoring of contaminant concentrations (subslab and/or indoor air) is needed to demonstrate effectiveness. Long-term monitoring of indoor air can be problematic because it requires access permission, is intrusive to occupants, and data interpretation can be challenging due to confounding factors from indoor and outdoor sources of VOCs. For SSDS, the measurement of cross-slab vapor pressure differential can be used to monitor if subsurface vapors are migrating into the building. Pressure differential monitoring can provide real-time, continuous readings more cost effectively than indoor air monitoring. This reduces the need for long-term indoor air monitoring except as a contingency measure.

Evaluating Operational Lifetime

The Regional Water Board encourages active cleanup to reduce or eliminate the ongoing need for VIMS. Therefore, the operational lifetime of the VIMS is related to the cleanup timeframe and may be years to decades until the VI threat is abated. OM&M and Regional Water Board oversight are needed for the entire duration to ensure

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protectiveness. The operational lifetime of the VIMS will depend on site-specific data on the VI threat. An estimate of the operational lifetime should be included in the VIMS plans. The operational lifetime of the VIMS should be reevaluated as part of long-term monitoring reports and 5-year reviews conducted under our oversight. Soil vapor monitoring near the source of pollution where the VIMS is installed provides the best evidence to evaluate the VI threat and evaluate when VIMS are no longer needed. VIMS operation can be discontinued when we determine that the VI threat has ceased.

Regional Water Board Oversight

For cases under Regional Water Board oversight, we should be informed early in the development planning process of VI issues and the need for VIMS. When we concur that VIMS are necessary, we will typically need to review the documents summarized in Table 1, below. All documents should be prepared under the direction of an appropriately licensed professional. In addition, some documents will also require approval by local agencies including, but not limited to; the local building department, local environmental health agency, air quality agency, and local water agency. Local building departments routinely rely on regulatory oversight agency concurrence with milestone documents before granting building permits or approving occupancy.

Table 1. Documents Needed for a VIMS

Document Title	Milestone
VIMS Plan(s) – Including VIMS design, OM&M, contingency plans, and financial assurance.	Pre-construction
VIMS Construction Completion Report – Including as-built drawings	Post-construction and pre-occupancy
Long-Term Monitoring Reports	Ongoing post-construction
Five-Year Review Reports	Every five years post-construction

Financial Assurance

Financial assurance is typically required to ensure sufficient funds are available to operate, maintain, and monitor the VIMS, and pay regulatory oversight cost recovery for the anticipated operational lifetime of the VIMS. Prior to construction, a financial assurance mechanism should be created to fund costs associated with the VIMS (e.g., OM&M, reporting, potential contingency measures, Regional Water Board oversight). Financial assurance may be in the form of a trust fund, surety bond, letter of credit, insurance, corporate guarantee, qualification as a self-insurer by a financial means test, or other acceptable mechanism. A detailed cost estimate should be provided to quantify the amount of the financial assurance needed and should be based on the length of time that residual contamination may pose a vapor intrusion risk, up to 30 years.

Expectations for Regulatory Review Timeframes

For planning purposes, assume the Regional Water Board will need 60 days per submittal for review. Actual review times may vary depending on workload and project complexity (e.g., alternative designs, site complexity). Expectations for our oversight and review timeframes should be explicitly discussed with the site's case manager.

Questions or Comments

For general questions about our VIMS guidance, contact ESLs.ESLs@waterboards.ca.gov. For questions regarding a specific site, contact the Regional Water Board case manager. Contact information for the case manager can be accessed on the [GeoTracker](https://geotracker.waterboards.ca.gov/) database (<https://geotracker.waterboards.ca.gov/>). To request oversight on a project, refer to the "Requesting Oversight" information and complete the new case application on our [Site Cleanup Webpage](https://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/sitecleanupprogram.html#RequestingOversight) (https://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/sitecleanupprogram.html#RequestingOversight).

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*Chronology of Environmental Conditions &
Justification for Decreased Property Value
1412-1514 Capitola Road, Santa Cruz*

Attachment 2

Figure 1: Vicinity Map (aerial)

**Figure 2: Soil Vapor Results
- Isocontour Map of Soil Vapor Detections**

Weber, Hayes & Associates



Vicinity Map
Supplemental Property Screening Assessment

Site: County of Santa Cruz Redevelopment Parcels
Address: 1412, 1438, 1500 and 1514 Capitola Road, Santa Cruz

Date: April 2020

REVISIONS/NOTES:

Project 2009
1
FIGURE

WHA
WEBER, HAYES & ASSOCIATES
Hydrogeology and Environmental Engineering
120 Westgate Drive, Watsonville, CA
831.722.3580 / www.weber-hayes.com



APPROXIMATE SHALLOW
GROUNDWATER FLOW DIRECTION
(Based on monitoring well at
1671 Capitola Road)

Capitola Road

Leila Court

FIGURE
Supplemental Property Screening Assessment
Isocontour Map - PCE at 15-ft
Site: County of Santa Cruz Redevelopment Parcels, Santa Cruz
Address: 1412, 1438, 1500 and 1514 Capitola Road, Santa Cruz
Date: April 2020
REVISIONS/NOTES:
Project 2/009

WHA
WEBER, HAYES & ASSOCIATES
Hydrogeology and Environmental Engineering
120 Westgate Drive, Watsonville, CA
831.722.3580 / www.weber-hayes.com

EXHIBIT G

Explanation

Underlay Map = Passive Vapor Sample Concentrations from Figure 4

▲ = Active Soil Gas Sample (760 ug/m³)

Equal-Concentration Contours (approximate)

- = PCE > 1,000 ug/m³
- = PCE > 100 ug/m³
- = PCE > 10 ug/m³

Contaminant Threshold Limits (land use limits)

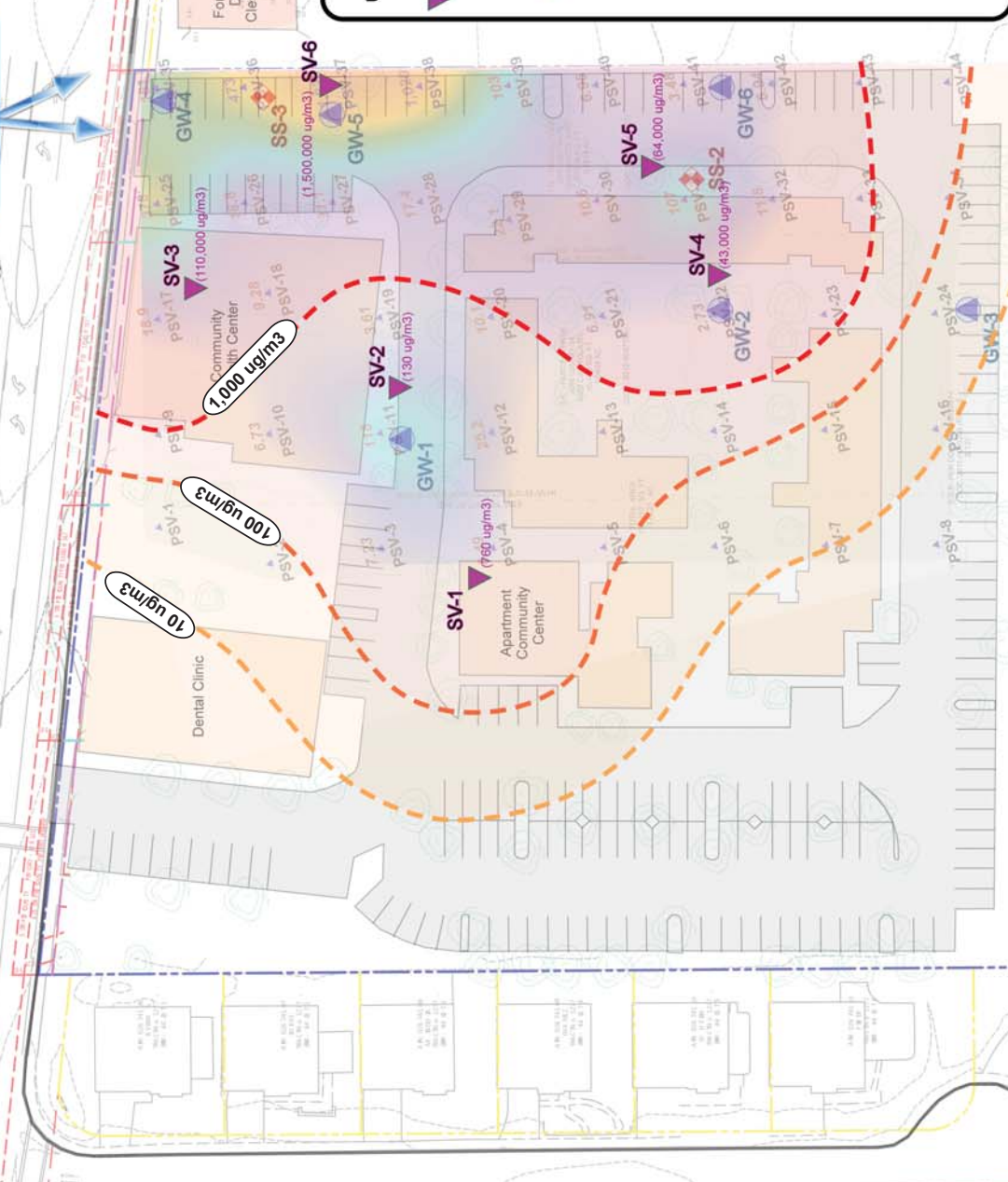
- Commercial / Residential -
- PCE = 67 / 15 ug/m³

(see Table 4 for additional details)

1,000 = Passive Sample Location and results (in ug/m³)
See Figure 5 for Results

PSV-15 = Proposed Groundwater Grab-Sample Location
See Figure 4 for Results

◆ = Proposed Exploratory Soil Core/Sample Location



**Santa Cruz County Sustainability Update
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*Chronology of Environmental Conditions &
Justification for Decreased Property Value
1412-1514 Capitola Road, Santa Cruz*

Attachment 3

**RWQCB-CCR directive: to Initiate Investigation at the Adjoining Property
Former Fairway Dry Cleaners, 1600 Capitola Road, Santa Cruz
August 4, 2020**

https://geotracker.waterboards.ca.gov/view_documents?global_id=T10000014098&document_id=6023573

Weber, Hayes & Associates



Central Coast Regional Water Quality Control Board

August 4, 2020

17th & Capitola, LP
Huei Hsien Sally Chang
Chuan Sheng Frank Chang
1818 Harper Street
Santa Cruz, CA 95062

Certified Mail 7019 0700 0001 7649 9905

Dear Mr. Chang:

**SITE CLEANUP PROGRAM: FORMER FAIRWAY DRY CLEANING AND LAUNDRY,
1600 CAPITOLA ROAD, SANTA CRUZ, SANTA CRUZ COUNTY – REQUIREMENT
TO SUBMIT AN INVESTIGATION WORK PLAN AND COMPLETED
QUESTIONNAIRES PURSUANT TO CALIFORNIA WATER CODE SECTION 13267**

On April 16, 2020, the Central Coast Regional Water Quality Control Board (Central Coast Water Board) received a data submittal package¹ prepared by Weber, Hayes & Associates for a redevelopment project at 1412, 1438, 1500, and 1514 Capitola Road², Santa Cruz. Weber, Hayes performed the site characterization at the County of Santa Cruz Department of Public Works' request because volatile organic compounds, including the dry-cleaning solvent tetrachloroethylene (PCE), were detected in shallow soil vapor samples on the 1500 and 1514 Capitola Road properties in March 2020.

The Central Coast Regional Water Quality Control Board (Central Coast Water Board) and the County of Santa Cruz Environmental Health oversee cleanup of waste discharges at properties throughout the County of Santa Cruz. Our regulatory oversight of the proposed development on Capitola Road has produced information that indicates 17th & Capitola, LP owns the parcel at 1600 Capitola Road, APN 019-028-15. Weber, Hayes provided information that Fairway Dry Cleaning and Laundry operated at APN 019-028-15 from 1964 to 1971, during which time it may have discharged dry-cleaning wastes to waters of the State. This letter is an order that requires you to take specific actions per a defined schedule as described below. The Central Coast Water Board may assess significant monetary penalties for failure to comply with this order, so please read this order carefully and contact us at the numbers indicated below if you have questions.

¹ The data submittal package: *Soil Vapor, Groundwater and Soil Sample Results – Expedited Site Characterization for an Imminent Multi-Use Development* can be found at this link:

<https://geotracker.waterboards.ca.gov/?url=0sdbm>

² More information about the development project can be found at this link:

https://geotracker.waterboards.ca.gov/regulators/screens/menu?global_id=T10000014098

DR. JEAN-PIERRE WOLFF, CHAIR | MATTHEW T. KEELING, EXECUTIVE OFFICER

As detailed in Weber, Hayes' data submittal package, the highest soil vapor concentration of PCE was detected along the northeastern property boundary of 1514 Capitola Road in PSV-37 at 1,830 $\mu\text{g}/\text{m}^3$, which is above both residential and commercial environmental screening levels³ for PCE, which are 67 $\mu\text{g}/\text{m}^3$ and 15 $\mu\text{g}/\text{m}^3$. In addition, the highest groundwater concentration of PCE was detected in GW-6 at 192 $\mu\text{g}/\text{L}$, which is above the California Maximum Contaminant level⁴ for PCE (5 $\mu\text{g}/\text{L}$). The data submittal package and other reports produced for the development at Capitola Road indicate that PCE and other volatile organic compounds that may have originated from historical dry-cleaning operations at APN 019-028-15 have been discharged to the development properties.

To evaluate if APN 019-028-15 is the source of the PCE and dry-cleaning solvents found at the development properties, the Central Coast Water Board requires 17th & Capitola, LP to submit a work plan to investigate the presence and distribution of dry-cleaning solvents in soil vapor, soil, and groundwater. A work plan for this investigation is required by **September 30, 2020**. As part of the work plan, you must also include the completed questionnaires attached to this letter.

Legal Requirements

the Central Coast Water Board suspects that discharges of volatile organic compounds have occurred at APN 019-028-15 and that dry-cleaning solvents have degraded the local groundwater quality in this area.

This order identifies 17th & Capitola, LP as the fee title owner and the party responsible for the suspected discharge due to the type of operation and the nature and concentrations of the wastes at and near the property.

Section 13267(b)(1) of the California Water Code states, in part:

In conducting an investigation, the regional board may require that any person who has discharged, discharges, or is suspected of having discharged or, discharging, or who proposes to discharge waste within its region shall furnish, under penalty of perjury, technical or monitoring program reports which the regional board requires. The burden, including costs, of these reports shall bear a reasonable relationship to the need for the report and the benefits to be obtained from the reports. In requiring those reports, the regional board shall provide the person with a written explanation with regard to the need for the reports and shall identify the evidence that supports requiring that person to provide the reports.

Pursuant to section 13267(b) of the California Water Code, the Central Coast Water Board requires that 17th & Capitola, LP submit the following **by September 30, 2020**:

- 1) Completed Chemical Use and Storage Questionnaire, Attachment 1.
- 2) Completed Site Audit Questionnaire, Attachment 2.

³ Information about San Francisco Bay Environmental Screening Levels can be found at this link: https://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/esl.html

⁴ Information about California Maximum Contaminant Levels can be found at this link: https://www.waterboards.ca.gov/drinking_water/certlic/drinkingwater/Chemicalcontaminants.html

- 3) Any information regarding former Fairway Dry Cleaning and Laundry operations and redevelopment of the parcel or change of use from a dry-cleaning to coin-operated laundry business.
- 4) Any maps or drawings showing the layout of current or historical business operations. For example, identify the location of existing utility lines, any former dry-cleaning equipment, underground used-oil storage tanks, heating oil tanks, sumps, clarifiers, etc. on APN 019-028-15.
- 5) An investigation workplan to evaluate whether chemicals were discharged to the environment from operations conducted historically or currently on parcel 019-028-15. The work plan must be prepared by a professional geologist or engineer licensed in California. The Central Coast Water Board suggests that you propose the installation of at least eight soil vapor, soil, and/or groundwater monitoring wells and propose to collect samples from each of these media.

The above items shall be submitted **by September 30, 2020**, to the Central Coast Water Board at dan.niles@waterboards.ca.gov, County of Santa, Environmental Health at John.Gerbrandt@santacruzcounty.us, and uploaded to the State Water Resources Control Board's GeoTracker database at this internet link: <http://geotracker.waterboards.ca.gov/?qid=T10000015553>

Additional Legal Requirements

The Central Coast Water Board, under authority of California Water Code section 13267, subdivision (b)(1), requires you to include a perjury statement in all reports submitted under the 13267 order. The perjury statement shall be signed by a senior authorized company representative (not by a consultant). The perjury statement shall be in the following format:

I, [NAME], certify under penalty of law that this document and all attachments were prepared by me, or under my direction or supervision, in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

The State Water Board adopted regulations (Chapter 30, Division 3 of Title 23 & Division 3 of Title 27, California Code of Regulation) requiring the electronic submittal of information for all site cleanup programs, starting January 1, 2005. To comply with the above referenced regulation, you are required to upload all technical reports, documents, and well data to GeoTracker⁵ by the due dates specified in the Central Coast Water Board letters and orders issued to you or for the property. However, we

⁵ All of the information on electronic submittals and GeoTracker contacts can be found at http://www.waterboards.ca.gov/ust/electronic_submittal

may request that you submit hard copies of selected documents and data to the Central Coast Water Board in addition to electronic submittal of information to GeoTracker.

This order is made pursuant to the provisions of section 13267 of the California Water Code. Pursuant to section 13268 of the California Water Code, a violation of an order made pursuant to California Water Code section 13267 may subject you to monetary civil liability of up to \$1,000 per day.

The historical information and work plan required by the Central Coast Water Board is needed to evaluate the extent of discharges of wastes in groundwater beneath and potentially migrating from the subject parcel. 17th & Capitola, LP is required to submit these reports because soil vapor and groundwater wastes have been detected adjacent to your parcel. Current and historical business operations at the subject parcel may be the source of the wastes in soil vapor and groundwater. More detailed information is available in the Central Coast Water Board's public file on this matter and on the GeoTracker database.

The burdens, including costs, of these reports bear a reasonable relationship to the need for the reports and the benefits to be obtained from the reports. The information is necessary to determine the nature and scope of the discharges of waste at and near the property that have impacted the beneficial uses of waters of the state.

The issuance of this order is an enforcement action by a regulatory agency and is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to section 15321(a)(2), Chapter 3, Title 14 of the California Code of Regulations. This order requires a review of technical and/or monitoring reports and work plans. The proposed activities under the work plans are not yet known. It is unlikely that implementation of the work plans associated with this order could result in anything more than minor physical changes to the environment. If the implementation may result in significant impacts on the environment, the appropriate lead agency will address the CEQA requirements prior to implementing any work plan.

Any person affected by this action of the Central Coast Water Board may petition the State Water Board to review the action in accordance with section 13320 of the California Water Code and Title 23, California code of Regulations, Section 2050. The petition must be received by the State Board within 30 days of the date of this order. Copies of the law and regulations applicable to filing petitions are available at the State Water Board web site.⁶

If you have any questions, please contact Dan Niles at (805) 549-3355 or by email at dan.niles@waterboards.ca.gov or Sheila Soderberg at (805) 549-3592.

Sincerely,

for Matthew T. Keeling
Executive Officer

⁶ State Water Resources Control Board petition instructions:
https://www.waterboards.ca.gov/public_notices/petitions/water_quality/wqpetition_instr.shtml

**Santa Cruz County Sustainability Update
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Draft EIR Comments**

17th & Capitola, LP

August 4, 2020

Attachment 1: Chemical Use and Storage Questionnaire

Attachment 2: Site Audit Questionnaire

cc:

Kimberly Finley, County of Santa Cruz, Kimberly.Finley@santacruzcounty.us

Julie Conway, County of Santa Cruz, Julie.Conway@santacruzcounty.us

John Gerbrandt, County of Santa Cruz, John.Gerbrandt@santacruzcounty.us

Pat Hoban, Weber, Hayes & Associates, pat@weber-hayes.com

Dan Niles, Central Coast Water Board, dan.niles@waterboards.ca.gov

Sheila Soderberg, Central Coast Water Board, sheila.soderberg@waterboard.ca.gov

Harvey Packard, Central Coast Water Board, harvey.packard@waterboards.ca.gov

Water Board internal file: r:\rb3\shared\scp\sites\santa cruz co\santa cruz\1600 capitola road - fairway dry cleaners\08-03-2020_scp_fairwaydc_13267order.docx

GeoTracker file: <http://geotracker.waterboards.ca.gov/?gid=T10000015553>

BizFlow Task A07000 Site Cleanup Program

Wayne A. Thompson, M.Ed., B.A. Sc.
Principal Paleontologist, Pacific Paleontology

Curriculum Vitae

350 Bean Creek Rd., Scotts Valley, CA 95066

715 Lily St, Monterey, CA 93940

(831) 535-8545, @wathompson, @canaturalhist

[DigitalBusinessCard](#)

<http://wthompson-adventuresintime.blogspot.com/>

SUMMARY

- **Four decades* of experience in Santa Cruz and Monterey County stratigraphy and paleontology.
- **USGS Research Associate* in DSDP Gulf of Aden & North Slope projects, Menlo Park, CA
- *Familiarity with Federal, California, County, and City paleontological **regulatory statutes**.
- **Museum Research Associate*, University of California, Museum of Paleontology, Berkeley, California.
- *Knowledgeable in Initial Identification and Evaluation Reports, and **mitigation plans and reports**.
- **Museum Research Associate*, Dept. Invertebrate Zoology & Geology, CA Academy of Sciences.
- **Knowledge & ability* in stratigraphic mapping & interpretation of sedimentary sequences.
- *Skilled in **vertebrate and invertebrate** fossil recognition, extraction, consolidation, and identification.
- **Santa Cruz City Museum Collections*: acquiring, preparing and cataloging fossils, designing exhibits.
- *Experienced in all aspects of paleontological **site monitoring, lab management, & technical research**.
- *Skilled in **vertebrate** and invertebrate fossil **collection, preparation, casting and preservation**.
- *Ability to effectively manage *fossil collections*, networking with museums, colleagues, for research.
- **Ba.Sc. Paleontology, Honors*, U.C. Berkeley.

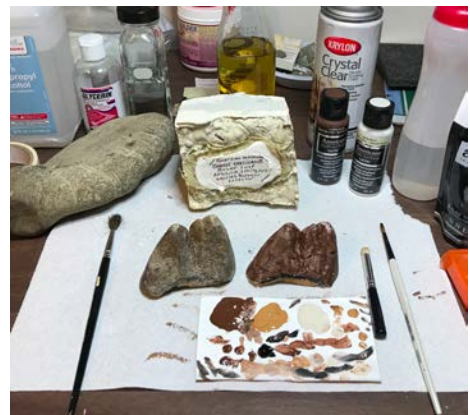
GOAL:

Paleontological Resource Mitigation in the Monterey Bay Area

The regulatory landscape of mitigation paleontology in the Monterey Bay Area is changing significantly in the coming year due to regulatory modification happening to CEQA and mitigation recommendations from the Society of Vertebrate Paleontology, which has been driving mitigation paleontology in California for the past 20 years. For example, with the advent of the upcoming Santa Cruz County Sustainability Report work there is a significant need to have professional paleontologists with an extensive local background of the evolutionary history of life in the Monterey Bay on site during construction projects. A professional paleontologist is someone who is published in paleontology, educated and degreed, experienced in both field and research, and employed in the paleontological profession. Geologists and Archeologists are traditionally not trained to this degree. It would add regulatory capacity to the operations that are about to take place with the Sustainability Update statute improvements. I am a Santa Cruz native and have lifelong interests, experiences, skills, knowledge, and abilities in Coastal Zone Paleontological work here in Santa Cruz and Monterey Counties and I am forming a paleontological mitigation B-Corp that will be filtering into k-16 education, recreation, arts and culture, historic, basic applied scientific research, resource preservation, and more that will emphasize alignment to regulatory mandates and recommendations for mitigation that will preserve in perpetuity for the public the evolutionary history of life in the Monterey Bay.

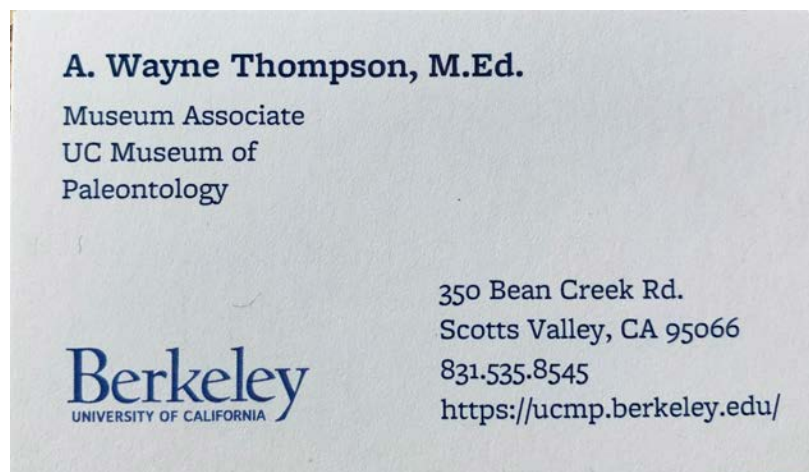
Technical Research, Publications, Manuscripts, Projects, Grants

- ✓ [Invertebrate Taphofacies Sequence Stratigraphy of the Northern Monterey Bay Purisima Formation](#), publication in process.



Santa Cruz County Sustainability Update Planning Commission Study Session #4

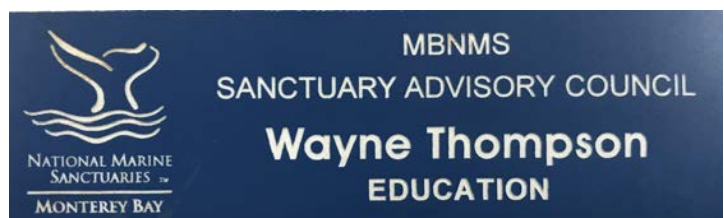
- ✓ [Biostratigraphy of the Purisima Formation \(Miocene-Pliocene\), Along Monterey Bay, Central California](#), publication in process with Charles L. Powell, II, Austin Hendy, & Frank Perry
- ✓ [Mastodon \(*Mammot americanum*\) Populations of California, with New Records from Santa Cruz County](#), Santa Cruz City Museum of Natural History, UCMP Paleobios publication in process
- ✓ New Mollusca Species from the Pliocene part of the Purisima Formation exposed along northern Monterey Bay, central California, The Nautilus, publication in process with Charles Powell
- ✓ [An Unusual Molluscan faunule from the Upper Part of the Monterey Formation \(middle to late Miocene\) in Arroyo Seco, Monterey County, Central California](#), coauthored with Charles L. Powell, Emeritus, USGS.
- ✓ **3D Photogrammetric rendering** of stratigraphy and rockfall data in the Purisima Formation., Capitola.
- ✓ With Lisa White, [The Use of Virtual Field Experiences in the Purisima Formation of Coastal California for Scientific Study, Public Outreach, and K-12 Education](#), 25 September, 2019
- ✓ **Bringing Caminalcule Evolution into the 21st Century: 3D STEAM-ifying a Classic Evolutionary Pattern Modeling Lab** with the [iDigFossils](#) UFL team and ms students, project funding by NSF.
- ✓ [Foraminiferal Biostratigraphy of the Pliocene Purisima Formation](#); Implications for Age and Depth Analyses of Sediments from northern Monterey Bay, Santa County, publication in process.
- ✓ [Virtual Field Trip to the Pliocene Purisima Formation](#), Capitola, CA, Reviewer & Collaborator, EPICC-UCMP; University of California Museum of Paleontology, Virtual Field Experience; Lisa White, Coordinator, engaging students through basic field digital data collection, work in process.
- ✓ **A Pliocene Whale** from the beach cliffs at Capitola, CA, [Santa Cruz City Museum of Natural History](#).
- ✓ **Vertebrates of the Santa Margarita Formation**, Miocene, Scotts Valley CA, [Santa Cruz City Museum of Natural History](#), publication in process.



✓ [The Hyoid and Associated Skeleton of an Unnamed late Pliocene Odontocete](#) from the Purisima Formation of Santa Cruz County, CA, [University of California at Berkeley, Dept of Paleontology](#), publication in process.

✓ [Shell Morphology Ecoclines of *Anadara trilineata* \(Bivalvia, Arcidae\) from Capitola and Its Significance in Paleoecology](#), [University of California at Berkeley, Department of Paleontology](#).

- ✓ **Sharktooth Hill Bonebed**, Excavations in a Pliocene vertebrate fauna from Bakersfield, CA, [Los Angeles County Museum of Natural History, Department of Paleontology](#).
- ✓ **Dinosaurs from the Hell Creek Formation**, eastern Montana, [U.C. Berkeley, Department of Paleontology](#). Summer field work with Bill Clemens. Discovered *Triceratops* skull, now in UCMP Library exhibit.
- ✓ **Summer Field work Searching for Supersaurus**, Dry Mesa Colorado, University of Utah, Provo, [Department of Vertebrate Paleontology](#). Summer field work.
- ✓ **A New Pliocene Whale** from the Terwer Valley, Humboldt County, CA.
- ✓ **Red Alder Ecology** in Relation to Flow Changes in the San Lorenzo River, Santa Cruz County, CA, [University of California at Santa Cruz](#).
- ✓ **Sea Water Analysis** of Santa Cruz Harbor in Relation to Mass Fish Die-Offs, Implications for Bottom Water Circulation.



**Santa Cruz County Sustainability Update
Planning Commission Study Session #4
Draft EIR Comments**

A. Wayne Thompson
Museum Research Associate

Department of Invertebrate Zoology and Geology
California Academy of Science, San Francisco, CA
<https://www.calacademy.org/>
wthompsonctems@gmail.com, 831-535-8545



SKILL AREAS:

Leadership

- *Effective in creating new **opportunities**, motivating, public speaking, and mentoring.
- *Encourage alignment with the organization's **mission statement** at all levels.
- *Skilled in **defining goals** and developing a vision of unity and shared values.
- *Successfully organize and execute around **balanced priorities** with integrity.

Management

- *Ability to effectively navigate **sensitive situations** with attention to confidentiality.
- *Broad range of **human resources experiences**, confident and straightforward in approach.
- *Effective time management, concentrating on **priorities** and setting realistic goals.
- *Able to skillfully manage around **deadline** and heavy workload situations.



Purisima Fm. vertebrates; <https://youtu.be/cta1NNJLaR0>

Fossil Recovery, Site Monitoring, Acquisition, Preparation, Curation, Archiving, & Stewardship

- *Sensitive to **regulatory laws** concerning fossil collecting, especially vertebrates.
- *Skilled and experienced in [field mapping specimens](#), digital and handwritten **field notes**.
- *[Section mapping and interpretation](#) experience allows accurate stratigraphic interpretations.
- *[Specimen extraction](#) experience from molluscs to dinosaurs, from DSDP forams to whales.
- *Knowledge and ability in post-fieldwork **specimen preparation techniques**, including [casting](#).
- ***Over four decades of** experience in personal, museum, and USGS curation of specimens.

Federal, State, County, and City Paleontological Regulatory Ordinances and Statutes.

- *Familiarity with Title 54 Code of Federal Regulations and Proposed CFR Title 49 mandates.
- *Understanding of PRPA (2009), FLPMA (1976), NEPA (1969), NHPA (1966), FHA (1935), and the Antiquities Act of 1906.
- *Knowledgeable about CEQA, the California Coastal Act of 1976, and the CPRC in general.
- *Familiarity with the Santa Cruz County Sustainability Plan, EIR Report, and the City of Santa Cruz Public Resources Code §5097.5 governing paleontological resource mitigation.

**Santa Cruz County Sustainability Update
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Reporting Protocols: Identification Reports, Evaluation Reports, Mitigation Plans and Reports.

- *Familiarity with Regulatory Setting, Preliminary Identification, and Evaluation Reports
- *Knowledgeable in Mitigation Plans and Reports.
- *Focus on Stewardship Summaries, Educational Service, Museum Acquisition and Networking.

Familiarity with Relevant Literature

- *Murphey, Paul, et. al. 2019. A Foundation for Best Practices in Mitigation Paleontology. Proceedings of the San Diego Soc. Nat. Hist. 47(1); p.p. 1-43.
- *Murphey, Paul, et. al. 2014. A Foundation for Best Practices in Mitigation Paleontology. Research Gate Pub.
- *PG&E, 2014, "Paleontological Resources Standards and Procedures" by Pacific Gas and Electric Company, 3401 Crow Canyon Road, San Ramon, CA 94583
- *Society of Vertebrate Paleontology (SVP), 1995, Assessment and mitigation of adverse impacts to nonrenewable paleontological resources -- standard guidelines: Society of Vertebrate Paleontology News Bulletin, no. 163, p. 22-27.

Analytical Thinking, Complex Problem-Solving, Communication, Facilitation, and Teaching Ability

- *Ability to accommodate **multiple skill levels** and promote commitment through involvement.
- *Enable others to define **personal goals** and develop a vision of shared values.
- *Promote a paradigm of **integrity** based on a sense of quality and commitment.
- *Diversity in teaching method accommodates a wide range of **learning modalities**.
- *I utilize a variety of **teaching styles** such as inquiry, PBL, cooperative learning, and discovery.

EDUCATION

B.A.Sc. Paleontology (Honors), U.C. Berkeley, Dept. of Paleontology --(09/82-06/84)
M.Ed. Leadership and Administration, San Jose State University—(08-2009)
B.S. Biology (equiv.), U. C. Santa Cruz--(09/88-06/89)
A.S. General Science, Cabrillo Community College, Aptos--(09/79-06/82)



**Santa Cruz County Sustainability Update
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EMPLOYMENT

Laboratory Research Associate (12/1984-08/1988); 4 years

Department of the Interior, United States Geological Survey, 345

Middlefield Rd., Menlo Park, CA (415-329-4972), Dr. Kristin McDougall, Lead.



Museum Associate (6/1978-8/1982); 4 years

**Santa Cruz City Museum of Natural History, 1305 East Cliff Dr, Santa Cruz, CA
(831-420-6115), Frank Perry, Co-worker; Charles Prentiss, Curator**

Science Teacher (10/1996-4/2004); 8 years

**Fortuna Union High School, 379 12th St. Fortuna, CA
(707-725-4461) Mr. Marty Mathiesen, Principal**

Science Teacher and Department Chair (08/2008-2/2022); 14 years

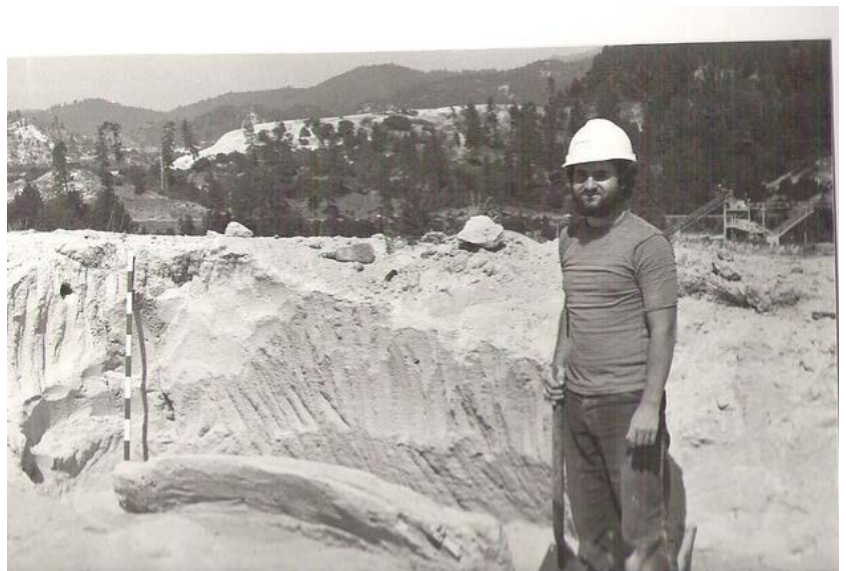
**C.T. English Middle School, 23800 Summit Rd., Los Gatos, CA
(408-353-1123) Ms. Lisa Fraser, Superintendent**

ADJUNCT & VOLUNTARY POSITIONS

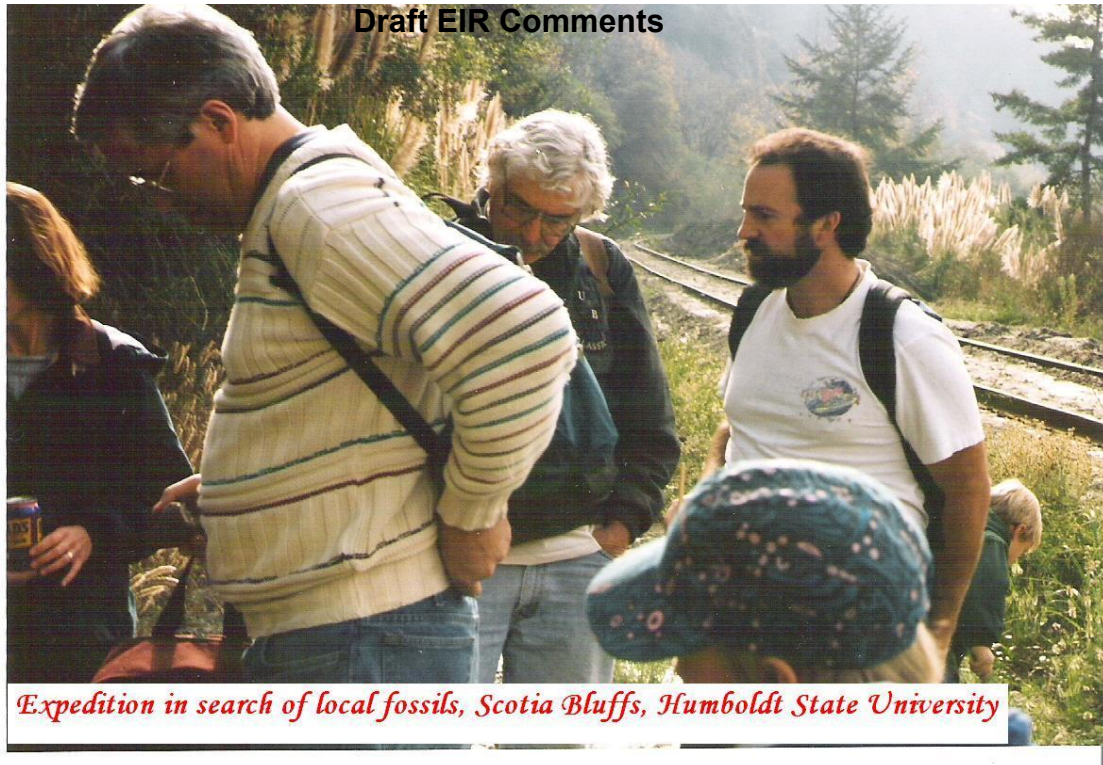
**Research Associate,
University of California
Museum of Paleontology
(UCMP), Current**

**University of
California, Berkeley, CA**

**Research on the
vertebrate paleontology of
Santa Cruz & San Mateo
Counties**



**Santa Cruz County Sustainability Update
Planning Commission Study Session #4
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Research Associate, California Academy of Sciences, Current

San Francisco, CA

Research into the invertebrate paleontology of Santa Cruz & San Mateo Counties

Vice Chair, Sanctuary Education Panel, (8/2011-9/2012)

Monterey Bay National Marine Sanctuary,

Simona Bartle, Chair, sbartl@mlml.calstate.edu

iDigFossils Presenter (July, 2017)

Santa Cruz County Office of Education, Santa Cruz

Presented lesson on NGSS Modeling of Evolution and Field Trip to Capitola Beach, CA

iDigFossils Teacher Leader (May, 2018-present)

Univ. of Florida, School of Teaching
and Learning, Pavlo Antoneko, Principal

Investigator, P.O. Box 117048,
Gainesville, FL, (352) 273-4176



Wayne Thompson: Paleontologist

September 8, 2019



<https://www.santacruzmuseum.org/wayne-thompson-paleontologist/>

Memberships and Professional Associations, Past & Present

- ✓ Society of Vertebrate Paleontology
- ✓ Society for Materials & Methods in Paleontology
- ✓ California Association of Environmental Professionals, Monterey Bay Chapter
- ✓ U.C. Santa Cruz Alumni Association
- ✓ U.C. Berkeley Alumni Association
- ✓ Museum Research Associate, UCMP (University of California Museum of Paleontology)
- ✓ Research Associate, CAS (California Academy of Sciences)

PROFESSIONAL REFERENCES

- **Charles Powell**, Emeritus Paleontologist, U.S. Geological Survey, Menlo Park, CA, Associate for 34 years. 408-679-1612
- **Lisa D. White**, Education & Outreach, U.C. Berkeley Museum of Paleontology, CA, Associate for 34 years. 415-987-7064
- **Austin Hendy**, Collections Manager, Department of Invertebrate Paleontology at the Natural History Museum of Los Angeles County, Associate for 4 years, 310-851-4764
- **Christina Garcia**, Invertebrate Zoology and Geology Collections Manager, California Academy of Sciences. Associate for 4 years.

**Santa Cruz County Sustainability Update
Planning Commission Study Session #4**

- **Mary McGann**, Research Paleontologist, Pacific Coastal and Marine Science Center, U.S. Geological
- **Kathleen Aston**, Collections Manager, Santa Cruz Museum of Natural History. Associate for 4 years.

Sierra

THE MAGAZINE OF THE SIERRA CLUB

CLIMATE & ENERGY

LANDS & WATERS

ADVENTURE

LIFESTYLE

MAGAZINE

DONATE



Paleontologist Wayne Thompson | Photos by Gabriela Hasbun

Field-Tripping Adults Chase Megalodon in Monterey Bay **How I traveled through time during the pandemic**

<https://contentdev.sierraclub.org/sierra/2021-2-summer/field-trip/field-tripping-adults-chase-megalodon-monterey-bay>



Wayne Thompson, Research Gate

DIGITAL BUSINESS CARD

EDUCATION * RESOURCES COORDINATION * CONSERVATION



FOSSIL TALK

NORTHERN CALIFORNIA
PALEONTOLOGICAL SOCIETY

Vol. 1 * No. 2 February 1993

We Must be Doing Something Right!

The last meeting of the Northern California Paleo Society had close to 40 in attendance for a record turnout in January! Dr. Doris Niles delivered a slide show on Humboldt County fossils and Wayne Thompson spoke on some of the sites we know of which preserve entire faunas.

We also established several new committees which will be responsible for the inner workings of the society:

Newsletter Committee

all the support we've shown to-date with a field trip or potlach in March--give us your suggestions at the February 23 meeting.

Please send in your dues contribution now to ensure that our group continues to meet and that your name remains on the newsletter mailing list.

We're also in need of

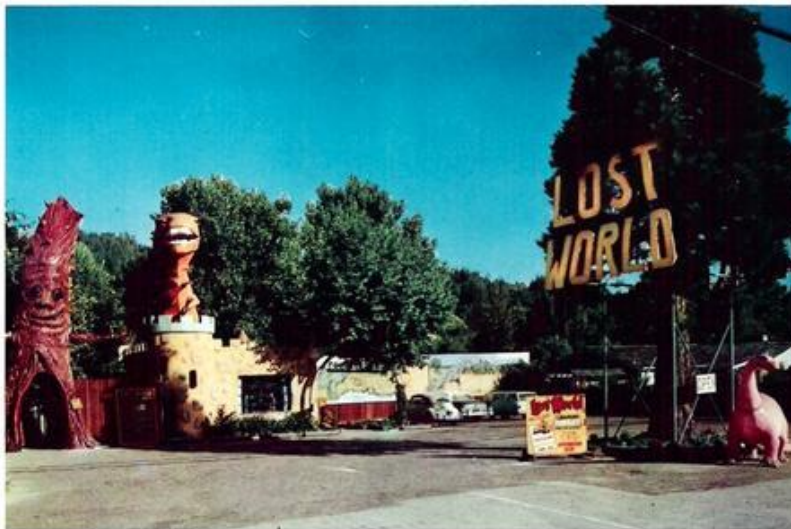
without a strong newsletter to get information to our members the group will be much less effective. So, please tuck some cash away for the meeting at the end of the month or mail your subscription in now. There is a membership application included in this newsletter mailing.

We also spoke about the idea of having a joint meeting between NCPS (thats us) and the Sierra Club as well as the Redwood Camera Club. The general consensus at

The Lost World

A Childhood of Adventure

from *"The T. rex & the Apple Orchard"* by Wayne Thompson



STORYBOOK LAND

One part of Dinosaur Land was the fanciful "Storybook Land" in which dinosaurs and other extinct creatures came to life to form a musical ragtime band, a city jail complete with jailed cave men and dinosaur guards, and

other magical scenarios.

Storybook Land was for three young kids the gateway to Carbonero Creek a once-wild and untouched area of Scotts Valley where rich deposits of turtles and arrowheads could be found.

THE ENCHANTED FOREST

The Enchanted Forest, also known as the Tree Circus and Mystery Forest, was the creation of Axel Erlandson, a farmer from Turlock, CA, whom my father Larry met in the late 1950's. I spent half my childhood growing up in the Enchanted Forest. They struck up a friendship and when Axel could no longer care for his



incredible creations my father purchased the Circus and built the Lost World around them so that passers-by on Hwy 17 would see the large dinosaurs and be attracted to the Forest. These 70 incredible trees were each a unique friend to a young and impressionable boy who grew up in the forest.

Dinosaur Land

This area of the Lost World Amusement Park was where I spent the first 18 years of my life as a young boy. Growing up in a somewhat "real life" Jurassic Park provided countless hours of wonder and a myriad of whimsical stories. I remember when the motors inside the animatronic Triceratops would break down my brother and I would jump for joy because it meant we could climb inside the belly of the huge beast to rock the giant I-beams supporting the head and growl in our best dinosaur voice for the customers strolling through the park.

Wayne Thompson



PAGE 1

Santa Cruz County Sustainability Update Planning Commission Study Session #4 Draft EIR Comments

GROWING UP WITH DINOSAURS AND ENCHANTED TREES

APRIL 8, 2010

GREETING THE PUBLIC AS THEY ENTERED THE LOST WORLD



Favorite Friend; A cave boy.
Best conversation as a kid; My animatronic tree; with my mom on the other end at the microphone greeting customers.

The Castle at the Lost World is where I grew up. There was a gift shop in front and our quarters to the rear. I remember best spending summer nights in the park. The entrance to the park via our animatronic tree; it would bat its eyelashes, move its "limbs" and we would talk to customers through the microphone. The Triceratops with the goldfish pond below it was my favorite reading spot after school. It was a signature attraction and I remember it arriving on the long tractor trailer one day when I was less than five. Dino the baby "brontosaurus" was a favorite of children for photographs. My mother's belt from one of her

dressess formed the leash harness. This tree still stands today at the front of Gene Bustichi's Tree Circus Center on Scotts Valley Drive



The Lost World was filled with magic and wonder for the children who grew up in the Enchanted Forest, Storybook Land, and Dinosaur Land.

ANATOMY OF THE ENTRANCE

This is the castle where I lived growing up.

Entrance to the park via our animatronic tree.

I remember playing on these huge redwood rounds as a boy.



This tree still stands today.

The Triceratops with the goldfish pond below it was my favorite reading spot after school.

Dino the baby "brontosaurus"



A WORLD OF WONDER

Little did I know it at the time but in a very fundamental way my experience with dinosaurs, sunday school, and the sense of place I was immersed in while my mother ran the park would sculpt my dichotomous world-view for years to come and allowed me a perspective of life that would be difficult to duplicate today; all childhoods are unique.

PAGE 2

**Santa Cruz County Sustainability Update
Planning Commission Study Session #4**

DEIR 4/22 County OSC Review

**Wayne Thompson
Pacific Paleontology**

I would like to thank the County of Santa Cruz for allowing review of this DEIR. I am a native Santa Cruz resident and paleontologist and was raised in an amusement park filled with actual-sized animatronic dinosaurs that my family built in Scotts Valley in the early 1960's; "The Lost World" and "Tree Circus".

I became a paleontologist at U.C. Berkeley and worked in paleontological research for the U.S. Geological Survey early in my career and have been teaching Science in k-16 classrooms for the past 25 years. I am retiring this year and building a paleontological mitigation company, Pacific Paleontology, here in Santa Cruz.

There are currently no paleontologists working in mitigation paleontology in the Monterey Bay area; all of that work being infilled with archeologists and geologists. I am looking forward to working with our local community, our municipalities, k-16 schools, our local residents in building a sustainable Santa Cruz, and continuing my work and research with our local museums; the Santa Cruz Museum of Natural History, the California Academy of Sciences, the University of California Museum of Paleontology, among others.

I commend the efforts of all the stakeholders in this DEIR, the County of Santa Cruz, Dudek, and others in making mitigation paleontology in our community a priority. Mitigation Paleontology as a practice and legislative endeavor has been my passion for many years now and I am looking forward to contributing to the process here in Santa Cruz now that I have the time and resources.

The DEIR looks great from a Paleontological standpoint, however I have a few concerns. Regretfully, some of these may simply be due to my unfamiliarity with the process and structure of the DEIR. Most importantly, I want to make sure the work is based on the most recent work in mitigation paleontology from within the paleontological community itself in addition to within the Federal, State, and Local Regulatory landscape. There have been recent advancements in the field that are not recognized in the DEIR, however being new I don't know if this is the place for those; they are annotated below, along with my other comments.

Please let me know should the team need any clarifications or assistance in any way. I'm sure in the coming years I will be meeting some of you and I look forward to working together.

Kindly,

Wayne Thompson

**Santa Cruz County Sustainability Update
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Draft EIR Comments**

FROM THE INTRODUCTION...

Table 1-1. Summary of Project Impacts and Mitigation Measures

Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact GEO-4: proposed Sustainability Update would not create substantial impacts on expansive soil, not create substantial impacts on required policies.	Since the Plan Area includes Formations which are Paleontologically Highly Sensitive shouldn't this be "Significant" prior to Mitigation Practices and have MM GEO-5 outlined here?		
Impact GEO-5: Unique Geologic Features and Paleontological Resources. Adoption and implementation of the proposed Sustainability Update would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	Less than Significant	None	Less than Significant
Greenhouse Gas Emissions			
Impact GHG-1: Greenhouse Gas Emissions. Adoption and implementation of the proposed Sustainability Update would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	Less than Significant	None	Less than Significant

CH. 4.7 REVIEW APPEARS BELOW... 4/2022

The total area of mapped geologic paleontological resource areas in the county is approximately 6,161 acres, or approximately 1.6 percent of the county's total area. The Santa Cruz County Museum of Paleontology contains records of paleontological resources (Santa Cruz 2017).

4.7.2 Regulatory Framework

4.7.2.1 Federal Regulations

Federal regulations do not directly apply to geology and soils with respect to the proposed project. Nonetheless, installation of underground infrastructure/utility lines must comply with national industry standards specific to the type of utility (e.g., National Clay Pipe Institute for sewers, American Water Works Association for water lines), and the discharge of contaminants must be controlled through the National Pollutant Discharge Elimination System (NPDES) permitting program for management of construction and municipal stormwater runoff. These standards contain specifications for installation, design, and maintenance to reflect site-specific geologic and soils conditions.

There are a host of federal and state regulations that apply to paleontological resources. Paleontological resources have recently been separated from archeological remains in the regulatory landscape (Section 21083.09 (CEQA), Division 13, Ch. 532, Sec. 8 (Ch. 1433, Ch. 2.6: 2015) and thus fossils are more aligned with Geology and Soils rather than cultural resources now. A brief list of current federal and state paleontological mitigation regulations should appear somewhere in the SC General Plan if they are not already included somewhere. Local Paleontological mitigation regulations are discussed in section 4.7.2.3 below so it would be expected that they should appear here at the federal and state level as well.

Federal (9 Codes & Regulations) and State (7 Sections) legislation applies to paleontological resources. Pg. 4.7-12

Impact GEO-5: Unique Geologic Features and Paleontological Resources (Significance Threshold GEO-5). Adoption and implementation of the proposed Sustainability Update would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. (*Less than Significant*)

Potential development that could occur under the proposed project could result in excavation activities that could potentially damage or destroy unique paleontological or geologic features, if present. None of the 23 parcels proposed for General Plan/LCP and/or zoning map amendments are mapped as being within an area of paleontological resources (County of Santa Cruz 2021c).

However, and proposed General Plan/LCP policies outlined in Table 4.7-5 would also serve to avoid or reduce impacts to these features. Specifically, Policy ARC-6.1.1 seeks to protect the specific identified significant unique features. Additionally, SCCC Chapter 16.44 seeks to protect paleontological resources and provides methods and regulations for the identification and treatment of paleontological resources within the county, including preparation of a paleontological survey for specified developments in areas of known paleontological resources, and implementation of measures to

Because of it's importance to this study, and since this was determined with the current Santa Cruz GIS (<https://gis.santacruzcounty.us/gisweb/>) but not Figured, is it possible to create a map overlay of these results on a Geologic Map showing the surrounding highly-sensitive paleontological formations that are not in the area of the 23 parcels (SCM, Santa Margarita, Purisima, etc)?

April 2022
4.7-26

Pg. 4.7-26

Ponti, D.J. and R.E. Wells. 1991. *Off-fault ground Ruptures in the Santa Cruz Mountains, California: Ridge-top Spreading Versus Tectonic Extension During the 1989 Loma Prieta Earthquake.* Bulletin of the Seismological Society of America, Volume 81, Number 5, October 1991. Accessed online October 6, 2021 at <https://pubs.geoscienceworld.org/ssa/bssa/article-abstract/81/5/1480/119497/Off-fault-ground-ruptures-in-the-Santa-Cruz>.

Society of Vertebrate Paleontology. 2010. *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources.* 11 p. Accessed June 2, 2020 at http://vertepaleo.org/The-Society/Governance-Documents/SVP_Impact_Mitigation_Guidelines.aspx.

United States Department of Agriculture (USDA) Soil Conservation Service. 1981. *Soil Survey of Santa Cruz County, California.*

United States Geological Survey (USGS). 1981a. *Geology of the Santa Cruz Mountains* by T.H. Nilsen and included in *Upper Cretaceous and Paleocene Geology of the Santa Cruz Coast*, Pacific Section, SEPM (Society for Sedimentary Geology). http://archives.datapages.com/data/meta/pac_sepm/035/

04/22 EIR COSC is relying on data from a decade old white paper. Newest update of this is Murphey, 2019. See Refs enclosed.

**Santa Cruz County Sustainability Update
Planning Commission Study Session #4**

REFERENCES: **Draft EIR Comments**

- Bureau of Land Management. 2016. Potential fossil yield classification (PFYC) system for paleontological resources on public lands. Instruction memorandum no. 2016- 124. Washington (DC): BLM.
- Bureau of Land Management, 2007, Potential Fossil Yield Classification (PFYC) System for Paleontological Resources on Public Lands. Instruction Memorandum No. 2008-009. Washington, D.C.: Department of the Interior, October 15. <https://www.rosemonteis.us/documents/blm-2007>
- California Geological Survey (CGS), 2002, California Geomorphic Provinces. Note 36. Sacramento, CA.
- Caltrans SER (2008; November 15, 2017), EH Vol 1, Chapter 8 - Paleontology, <http://www.dot.ca.gov/ser/vol1/sec3/physical/Ch08Paleo/chap08paleo.htm>
- Maguire, K. C, & Holroyd, P. A., 2016, Pleistocene vertebrates of Silicon Valley (Santa Clara County, California). PaleoBios, 33. Retrieved from <https://escholarship.org/uc/item/3k43832x>
- Marshall, L.G., 1976. Paleontological salvage and federal legislation: Journal of Paleontology, vol.50, p.346-348.
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- Murphey, Paul, et. al. 2014. A Foundation for Best Practices in Mitigation Paleontology. Research Gate Pub.
- PG&E, 2014, "Paleontological Resources Standards and Procedures" by Pacific Gas and Electric Company, 3401 Crow Canyon Road, San Ramon, CA 94583
- Society of Vertebrate Paleontology (SVP), 1995, Assessment and mitigation of adverse impacts to nonrenewable paleontological resources -- standard guidelines: Society of Vertebrate Paleontology News Bulletin, no. 163, p. 22-27.
- Society of Vertebrate Paleontology (SVP), 1996, Conditions of receivership for paleontological salvage collections: Society of Vertebrate Paleontology News Bulletin, no. 166, p. 31-32.
- Society of Vertebrate Paleontology. 2010. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. News Bulletin 163. 1-11pp.
- Society of Vertebrate Paleontology. 2011. Assessment and Mitigation of Adverse Impacts to Nonrenewable Paleontologic Resources: Standard Guidelines

**Santa Cruz County Sustainability Update
Planning Commission Study Session #4
Draft EIR Comments**

From: nitroxbaby@gmail.com <nitroxbaby@gmail.com>

Sent: Tuesday, May 31, 2022 5:28 PM

To: Stephanie Hansen <Stephanie.Hansen@santacruzcounty.us>; manu.koenig@santacruzcounty.us;
Annie Murphy <Annie.Murphy@santacruzcounty.us>; Matt Machado

<Matt.Machado@santacruzcounty.us>; jamie.seborn@santacruzcounty.us; Natisha Williams

<Natisha.Williams@santacruzcounty.us>; Paia Levine <Paia.Levine@santacruzcounty.us>

Cc: Betsy Andersen <spark@cruzio.com>; Lynn <lynndmadden@comcast.net>; Wilma Chandler
<wilmakchandler@gmail.com>; John Chandler <jochandler@aol.com>; Email <kyrakra15@gmail.com>

Subject: Support for comments on EIR and Sustainability Study overlapping areas of concern

Hello Supervisors,

I would like to echo my support for Betsy's comments (below).

Colleen

Colleen Young

35th Ave resident

Sent from my iPhone

On May 31, 2022, at 4:43 PM, Betsy Andersen <spark@cruzio.com> wrote:

Dear Manu, Stephanie, Natisha and planning staff for sustainability study,

Thank you for writing today, Natisha, to clarify what is due in and when. Today's deadline is for EIR comments but in looking it over it is rather theoretical in that it is difficult to see what the real world implications to the area on Portola will overlap with some sustainability language. That said, I do think that the neighbors concern expressed in this email overlaps EIR considerations expressed in **3.5.4.1 Portola Drive Nine parcels such as " the presence of environmental constraints."**

Our concerns, meeting the EIR deadline for comment, includes traffic rerouting as implied by extending Avis Drive, traffic issues implied by designs which would spill traffic onto 35th Avenue and Roland drive by extension, air pollution from increased traffic, light pollution which often can't be observed during office hours, maintaining the older large diameter trees along the waterway to preserve a green buffer and habitat for owls.

Comments on the rezoning along Portola Drive and sustainable communities and neighborhood compatibility. We believe this ties into EIR and sustainability study.

*The phrase "the back of" the property/ parcels to be developed neglects to understand that the back of the development along Portola will be alongside an existing neighborhood. The idea that street appeal is only relevant to Portola Drive ignores the needs of the existing neighborhood. We would like to see this language changed to reflect the reality of what is already here. We do not want this allowed in developers proposal. We want the county to protect the neighborhood in ways which are compatible to the needs of new housing.

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Draft EIR Comments**

*We need to keep existing large trees along the waterway as noted in county code for trees of a large diameter. This can mitigate the height and density concerns from the existing neighborhood as the redevelopment occurs.

*It is a habitat for birds, like nesting owls.

*Lighting is a concern. Keeping new lights on the redeveloped property from making the neighborhood lit up is important.

* Light pollution is a concern.

*Parking and traffic through our already dense neighborhood is a concern we neighbors share. We suggest that parking is included in the property's center as exists in the apartment/condo directly across from the proposed development on 35th. We suggest a green-scaped front trellis wall on Portola Drive which would obscure development and create a visual but oxygen rich shield for parking along Portola rather than the "rear" of the property. We also suggest that both entry and exit from this huge development is on Portola, relieving possible traffic through the residential established neighborhood and keeping it where it belongs, on Portola.

*We are concerned about the proposal for Extending Avis Street to 35th Ave. Not sure if this is still a topic but it was at one point. This would create a brightly lit through way which is not even very far back from Portola. Seems a bad idea and would create fast traffic through the neighborhood. See reprint of document below. Is this no longer being considered?

The 35th Avenue neighborhood is quiet, so while attending to the needs to offer affordable housing to our community we should develop this project and language guiding development with respect for the existing residents. We look ahead to hearing back.

Sincerely Yours,

Betsy Miller Andersen, John Andersen and Kyra Andersen, Wilma Chandler, John Chandler and Lynn Madden

FROM EIR

3.5.4.1 Portola Drive Nine parcels are identified along Portola Drive for both General Plan land use redesignation and rezoning as summarized in Table 3-11 and shown on Figures 3-6B and 3-6C. The purpose of these proposed land use designation and zoning changes is to implement the Pleasure Point Commercial Corridor Vision and Guiding Design Principles that call for transition and redevelopment of underutilized properties and to rezone underutilized **sites for housing**. Specifically, the Design Principles encourage the transition of underutilized properties and auto-oriented properties on the north side of Portola Drive west of 36th Avenue to mixed-use and residential development, with zoning and development standards that support attainable housing (including smaller units suitable for seniors and singles). This EIR, which is a program EIR analyzing policy and regulatory revisions to the County General Plan and County Code, will not analyze particular development layouts as none are proposed at this time. Future development potential of any site depends on many factors, including the presence of environmental constraints and consistency of a proposed development with the General Plan and County Code in place at the time of application.

INTERNAL CIRCULATION AND ACCESS
Intent: To ensure new projects prevent circulation conflicts and enhance connectivity through improved site access, cross easements, enhanced safety and reduced delivery truck conflicts.

1. **Driveways.** Design driveways and alley access points to improve site access, enhance safety and reduce vehicle conflicts with all modes of travel. Encourage shared driveways.
2. **Long Blocks.** Provide safe and comfortable pedestrian paths along driveways and alleys to help "break up" larger blocks and allow for a more pedestrian scale along the corridor.
3. **Cross Easement Coordination.** Encourage property owners to create connections behind and between adjacent parcels by adding new easements, and to better coordinate existing easements to provide more alley access and site access through the back side or middle of larger blocks or sites. Encourage vehicular access between parcels to reduce on-street congestion. Specifically, when Assessor's Parcel Number 032-041-68 is redeveloped, a vehicular cross easement is desired to extend Avis Drive through the parcel to connect with 35th Avenue on the western boundary of the site.
4. **Truck Delivery Coordination.** Encourage businesses to schedule truck deliveries during off-peak daylight hours (between 9:00 AM and 3:00 PM) so trucks do not conflict with commute times or create unwanted nighttime noise impacts for surrounding neighborhoods.

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Stephanie Hansen

From: Alex Vartan <alex.vartan@gmail.com>
Sent: Thursday, April 14, 2022 3:41 PM
To: Environmental Comments
Subject: Draft EIR at Capitola Library??

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

Is there any plans for the EIR + appendixes to be made available there? I hope so!
Alex

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Date	Method Received	First Name	Last Name	Organization (if any)	Email Address	General Topic	Comment
3/18/2022	Portal	Jerold	OBrien	Land Trust of Santa Cruz County	gm@silvermtn.com	Agriculture & Resource Conservation Agriculture & Resource Conservation	restricting the business use of Rural property/farmland is NOT sustainable. Vineyards/wineries should be allowed to host more events. This survey is way too complicated !! General Plan Update Recommendations Page 32/5-26 ARC-1.1.9 (LCP) Coastal Access and Agricultural Uses in the Coastal Zone. Protect... by minimizing coastal accessways through and adjacent to agricultural land.... We suggest clarifying that "minimizing coastal accessways" should be "to the extent feasible". Coastal environments are highly constrained, and in some contexts coastal accessways through agricultural land will be the lowest impact alternative for public access to coastal areas.
4/5/2022	Portal	Bryan	Largay		Bryan.Largay@LandTrustSantaCruz.org		ARC-1.1.14 (LCP) Water and Sewer Lines... "b) Allow sewer transmission lines...except where necessary to allow for agricultural employee/farmworker housing..." We suggest adding to the exception "and other principal permitted uses." Wastewater is a resource in the service area of the Watsonville recycled water facility, and septic systems are generally inferior in terms of treatment performance.
4/5/2022	Portal	Bryan	Largay	Land Trust of Santa Cruz County	Bryan.Largay@LandTrustSantaCruz.org	Agriculture & Resource Conservation	Thank you for the opportunity to comment. Page 49/5-43 ARC-1.5b 3.3g (LCP) Establish a program... The term 'sites' as used in 'no irrigation runoff should be allowed to run off sites' is ambiguous. If a site were interpreted to mean 'property' or 'parcel', waterways located on the property or parcel may be substantially impacted by runoff. Suggest using a more specific term such as 'production area', 'cropland' or similar, instead of 'site'. ARC-1.5c Support efforts by agricultural organizations... We suggest adding the Land Trust of Santa Cruz County as an agricultural organization working to support the sustainability of agriculture in an era of climate change. Page 5-101 ARC-5.1.9 5.10.8 (LCP) Significant Tree Removal Ordinance. Comment: We suggest specifying that this ordinance should apply only to native trees and vegetation.

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Date	Method Received	First Name	Last Name	Organization (if any)	Email Address	General Topic	Comment
4/13/2022	Portal	Becky	Steinbruner		k6tkb@yahoo.com	Agriculture & Resource Conservation	<p>Dear Staff, Page 18 shows areas marked as "Unique Farmland", but there is no definition of what that Conservation means.</p> <p>Please include a definition of "unique farmland" in the Sustainability Planning documents, and describe why certain areas have been given this distinction.</p> <p>Thank you. Sincerely, Becky Steinbruner</p>
5/12/2022	Portal	Bryan	Largay		bryan.largay@gmail.com	Agriculture & Resource Conservation	<p>The draft text ACR-8-2p. directs staff to review demolition of structure older than 50 years as a potential historic resource. Under current rules, in about 10 years, my 1982 double-wide manufactured house, built with particle board siding and subfloors, and cheap plastic plumbing, would have to be reviewed as an historic structure before being demoed. That would not serve the public interest, and would be pretty silly, in addition to a significant waste of resources.</p> <p>The 50-year criterion is outdated, and is itself a relic of a time when human lifespans were shorter, buildings were less abundant, and materials used in construction had longer lifespans. I strongly encourage adoption of a fixed date, such as 1960, as the 'historic period'. If that is unacceptable, then a longer period, such as 60-years, would make sense.</p>
5/21/2022	Portal	Daniel	Paduano	Abounding Harvest Mountain Farm	aboundingharvest@gmail.com	Agriculture & Resource Conservation	<p>In light of the recent fires and barren lack of rain, I encourage the City to reconsider its philosophical opposition to logging on City Watershed Lands. The sustainable harvest of timber and firewood from these lands will provide funding for fuel reduction projects, and will result in more available water, via reductions in losses due to evapotranspiration.</p> <p>The current unsustainable levels of tree/brush density pose a threat not only to neighbors in terms of fire risk, but also constitute an unacceptable risk to the watershed as a whole. Were there to be a fire, rather than creep along on the ground, the likelihood of it crowning and destroying the entire watershed is greatly increased.</p> <p>With the reintroduction of timber harvest, funds will be available to pay for thinning/fuel reduction efforts. The remaining trees will be healthier. The forest will support more wildlife, and more water will be available for humans, especially if a catastrophic conflagration can be averted.</p>

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Date	Method Received	First Name	Last Name	Organization (if any)	Email Address	General Topic	Comment
5/5/2021	Email	Mike	Guth		mguth@guthpatents.com	Code Modernization	<p>Hello,</p> <p>I have been reviewing all the of the docs on the sustainability update page, in preparation for a community presentation I have been asked to give late next week.</p> <p>I am hoping to speak to someone who has a handle on this project to help clarify what is and is not being proposed as part of this project.</p> <p>For example, in reviewing the proposed code amendments I don't find any draft code changes, only brief summaries of what might be done. Also, I don't see any mention of new designations for a higher density infill zone. I also don't see any map rezonings proposed.</p> <p>I would really like to know if the GP and code changes are available for review.</p> <p>Am I not looking in the correct places on the County website? Can you please call me to discuss (we can be brief if needed) some of these aspects?</p> <p>Thank you!</p>
3/7/2022	Portal	Ryan	Smith		sonoma.ryan@gmail.com	Code Modernization	<p>Please consider adopting the 2020 Water Efficiency Standard, the first ever American National Standard focusing solely on achieving safe and efficient water use in residential and non-residential buildings.</p> <p>https://www.iapmo.org/hidden/update-list/2020-water-efficiency-and-sanitation-standard-we-stand-published-as-american-national-standard</p>
3/9/2022	Portal	Becky	Steinbruner		kf6tkb@yahoo.com	Community Services	<p>Dear Planning Staff,</p> <p>Page 2-28 cites existing coordinating service agencies and includes "Aptos /La Selva Beach" as a fire agency. That agency no longer exists, having consolidated with Central Fire District. The consolidated agency is called Central Fire Protection District of Santa Cruz County". Also, Branciforte Fire District is currently in the process of consolidation with Scotts Valley Fire District, so may no longer exist.</p> <p>Sincerely, Becky Steinbruner</p>
3/3/2022	Email	Michael	Lewis		malewis@calcentral.com	EIR	<p>I just learned this morning that the Draft EIR for the Sustainability Update was released on Monday, March 1. However, I am unable to find the document on the Sustainability Update web pages, or on the Planning Department web pages.</p> <p>Where can I find and study the Draft EIR online?</p>

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Date	Method Received	First Name	Last Name	Organization (if any)	Email Address	General Topic	Comment
3/3/2022	Email	Michael	Lewis		malewis@calcentral.com	EIR	<p>I've just learned that the Sustainable Santa Cruz County Plan Draft EIR was released on Monday, March 1. However, I am unable to find the document on the County website, the Planning Department webpages or the Sustainable Santa Cruz County Plan web pages. The Draft EIR page has nothing about the release of the EIR. The County has a news release out, dated March, on the Sustainable Santa Cruz County Plan itself, but nothing about the Draft EIR. The County's Facebook page has information about the upcoming March/April meetings, but nothing about the Draft EIR.</p> <p>Was the Draft EIR released on Monday, and, if so, how and to whom was it released and how was the public notified of its release and the timing of the public comment period?</p> <p>Please respond ASAP so the public can be informed of this important document and its comment period.</p>
3/14/2022	Email	David	Addison		addisond@santacruzpl.org	EIR	<p>I'm not sure if you are the right person to ask, but I'm hoping to get a few copies of the DERI of the latest Sustainable Santa Cruz County Plan. I have a patron who is asking if we can get a copy at the library for public review. Please let me know if this is possible.</p>
7/11/2022	Email	Becky	Steinbruner		ki6tkb@yahoo.com	EIR	<p>Dear Ms. Ise, Thank you.</p> <p>Do you know if the Public Comment period for the Sustainability Plan Draft EIR was extended?</p> <p>I appreciate your help.</p> <p>Sincerely, Becky Steinbruner</p>
5/18/2021	Email	Mike	Guth		mguth@guthpatents.com	General	<p>Follow up: Oh boy I do see that you indeed said that "Select parcels within the USL will be proposed for rezoning to this district."</p> <p>I apologize for having missed this!</p> <p>That is a great start, I do imagine that a robust discussion will be held on the subject of how many select parcels will be rezoned!</p> <p>Thank you again!</p>

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Date	Method Received	First Name	Last Name	Organization (if any)	Email Address	General Topic	Comment
9/10/2021	Email	Alex	Vartan		alex.vartan@gmail.com	General	<p>I'm wondering what the current status is of the draft sustainability update? I know the hope was to get a draft EIR out by this fall...(and I believe drafts of the GP / LCP code updates before?).</p> <p>What's the current target dates, and I'm wondering if you have any GP/LCP documents even in early draft form I might be able to review?</p> <p>I am in the middle of a "remodel vs. wait for code changes and redevelop" decision for a commercial property I own on Portola, and having some info on the details of the future code and timelines, (even if early and subject to change), would be super helpful.</p> <p>Thanks, I've signed up for the mailing list on the sustainability website long ago but haven't ever gotten anything I believe...</p>
9/15/2021	Email	Alex	Vartan		alex.vartan@gmail.com	General	<p>Thanks for the detail Daisy.</p> <p>I'm familiar with the Study and some of its recommendations regarding additional flex zones and accommodative code changes, but will there be either broad based rezonings or spot rezonings at the level of an actual zone change? If so, how will property owners have a voice? (Thinking here more about a C turning into an R or a PA to a C or C-1 to C-2 or R1 to RM, etc. rather than just more flexibility re density controls in existing zones or additional use options.)</p>
9/17/2021	Email	Alex	Vartan		alex.vartan@gmail.com	General	<p>Thanks Daisy. Do you expect updates to height limits in either C or RM (or C mixed use) zones...and if so, would this occur at the time of the Sustainability Update or the housing element? In other words: do you foresee additional code changes as part of housing element process, or would the housing element update simply apply the sustainability update code changes to identified parcels....</p>

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Date	Method Received	First Name	Last Name	Organization (if any)	Email Address	General Topic	Comment
						General	Hi Jerry: I clicked on hyperlink on page 3 of appendix B of Sustainability Update "PP Commercial Corridor Public Draft), as well as on the planning dept Sustainability Page (https://www.sccoplanning.com/PlanningHome/SustainabilityPlanning.aspx) which both went to the dead link, but I found the proper link from the homepage which goes here to the correct archive: https://www.sccoplanning.com/PlanningHome/SustainabilityPlanning/PleasurePointCommercialCorridor/ProjectDocuments.aspx On Wed, Jun 8, 2022 at 12:23 PM Planning ZoningInfo <Planning.ZoningInfo@santacruzcounty.us> wrote: Hi, Alex – Some of those documents may have been updated or moved as part of the Sustainability Update. If you would like to share the nature and purpose of your inquiry, we can assist you more fully and accurately. Thank you, Jerry Busch Senior Planner, Zoning and Development Review County of Santa Cruz Planning Department 701 Ocean Street, 4th Floor Santa Cruz, CA 95060 jerry.busch@santacruzcounty.us Does planning have full-color printed copies of all the draft docs available for purchase? Just wondering if I might be able to save some paper and toner! Dear Planning Staff, The Introduction states on page 1-7: "In addition, concurrent with the release of the Draft Environmental Impact Report for the update of this Plan, the proposed General Plan/LCP update and amendments to the County Code/zoning ordinance were available for an extended public review period. Additional community meetings to gather public comment on the draft amendments occurred during the Spring of 2021, and the refinements to the General Plan/LCP were incorporated based upon public input prior to adoption."
3/3/2022	Email	Alex	Vartan		alex.vartan@gmail.com		
3/7/2022	Email	Alex	Vartan		alex.vartan@gmail.com	General	
3/9/2022	Portal	Becky	Steinbruner		ki6tkb@yahoo.com		There was never a release of a Draft EIR for the update of this Plan. There were many public meetings regarding Code Modernization, but no EIR. Dudek Consulting has been working on this, and the Draft EIR for this Plan still has not been released, as of March 9, 2022. Please correct this information in the Summary. Thank you. Becky Steinbruner

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Date	Method Received	First Name	Last Name	Organization (if any)	Email Address	General Topic	Comment
3/15/2022	Email	Hugh	Carter	Carter & Salazar Architects	csarchs@cruzio.com	General	Link to Chapter 2 Draft does not work.
3/15/2022	Email	Keith	Adams		keithadams@hotmail.com	General	Your survey sucks. Clicking and dragging only works periodically. Typical.
3/15/2022	Email	Keith	Adams		keithadams@hotmail.com	General	Make that sporadically.
						General	Dear Ms. Hansen and Ms. Allen, Due to a family medical emergency last Wednesday, I was unable to participate in the first public meeting held for the Sustainable County Plan and Code Modernization efforts. Thank you so much for recording the meeting. I have just watched it, and was a bit surprised that there were only four or so members of the public logged in. Only one person asked questions. How is the County noticing these meetings? Are there notices in the Santa Cruz Sentinel, Pajaronian, Mercury News, and Good Times media outlets? What about radio and TV public service announcements? I appreciated that there was an opportunity for in-person participation at last Wednesday's meeting. Did anyone attend the meeting in person? I sensed that the room was empty. Thank you for making hard copies of the documents available at the Capitola Library and Planning Dept. desk. Is it possible to also get a copy at the Downtown Library, perhaps as a special exhibit near the library reference desk? Sincerely, Becky Steinbruner
3/21/2022	Email	Becky	Steinbruner		k6tkb@yahoo.com		
						General	Hi Daisy, I have signed up online to be notified of the Sustainable meetings - at least I tried and it said I already was, however I have not received any notices. I wrote to Paia Levine, but received no response explaining my dilemma. I have not received any notices. Unfortunately, I have been extremely busy with the death of a friend and care of two others and have not had time to read notices in the Sentinel and since I didn't receive a notice, I missed last Wednesday. I will attempt to listen to the meeting in the next week ahead. My experience after looking briefly at the site listed in the planning department's front page is that there are several pages which I would need to visit. I have not yet done so, but would like to. Please advise when the next meeting will take place. Thank you! Sincerely, Debbie Hencke 831-359-9391 cell

Santa Cruz County Sustainability Update **Planning Commission Study Session #4** **Public Comments as of July 29, 2022**

Date	Method Received	First Name	Last Name	Organization (if any)	Email Address	General Topic	Comment
3/25/2022	Email	Kathryn	Stewart		kstewart7712@gmail.com	General	<p>The survey you provided is leading and does not really provide a forum for community input. Question 1: "The County has identified . I'd like you to explain what problems you are really trying to solve--let's start there please. After all, you are spending MY tax dollars. I found myself asking where is the "None of the above" choice for many of these questions? Where are the open-ended input fields that really allow for community input? Not until question 5 and that was a question about what else do you want and how can we spend more money?</p> <p>The survey is an echo chamber of what you have already decided Santa Cruz County should look like viewed through the lens of the government, not the people. Shameful. I don't see the documentation that substantiates your supposition that there is a housing crisis. Can you please point me to that? Or are you talking about the homeless encampments that you have allowed and invited to take over Santa Cruz County? What EXACTLY do you mean by the "modernization of the County Code?" That's really a scary thought. I'd like to leave you with this thought... How are you going to pay for all of this craziness when the people who have to fund it finally give up in disgust and move away?</p> <p>Kathy Stewart Santa Cruz County Tax Payer</p>
3/26/2022	Portal	Becky	Steinbruner		kf6tkb@yahoo.com	General	<p>Dear Planning Staff,</p> <p>There is no copy of this document available in the Capitola Library reference section to date (3/26/22). I looked in the lobby of the County Planning Dept. at 701 Ocean Street yesterday, and there was no copy of the document there, either. How can people who are not comfortable reading large documents online, or who do not use computers, able to find this important document and submit comment?</p> <p>Please make it available in hard copy as soon as possible. There have already been two public meetings about this Draft Plan, but it is not widely available to the public. Accordingly, the Public Comment period should be extended for the Draft Plan as well as the Draft EIR related.</p> <p>Sincerely, Becky Steinbruner</p>
3/26/2022	Portal	Geoffrey	Ellis		gneacc@aol.com	General	<p>In the Introduction, Page 1-12, population projections show a growth rate of 0.5% for the County as a whole. However, actual population has been in decline every year after 2017. Projections of growth are misplaced. There is, for example, no "sustainable growth" as referenced in the Build Environment Element, with a declining population.</p> <p>Since the population projections drive the entire general plan update, the entire update needs to be redone.</p>

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Date	Method Received	First Name	Last Name	Organization (if any)	Email Address	General Topic	Comment
3/28/2022	Email	Alex	Vartan		alex.vartan@gmail.com	General	Hi there—I went to capitola library so I could review full color document and front desk said they do not have a copy here....
3/29/2022	Email	Carin	Hanna		carinhanna@aol.com	General	Hi Daisy, I watched last night's meeting and have a question about your poll. I clicked on my response but the survey did not seem to respond. I was registered as a guest. Does this limit my ability to interact with the poll? I have strong feelings about the issues polled and was frustrated not to be able to register my opinion. Please let me know how I can fully participate in the next meetings. Other than that, I found the meeting helpful. Thank you, Carin Hanna
3/29/2022	Email	Toraun	McKinney		toraun@gmail.com	General	Thanks you (and the other County folk) for the presentation last night. I kind of feel bad, like I'm the whiner that used valuable public input time to snivel about issues not directly related to the presentation. So, sorry about veering away from the scope of the presentation. Could you please direct me to the appropriate commission or department where I can direct my sentiments and suggestions? Also, thanks again for your work on THOW's. Kind Regards, Torauni McKinney. (PS: I'm guessing that you're swamped after the presentation, so no rush on getting back to me.)
3/31/2022	Email	Becky	Steinbruner		k6tkb@yahoo.com	General	Dear Planning Staff, Thank you for this reply. Why not place the hard copy document that has such limited public accessibility at the Planning Dept. counter in a more publicly-accessible location, such as the Downtown Library? Sincerely, Becky Steinbruner
4/4/2022	Email	Hugh David	Carter		csarchs@cruzio.com	General	Links to the draft plans don't work. Hugh.
4/20/2022	Email	Betsy	Andersen		spark@cruzio.com	General	The link for tinyurl is not working. Betsy
4/22/2022	Email	Betsy	Andersen		spark@cruzio.com	General	Hello all, The sustainability study is NOT at Capitola library so you may want to get that to them since others have been asking to see it, can you update me on the progress of that? Sincerely Betsy Andersen

**Santa Cruz County Sustainability Update
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Public Comments as of July 29, 2022**

Date	Method Received	First Name	Last Name	Organization (if any)	Email Address	General Topic	Comment
						General	Thank you for this note. Since many people in live oak are now using capitola library would it be possible for me to pick up a footy and deliver it to them? Betsy Sent from my iPhone
4/26/2022	Email	Betsy	Andersen		spark@cruzio.com		On Apr 26, 2022, at 4:54 PM, SustainabilityUpdate <SustainabilityUpdate@santacruzcounty.us> wrote: Hello Betsy, We assume that you are looking for the Sustainability Update EIR. This document can be found in the following locations: Online: CEQA Documents Open for Public Review (scoopplanning.com) Government Center – 701 Ocean Street 4th floor, Santa Cruz (counters open Mon-Thursday 8-11:30, and other times by appointment-email us at this same email address) Downtown Library - 224 Church Street, Santa Cruz Felton Library - 6121 Gushee Street, Felton Watsonville Library - 275 Main Street, Suite 100, Watsonville
4/26/2022	Email	Debbie	Hencke		dhencke@gmail.com	General	Please change the email from ACCSCCO@gmail.com to dhencke@gmail.com. Thank you. This is the reason I haven't been receiving the notices! I rarely use this account anymore. I appreciate your attention to this matter.
5/2/2022	Email	Patti	Brady		patrizia2@pacbell.net	General	Hello I was on your email to Betsy Anderson mentioning speaking 'your' with her today and meeting with her tomorrow. <input type="checkbox"/> I understand Betsy's and fellow neighbors concerns re: a potential extension of Avis into 35th Avenue - the area of their residences. <input type="checkbox"/> Please also know that I am not a part of Betsy and/or her neighbor's discussions among themselves nor a part of their discussions with 'you'. Sincerely, Patti B
5/2/2022	Email	Patti	Brady		patrizia2@pacbell.net	General	I was on your email to Betsy Anderson mentioning "your" (whoever it was) speaking 'your' with her today and meeting with her tomorrow. If you recall she spoke during community workshop re: impacts to 35th re: zoning changes of cutting trees as noise buffers, etc
5/3/2022	Email	Betsy	Andersen		spark@cruzio.com	General	Hi Stephanie, There is going to be a rally at 5 at the county building. I am wondering if it might get super crowded in trying to leave, and flex on meeting time for you? I think I may get in the thick of it at 4? What do you think, usually people assemble on Water so no issue? Betsy

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Date	Method Received	First Name	Last Name	Organization (if any)	Email Address	General Topic	Comment
5/4/2022	Email	Rose Marie	McNair		realrose@norcalbroker.com	General	I did not hear the answer regarding my codification answer at the HAC meeting. And my mike is not working! Thanks!
						General	for Stephanie link error https://www.sccoplanning.com/PleasurePointCommercialCorridor/Contacts.aspx Server Error in '/' Application.
5/9/2022	Email	Betsy	Andersen		spark@cruzio.com		The resource cannot be found. Description: HTTP 404. The resource you are looking for (or one of its dependencies) could have been removed, had its name changed, or is temporarily unavailable. Please review the following URL and make sure that it is spelled correctly. Requested URL: /PleasurePointCommercialCorridor/Contacts.aspx Version Information: Microsoft .NET Framework Version:4.0.30319; ASP.NET Version:4.7.3930.0
5/12/2022	Portal	Bryan	Largay	Land Trust of Santa Cruz County	Bryan.Largay@LandTrustSantaCruz.org	General	The document makes reference to the Santa Cruz County Land Trust. The name of the organization is the Land Trust of Santa Cruz County. Thanks!
5/15/2022	Portal	Becky	Steinbruner		k6tkb@yahoo.com	General	Dear Staff, The May 12, 2022 Public Hearing Notice for the Sustainability Policy and Regulatory Updates, advertised in the Santa Cruz Sentinel (page A2) for the Planning Commission's May 25, 2022 agenda, did not include any information about how to access the Planning Commission website or the virtual Public Hearing. As of May 15, the County Planning Dept. website home page provided no information at all about the Planning Commission study session or the Public Hearing as noticed in the newspaper. Please re-notice this Public Hearing and extend the date. Thank you. Becky Steinbruner
5/17/2022	Portal	JENNIFER	Colfer	Prefix*	jclarkcolfer@gmail.com	General	Hi, I want to express my support for tree removal permits for all urban areas of the county, not just coastal areas or sensitive habitats. I know in certain parts of the county we have areas where there are lots of trees and it may not be needed. However, in the urban areas, (both residential and commercial) I think trees contribute a lot both aesthetically and environmentally. In my neighborhood near the Capitola Mall I have watched both street trees and trees on private property disappear from the landscape. It changes the microclimate, reduces the habitat for natural predators and makes the neighborhood feel bleak. When people talk about their favorite neighborhoods in other counties, it's usually one with established trees, i.e. Willow Glen, in San Jose. I also think any new development should require a minimum number of trees per sf area, and for commercial development and multifamily residential, a tree maintenance plan/budget for future maintenance of the trees. Thank you!

**Santa Cruz County Sustainability Update
Planning Commission Study Session #4
Public Comments as of July 29, 2022**

Date	Method Received	First Name	Last Name	Organization (if any)	Email Address	General Topic	Comment
5/19/2022	Email	Betsy	Andersen		spark@cruzio.com	General	<p>Hello team, I am trying to submit a comment but could not progress due to this red message.</p> <p>The red message keeps coming up though I limited word count.</p> <p>I will share with additional neighbors who are also concerned but if there is a glitch in the submittal system and not way to get the navigation to work for how to correct error then not sure how to make sure it gets into the public record. And to appropriate governing group.</p> <p>Advice?</p> <p>Thank you, Betsy Andersen</p>
5/23/2022	Email	Thomas	Travers	SOCRTC	ttravers@sccrtc.org	General	<p>Hello Stephanie, Can you provide me a deadline for receiving comments from RTC staff on the Sustainability Update? This is potential comments from us separate from DEIR comments.</p> <p>Thank you,</p>
5/30/2022	Portal	Becky	Steinbruner		ki6tkb@yahoo.com	General	<p>Dear Planning Dept. Staff, I can no longer find the recordings of the Public Meetings that were held earlier this year. Where are they? That was really valuable information that has seemingly disappeared from the Planning Dept. website, only to be replaced with information about the upcoming Planning Commission study sessions.</p> <p>Please restore those video recordings prominently on the website for public access.</p> <p>Thank you. Sincerely, Becky Steinbruner</p>
5/31/2022	Email	Betsy	Andersen		spark@cruzio.com	General	<p>Hello Manu and Stephanie, There are some problems with getting into the public comment portal. The "We Want to Hear from You!" link for Public Comment sends me to I need a sign in credential. I am positive that the goal is to have participatory constituency but the glitches can be defeating. I am also a little confused about deadline dates for comment but I plan to send in my comments at 3 today, May 31st. I have informed my neighbors who I think are pretty immersed in election issues but may comment or I hope if they choose to comment later their voices will be accepted.</p> <p>Thank you, Betsy Andersen</p>

**Santa Cruz County Sustainability Update
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Date	Method Received	First Name	Last Name	Organization (if any)	Email Address	General Topic	Comment
4/20/2022	Portal	Mark	Lee	Our Downtown Our Future, Campaign for Sustainable Transportation , Downtown Commons, Don't Bury the Library, Sierra Club of Santa Cruz	mdlee4125@gmail.com	Sustainable Communities	Will be monitoring , learning and asking questions May offer suggestions

**Santa Cruz County Sustainability Update
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Public Comment Attachments**

From: James Thoits <jethoits@gmail.com>

Sent: Monday, April 11, 2022 10:08 AM

To: Manu Koenig <Manu.Koenig@santacruzcounty.us>; SustainabilityUpdate
<SustainabilityUpdate@santacruzcounty.us>

Subject: Suggested plan comments

Dear Supervisor Manu Koenig and Sustainability and Transportation Update Committee:

In the recent public zoom meeting regarding the update to the master plan, it was suggested to increase the height limit and density requirement beyond what was drafted. We feel as longtime residents of Santa Cruz County, high density housing and limited parking creates very stressful living environments. People of all income levels need to use cars to get to work (different work schedules than the bus service supports), to get to doctor's appointments, to get to our schools (we do not have school buses in the majority of Santa Cruz County). Our infrastructure is not set up with enough regular bus service for fast and convenient travel to meet the needs of the majority of residents. This is the reality of our county.

Therefore, it is not realistic to further increase height and density limits for apartment style housing with limited parking suggested. Research shows it is not healthy for families to be crammed into high rise apartments- children and adults need their own little backyard to let their kids play safely outside while the parent is inside, to BBQ, to grow a little garden, to let the pet out while they are gone. Communal space is great and needed, but having a little outdoor yard for yourself and family is healthier, and equitable for all people.

Santa Cruz is outdoor mecca with great weather. Everyone thrives when they can get outdoors in our unique community. It would be a sad choice to build dense, high rise apartment style housing in such a beautiful county when townhouses, duplexes, quadplexes, smaller apartment complexes, all with small private outdoor space and parking provided are better choices for our overall community character. These units could be spread out throughout the Santa Cruz County to lessen the impact and answer the housing affordability shortage. It would be economically fair for all and preserve Santa Cruz's unique beach town character. Water is also a serious concern for our existing population; it needs attention in this growth plan as well. Thank you.

Sincerely,
Jim and Debbie Thoits

Santa Cruz County Sustainability Update Planning Commission Study Session #4 Public Comment Attachments

RE: SPPt's Comments to the 2022 Sustainability Policy and Regulatory Update

Pleasure Point residents and business owners agree with and respect growth and change; we endorse expanding housing availability and affordability.

The County's Sustainable Plan package represents substantial work efforts; we appreciate these efforts including the inclusion of *Appendix B: Design Principles for the Pleasure Point Commercial Corridor*.

Our position paper (attached) outlines and highlights specific concerns and observations that Save Pleasure Point feels will adversely impact Pleasure Point including Portola Drive. We have also attached summary results of our 8-question survey taken by neighbors who will be impacted by proposed changes.

With all due respect, the promotion of high-density development comes with little hands-on knowledge of Pleasure Point's limitations and/or why Pleasure Point's unique characteristics and popularity make it a local and visitor destination to be protected: Pleasure Point is a living treasure.

As we learn more, including reviewing the EIR, we may add or amend our comments. If you have any questions or comments, please contact us info@savepleasurepoint.org.

2022 SUSTAINABLE PLAN AND PROPOSED CODE SPECIFIC TO PLEASURE POINT

This 2022 Sustainable Plan and proposed code changes when in place would adversely affect Portola Drive and our Pleasure Point area for decades. We call for new County code(s) to be realistic, flexible, and balanced. We urge the County to "re-think" Portola Drive.

BUILT ENVIRONMENT – COMMUNITY DESIGN

PLEASURE POINT (PPt) HAS A UNIQUE COMMUNITY CHARACTER

- A. Pleasure Point is not a cookie cutter community nor a surf ghetto.
- B. People buy, rent, live, and/or visit PPt because we are a village with an energetic vibe, informal style, and character.
- C. Pleasure Point thrives being inclusive:
 - a. Young, old, disabled, LGBTQ, many religions, backgrounds, and colors live here. Differences are respected.
 - b. This is a great place to grow a family, neighbors check in on seniors, and even dogs have a community!
 - c. Locals and visitors enjoy the shopping and dining areas of our boutique style business area and appreciate ocean access to enjoy outdoor activities like biking, walking, jogging, surfing, skating, and sunbathing. Every day you see many disabled individuals enjoying the relaxed and safe atmosphere on our East Cliff pathway.
- D. Local housing varies from architectural designed luxury to never fixed up 50-year-old bungalows to apartment buildings to 10+ mobile home parks.
- E. Sadly, the County has not attracted a large supply of employers offering middle to high pay jobs and benefits; many neighbors have low incomes.
 - a. 2020 per capita annual income was \$41,594; average monthly rent here was \$2,000.

APPENDIX B: DESIGN PRINCIPLES FOR THE PLEASURE POINT COMMERCIAL CORRIDOR

- A. Save Pleasure Point (SPPt) endorses the public realm design principles and statement set for East of 36th to 41st Avenues.

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- a. “Where conflicts exist between design principles for the corridor and applicable sections of the *County Design Principles for the Pleasure Point Commercial Corridor* will take precedence”.
- B. We also endorse these *Design Principles* being the template for all new mixed-use and commercial projects on Portola from 26th to 41st Avenue.
- C. We reject:
 - a. Weakening these design and development standards along any portion of Portola (Western, Middle and /or Eastern) as outlined in the *2022 Built Environment Element - County Design Principles Implementation Strategies*: BE 1.3 a, b, and c (pg. 2 -20).
 - b. Heights over 35 feet, four (4) stories or higher; in-adequate on-site parking; delivery trucks to Portola businesses using our narrow, heavily pedestrian crowded Avenues; 3-car tandem parking; and private developers being allowed to take-away on-street public parking (taxpayer paid) for client use.

PORTOLA DRIVE IS PLEASURE POINT’S MAIN STREET

- A. “The Pleasure Point Commercial Corridor includes Portola Drive between 26th Avenue and 41st Avenue, and the commercial properties along this corridor”.
- B. Chapter 3 of the *County Draft General Plan* designates Portola Drive a “Main Street” with:
 - a. Walkable and pedestrian oriented access to goods and services.
 - b. Pedestrian-oriented “destination” streets where pedestrians and bicyclists are prioritized and vehicles are provided for, but not prioritized.
- C. Pleasure Point’s residential boundaries begin at the coastline at 23rd Avenue north along Corcoran Lagoon ending at Portola Drive; Portola Drive over to 41st Avenue; 41st Ave down to East Cliff Drive encompassing all neighborhoods between the ocean and Portola Drive. Pleasure Point’s boundaries also cross Portola at 30th extending up to the train tracks following the tracks over to 41st Avenue and back down to Portola.
 - a. Ten (10) residential Avenues connect into Portola.
 - b. Our commercial area is lower 41st Avenue down to East Cliff Dr. and lower 41st along Portola Drive down to 26th Avenue.
- D. As outlined in the *Sustainable Plan’s Public draft* (page 41, 42) we endorse County Codes 13.10.324 and 13.10.3345:
 - a. Residential Districts B: “Within the Pleasure Point Commercial Corridor Area (Portola Drive between 26th Ave and 41st Ave, and 41st Ave between Portola Drive and the Capitola city limit), any parcels rezoned from a commercial to a residential zone district shall continue to be subject to the special standards applicable to properties in the Commercial Corridor provided in SCCC 13.10.334(D) and follow the guidance provided in Appendix B of the *Santa Cruz County Design Principles: Design Principles for the Pleasure Point Commercial Corridor*.”
 - b. Zoning Regulations D - Pleasure Point commercial corridor: “On commercially zoned parcels located along the mapped Pleasure Point commercial corridor - Portola Drive between 26th Ave and 41st Ave, and 41st Ave between Portola Drive and the Capitola city limit - development shall follow the guidance provided in the *Design Principles Appendix*.”

CODE MODERNIZATION – MAP AMENDMENTS

Current County code for residential density is 17.4 units per 1 acre (1 acre: 43,560 square ft.).

Proposed 2022 maps reflect rezoning nine (9) “under-utilized” parcels/4.61 acres on Portola along 30th – 36th Avenues to RF – R-UHF: Urban Residential, Flexible High-Density zoning to permit 22 - 45 units per one (1) acre. If allowed R-UFH will be the highest density residential housing allowance in 2022 County code.

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ENHANCE the livability of Pleasure Point NOT diminish it!

- A. Urban Residential, Flexible High Density is over-development – incompatible for Portola by maximizing stresses to an already tired infrastructure including adding significant car traffic and congestion on Portola and into the Avenues.
- B. Pleasure Point should not be the depository to remedy the ills of lengthy processes before developers can break ground (15-unit project took 4 years - Jamileh Cannon Lookout 3/2022)
- C. It should not be ignored that 260+ vacation rentals in our neighborhood reduce some opportunities for rental housing.
- D. Downplayed in workshops is that the *Developer Density Bonus* allowances can increase a project's size by 50-80% more units.
 - a. 4/20 Community Workshop: “we expect projects to be at lower end of this zoning”; “expect” is a projection not an actual.
 - b. Using density bonus allowances, the Pleasure Point Plaza project grew from 22 units to 33 (with only 4 very low-income units).

NO TO FOLLOWING PROPOSED RF – R-UHF ZONING - URBAN RESIDENTIAL, FLEXIBLE HIGH DENSITY: 22-45 UNITS PER ACRE.

- A. Nine (9) parcels/4.61 acres without density bonuses:
 - a. 45 units per one (1) acre
 - i. 207 units on 4.61 acres
- B. Developer Density Bonus allowances increase:
 - a. 45 units to 81 units per one (1) acre
 - i. 373 units on 4.61 acres

REALISTIC ZONING FOR THESE NINE (9) PARCELS IS URBAN HIGH DENSITY RESIDENTIAL - R-UH: 11 - 30 UNITS PER ONE ACRE (28 PER ONE ACRE IS THE PREFERRED MAXIMUM):

- A. Nine (9) parcels/4.61 acres without density bonuses:
 - a. 28 units per one (1) acre
 - i. 129 units on 4.61 acres
 - b. 30 units per one (1) acre
 - i. 138 units on 4.61 acres
- B. Developer Density Bonus allowances increase:
 - a. 28 units to 50 units per one (1) acre
 - i. 232 units on 4.61 acres
 - b. 30 units to 54 units per one (1) acre
 - i. 249 units on 4.61 acres
- C. No to heights over 35 feet, four (4) stories and/or higher

PORTOLA BUILDS & ZONING CHANGES - INFRASTRUCTURE IMPACTS

WATER SUPPLIES

4/24/2022 Sentinel: “Recent rains provide good news on fire-risk, but reservoir reserves don’t see much.”

4/12/2022 Lookout Santa Cruz “California went through an extreme drought from 2012 to 2016 and is now in the third year of a drought that ranks among the worst on record.”

4/9/2022 Sentinel: “CZU fire continues to impact water reliability 1.5 years after the fire.”

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4/7/2022 Sentinel Morning Report: “We’re basically a season and a half short [of rainfall] — we’re running that deficit,” Null said. Santa Cruz County is unique in that all of its drinking water supplies are locally sourced: no water is pumped in, the region relies solely on rainfall and stream flows. Our problem is we don’t have a big enough storage reservoir to get us through multiple years of drought. Menard estimated the water department will draw down Loch Lomond to around 70% capacity this year, a level she said could sustain customers through another dry year. But if we get to three, four, five dry years in a row the system is just simply not designed to accommodate that, said Menard.”

- A. No one knows how long this mega drought will continue. We are 13 inches below seasonal rainfall.
- B. Water is an essential to our health and growing devastation from local wildfires.
- C. We are already on restricted water use with no new reservoirs nor a desal plant in the works.
- D. Water availability is a growth issue: will density increases under this Plan break our local supply? Without further consumer cutbacks will we have the water supply to allow such dense zoning?

TRANSPORTATION

B 10 (Wiener) – Housing Density: Authorizes, until 2029, a city or county to pass an ordinance to zone any parcel for up to 10 units of residential density, if the parcel is located in a transit-rich area, which include areas near rail transit or bus routes with peak headways of 15 minutes or faster, or an urban infill site.

- A. A sad reality to SB10 is that County residents including those along Portola do not enjoy benefits of a dynamic well-connected transit-rich transportation area.
 - a. There is no seamless end to end urban style transportation 24/365 system with county-wide connection hubs and year-round low fares.
 - b. The bus schedule for pick-up and drop-off is basically every thirty (30) minutes.
 - i. Schedules do not begin as early as many commuters need; night schedules end before many in the hospitality sector get off work.
 - ii. Large buses cannot travel on narrow streets preventing added stops and pick-ups.
 - c. Electric bicycles are rarely used by physically disabled, sight or hearing-impaired people; and electric bicycles are uncomfortable rides during bad weather.
- B. Post-covid work schedules have many people again streaming onto Portola enroute to Highway 1 commuting to jobs in San Jose, Palo Alto, Livermore, Pleasanton, etc.
- C. Absent dynamic near-term plans for an upgraded transportation system, fares making commuting cheaper than by car, and a successful consumer campaign getting people out of cars, most Pleasure Point residents will remain “car dependent”.

PORTOLA TRAFFIC AND SAFETY

- A. Additional housing units and related car ownership will exponentially add car traffic, thus raising Portola’s car traffic and pedestrian safety concerns.
- B. Portola Dr is active 16 hours a day.
 - a. It is one of the most traveled roads in our County, over 15,000 cars travel Portola daily.
 - i. Under R-UHF, 207 units (without density bonuses) making two (2) car trips in and out of the nine (9) parcels offer 414 MORE cars on Portola each day.
 - b. Emergency exits (ex: fire, earthquake, or tsunami): Portola is not designed for masses of cars and/or people evacuating in a short time period; tragedies could occur.
- C. Higgins’ 2018 Traffic Study for Pleasure Point Plaza (33 units/7,800 sq. ft. commercial; across from SUDA) reported:
 - a. Portola’s/41st intersection reached up to 55 crossings per hour; installing a signal light was suggested.
 - b. Portola is highly pedestrian oriented at 20+ crossings per crosswalk a day.
 - c. Estimated trip generation in and out of Pleasure Point Plaza onto Portola daily.

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was a net of 498 daily trips.

- D. "Why don't people stop at stop signs around here anymore? It's getting worse all the time." 4/7/22
Nextdoor post.
 - a. Portola's basic traffic safety elements should require beacon flashing lights at all crosswalks (3 sets now) and/or flashing red solar beacon rings on stop signs.
- E. Per heavy bike and foot traffic in the Avenues, truck deliveries for Portola businesses should not be allowed nor permitted to use these narrow streets.

PARKING MANAGEMENT: ON-SITE PARKING - TANDEM PARKING

- A. "Parking problems might seem petty, but their relative smallness may be precisely why they are so maddening!" WSJ 3/24/2022.
- B. New code allowing only a 10% increase over standard on-site parking spaces is grossly inadequate; it is totally unrealistic to car ownership numbers and need for car transportation.
 - a. A 60% increase should be the minimum required for on-site parking.
 - b. Two (2) cars are typically owned whether two (2) residents work at home or not; driving age teens, young adults or multiple roommates could add three (3) or more cars per unit.
- C. Pleasure Point does not have alternative parking areas for a private project's resident or client overflow parking needs.
 - a. On-street public parking on connecting Avenues off Portola are usually maxed out.
 - b. Private developer's reserving public on-street parking for tenants or patrons should not be permitted.
- D. Shared parking: two-car tandem is viable. Easy access to the car is ESSENTIAL.
- E. Three-car tandem will lead to time interruptions, disgruntled car-parkers, and potentially volatile situations.
 - a. We ask five (5) planners to use three car-tandem 24/7 in an active environment for two (2) months.
- F. Underground (tuck under) parking would reduce parking hassles plus be an environmentally esthetic use of open space.

We appreciate your time and attention to our feedback within this document and to our survey's results. Again: please contact Save Pleasure Point with follow-up questions or comments: info@savepleasurepoint.org

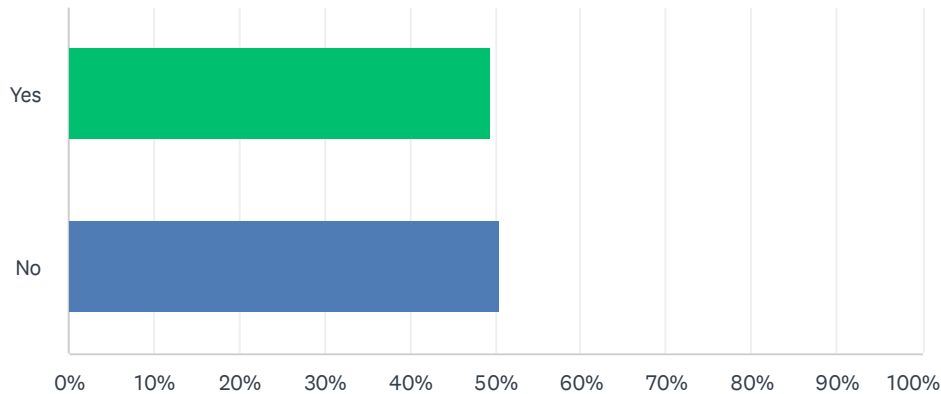
Respectfully Submitted: SAVE PLEASURE POINT's Steering Committee (SPPt; alpha order) JoAnn Allen, Kimber Blackburn, Patti Brady, Carin Hanna, Glenn Hanna, Lowell Marcus, George McCullough, Matt McMillan, Padi Romero, Debbie Shulman, Jerry Still, Marika Strauss, Kevin Walter

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Save Pleasure Point: Your Opinions Matter!
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Q1 Are you aware the County's Design Guidelines for the Pleasure Point Commercial Corridor are only for Portola Drive from 36th to 41st Avenues and not the full breadth of Portola from 26th to 41st Avenues?

Answered: 97 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	49.48%	48
No	50.52%	49
TOTAL		97

#	ADDITIONAL COMMENTS:	DATE
1	I believe to concept we worked on 2 years ago went up to 26th. Can't understand why the Portola Drive Corridor would be made smaller. It should include down to 26 Ave. Makes a better natural barrier.	4/10/2022 3:30 PM
2	I looked at https://www.sccoplanning.com/PleasurePointCommercialCorridor/ProjectDocuments.aspx , and it appeared that the guidelines are to apply to the area between 26th and 41st Avenues. What did I miss?	4/10/2022 1:16 PM
3	why not all the way to 30th????	4/7/2022 3:32 PM
4	Why not from 41-30th, or 41-26th? (True PP) Because the big parcels that they want to control are only 41-36th?	4/7/2022 10:25 AM
5	It is not useful to set up design guidelines that do not encompass the entire Pleasure Point portion of Portola (from 26th to 41st Ave), where there are many commercial businesses.	4/5/2022 5:21 PM
6	It should cover the entire length. 30th Avenue area is well traveled and walked. I also have a friend who was hit by a car crossing Portola at 30th.	4/5/2022 11:58 AM
7	Somewhat	4/5/2022 11:48 AM
8	Why is this?	4/3/2022 10:39 PM
9	from outcome of community meetings and draft document ok'd in 2018 that it was for all of Portola	4/2/2022 10:04 AM
10	I visit the county website weekly and I don't usually see these details (I look!).	4/2/2022 9:41 AM
11	Why? It should go from 26th to Adrienne	4/1/2022 6:37 PM

Save Pleasure Point: Your Opinions Matter!
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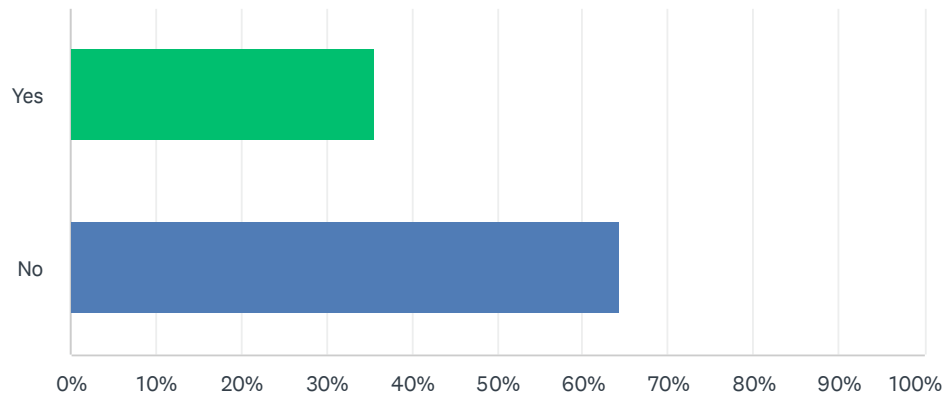
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12	How is the "commercial corridor" determined by the county? Certainly there is existing commercial activity on Portola outside of the 36th-41st boundaries. What is the benefit to the community vs the county by not including the full breadth of Portola, 26th to 41st?	4/1/2022 2:03 PM
13	Unfortunate because the whole area needs traffic improvements	4/1/2022 2:00 PM
14	This is ridiculous and must be updated to include 26th Avenue.	4/1/2022 11:02 AM

Save Pleasure Point: Your Opinions Matter!
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Q2 Are you aware of the 2022 Sustainability Update?

Answered: 98 Skipped: 0



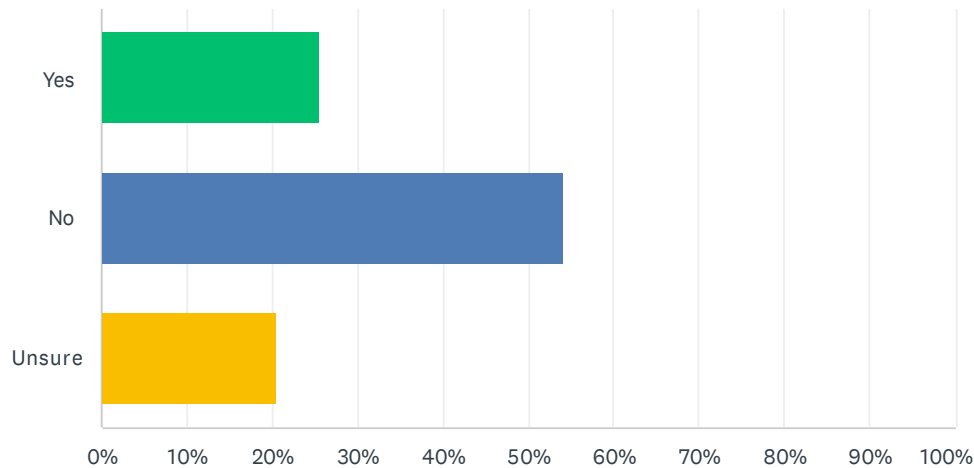
ANSWER CHOICES	RESPONSES	
Yes	35.71%	35
No	64.29%	63
TOTAL		98

#	ADDITIONAL COMMENTS:	DATE
1	I know there was some update but haven't read it.	4/10/2022 3:30 PM
2	What is the point of this question?	4/10/2022 1:16 PM
3	Kinda	4/5/2022 10:19 PM
4	Yes, I feel the report is slanted toward high density.	4/2/2022 4:34 PM
5	Yes in verbiage but again not in detail. See 1.	4/2/2022 9:41 AM

Save Pleasure Point: Your Opinions Matter!
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Q3 Do you support high density housing on Portola Drive?

Answered: 98 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	25.51%	25
No	54.08%	53
Unsure	20.41%	20
TOTAL		98

#	ADDITIONAL COMMENTS:	DATE
1	I do not feel the current infrastructure of Portola Drive and surrounding neighborhoods can support high density housing. Yes, housing is needed, but not high density that would change the character and charm of Pleasure Point.	4/11/2022 9:07 AM
2	There are times Portola Dr is very congested. A good portion of the cars from the high density housing will be trying to get on to it off the congested road adding more congestion or tire ups. The roads weren't designed or built for the amount of traffic that will be expected with more housing.	4/10/2022 3:30 PM
3	Although , I always have supported a mix of housing with business space that allows space For the needs of local creativity and business.. a mixture of Multiple housing on major bus routes makes sense	4/10/2022 8:09 AM
4	How dense is high density? Question is unclear. More housing is needed in he county and Portola could be a logical place for 2-3 stories if well designed and maintaining a small beach village feel.	4/7/2022 10:25 PM
5	We already have enough plus the MAJORITY of airbnb's are already in our (I live on 34th ave.) area. The county should freeze airbnb applications and allow only long term rentals.	4/7/2022 3:32 PM
6	What is the definition of high-density? How tall would the buildings be? The setbacks (front and back)? Will there be sufficient parking on site? What about WATER?? Soquel Creek Water District is facing SALT WATER INTRUSION, and we are all severely cutting back. How can high-density be considered even if there are low-water requirements? I don't think the groundwater supply can responsibly support high-density??	4/7/2022 10:25 AM
7	The definition of high density for here is non sustainable. I realize there needs to be more housing made available but what is being proposed will ruin the quality of life in the	4/6/2022 5:13 PM

Save Pleasure Point: Your Opinions Matter!
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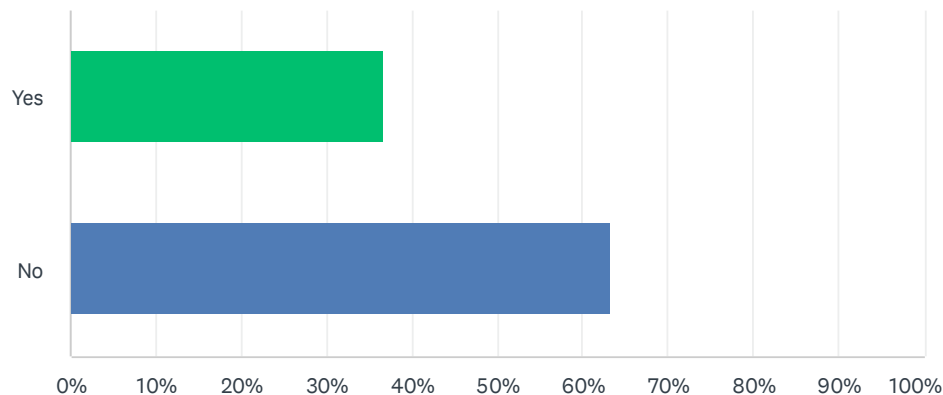
neighborhood. Ruining quality means unbearable traffic, noise, no parking anywhere. We're almost at the limit now for quality of life.

8	We need additional housing, but affordable, and for rent not for sale. This area is prime for "2nd homes" so restrictions on how high density housing is provided is necessary. The developments should be no more than 2 stories and be able to accomodate off street parking for at least 2 spots per unit. There needs to be a proper traffic survey, with the plan to reduce this section from 4 to 2 lanes with a center turning lane, there will be a huge impact to traffic on Portola and it may not be able to accomodate additional units safely. I still don't understand why the current thinking is that reducing parking spaces will reduce miles driven, that's completely illogical.	4/6/2022 5:39 AM
9	Only if sufficient parking, and safe provisions for biking and walking are also made available.	4/5/2022 5:21 PM
10	Only if there is coordinated (& significant) increase in public transportation. Plus sufficient parking included for residents. Portola Dr, currently, is the exact opposite of a transportation corridor. For example, to get the 2 miles (across Hwy 1) to Dominican Hospital/medical office complexes takes close to an hour. Need to provide better frequency; reduce size of buses so the capacity fits the need.	4/5/2022 2:14 PM
11	Traffic conditions are already hazardous.	4/5/2022 11:58 AM
12	No, I feel 28 units is appropriate.	4/2/2022 4:34 PM
13	45/acres, 40' buildings are definitely not within the character of the neighborhood!	4/2/2022 4:02 PM
14	There needs to be infrastructure improvements— not just band aid spotty developments with "improved parking" but not improved overall public utilities (I.e. services that the public needs regularly: transportation, telecommunications, SSD, waste management, so much more.)	4/2/2022 9:41 AM
15	As long as adequate parking is required and can not be avoided by developers for any reason.	4/1/2022 6:42 PM
16	This will change our neighborhood for worst. More traffic, more noise, more trash, more speeding, nothing good can come from this. The people planning this have no idea about our neighborhood. They don't live here and care only about tax base	4/1/2022 6:37 PM
17	I feel very strongly that Pleasure Point as it exists now is a high density neighborhood. We have many substandard lots with homes and many have little or no off street parking. We accommodate many visitors on a daily basis including surfers, folks coming to enjoy our beaches and short term residents in vacation rentals. All of this impacts the quality of life for the long term residents and home owners of Pleasure Point.	4/1/2022 2:03 PM
18	The noise level already present every day makes more density very undesirable.	4/1/2022 11:27 AM

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Q4 Are you aware the County is proposing to rezone nine underdeveloped parcels on Portola Drive between 30th and 36th Avenues to Urban High Flex zoning? (Urban High Flex zoning is the highest designation for housing meant to accommodate 45 units per acre and up to 90 units per acre with developer's density bonus allowances).

Answered: 98 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	36.73% 36
No	63.27% 62
TOTAL	98

#	ADDITIONAL COMMENTS:	DATE
1	This zoning change appears to be in contradiction to Design Principals of maintaining the character of Pleasure Point neighborhoods.	4/11/2022 9:07 AM
2	Again, adding 45 to 90 cars to the local commute will be a mess. Also can the existing facilities handle the additional water requirements and sewer useage?	4/10/2022 3:30 PM
3	I don't recall hearing about Urban High Flex zoning changes, specifically.	4/10/2022 1:16 PM
4	That kind of construction will change the community , creating crowded conditions with a lack of local infrastructure to support it	4/10/2022 8:09 AM
5	I think that is not a good idea. Developers can "pay" special fees vs having each multi housing units set aside for "low income" families. That is a bad idea - our county should have a fixed percentage of units allocated for low income families.	4/7/2022 3:32 PM
6	This needs subterranean parking.	4/7/2022 10:26 AM
7	Ridiculous. See concerns in above answer. I did not know this. What is Manu's position on this? I understand the need for affordable housing in SC, but please NO. Can someone please explain the water thing to me?? How?? Is this why they performed those traffic experiments last year on Portola? Because they are planning high-density housing and high-density traffic?	4/7/2022 10:25 AM
8	I thought that the plan only included 36th thru 41st? This is not a big city. Sorry but im against all high density zoning.	4/7/2022 9:15 AM
9	No more than 2 stories should be allowed. Parking must be provided within the properties	4/6/2022 5:13 PM

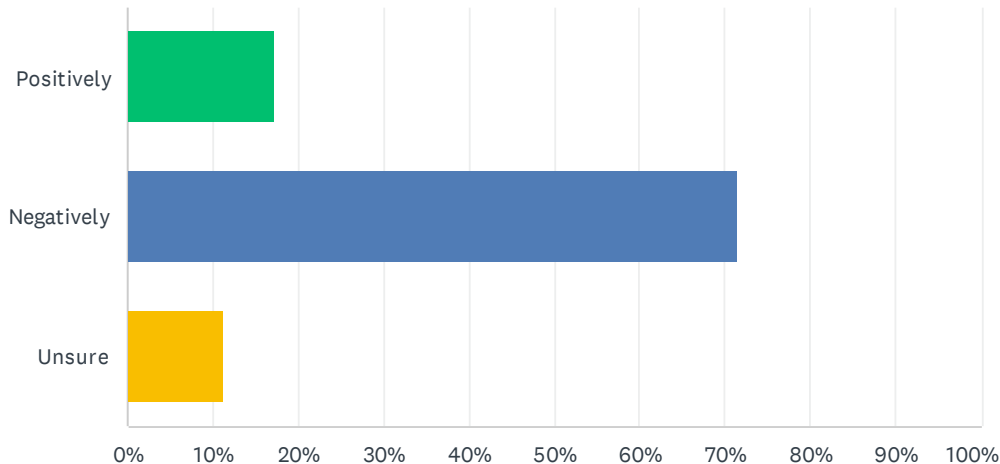
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10	Say it isn't so!	4/6/2022 1:19 PM
11	That is COMPLETELY wrong. Portola and surrounding streets and infrastructure cannot accomodate that type of densification. It is not an "Urban High Flex" area. When are people going to start thinking about why people have settled here in the first place. Because they did not want to live in San Jose or SanFrancisco urban areas.	4/6/2022 5:39 AM
12	I cannot imagine how this will happen without changing the character of the neighborhood in a hugely detrimental way. A key point - off street parking for all those people! Also, this is outside the Pleasure Point Commercial Corridor (as defined).	4/5/2022 5:21 PM
13	Again -traffic, water and other obvious concerns should be at the forefront of such decisions. There are more suitable places for this..	4/5/2022 11:58 AM
14	But we need housing	4/5/2022 8:57 AM
15	No to density bonus.	4/2/2022 4:34 PM
16	I know because I took the time to watch the meeting recordings on YouTube. The community needs to be made aware of this major change!	4/2/2022 4:02 PM
17	See 3 and 1	4/2/2022 9:41 AM
18	That is much too dense. There is no possible way adequate parking can be mad available for that high a density which will negatively impact our neighborhoods.	4/1/2022 6:42 PM
19	It's complete bullshit. Developers carenothing about us residents. Go leave your forever your stain somewhere else. Like in your neighborhood	4/1/2022 6:37 PM
20	I strongly oppose!!	4/1/2022 2:03 PM
21	Done right, portola would be a safe, street with a farmers market and other businesses that don't work now because not enough people live close enough together. I am very concerned about reducing the traffic flow on Portola which would redirect it to brommer which would be unfair to folks who live on that street.	4/1/2022 2:00 PM
22	We need more housing. Don't be NIMBY	4/1/2022 1:37 PM
23	What a terrible idea.	4/1/2022 11:27 AM
24	This is irrational for the area. Additionally, where will the water come from if this development is authorized. Furthermore, the are cannot handle the increase in parking needed, nor can the area handle the increase in traffic.	4/1/2022 11:02 AM

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Q5 The nine parcels proposed for rezoning total 4.61 acres. Depending on type of development this could be an increase of between 207 to 414 units on these 4.61 acres. In your opinion do you feel this type of density would positively or negatively impact the character of Pleasure Point?

Answered: 98 Skipped: 0



ANSWER CHOICES	RESPONSES	
Positively	17.35%	17
Negatively	71.43%	70
Unsure	11.22%	11
TOTAL		98

#	ADDITIONAL COMMENTS:	DATE
1	We do not have the infrastructure to support such high density housing on Portola. Lower density would be more appropriate to maintain the charm and character of Pleasure Point.	4/11/2022 9:07 AM
2	Pleasure Point is a small eclectic community which stretches from Portola Dr to the bay. Adding housing for up to 414 units will destroy the atmosphere and ambiance of the area. Probably many of those units will be sold to part timers or folks moving over from the valley. It will do very little to actually help the local housing shortage.	4/10/2022 3:30 PM
3	Not high density ! However , I believe developers will eventually build out these large locations .. So I would like to see our community come to agreement with a mixture of , business , community and service space with middle value housing mixed in and above ..	4/10/2022 8:09 AM
4	As long as affordable not luxury housing	4/8/2022 8:43 AM
5	See prior comment in response to Q3	4/7/2022 10:25 PM
6	Where do the cars park?	4/7/2022 3:41 PM
7	Negatively. With so many more units being developed we will have an even more difficult time trying to provide water and resources for these additional people.	4/7/2022 3:32 PM
8	As is no parking. There will. It be enough parking for these new residents nor will there be parking for people visiting at this housing. The housing needs subterranean parking as well as	4/7/2022 10:26 AM

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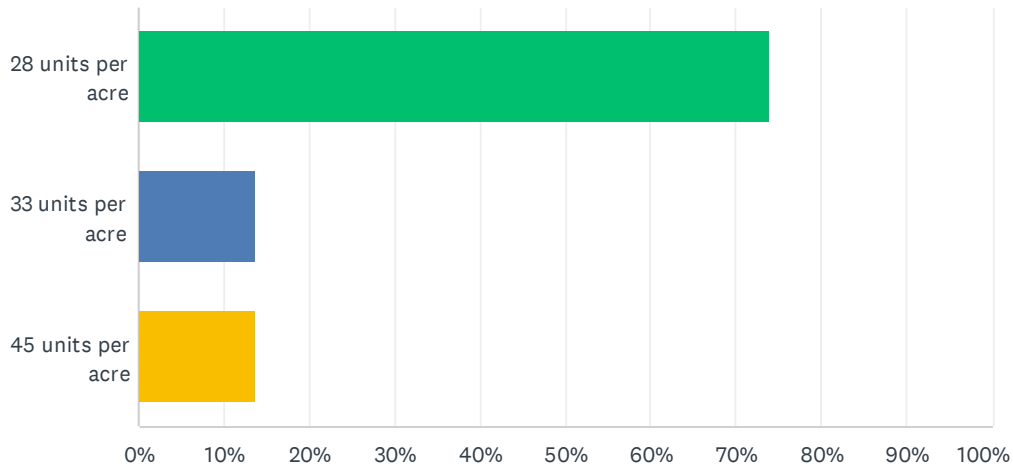
the parking they currently show for the development.

9	Why must ALL the acres be developed to this density? Money? Developers? Why not develop in character with existing PP? Money? Developers? But again...water.	4/7/2022 10:25 AM
10	the area now is unattractive and dysfunctional. Halving the density recommendation and ensuring heights are moderated would get my support	4/7/2022 10:03 AM
11	This makes me sad. This would change the whole character of PP.	4/7/2022 9:15 AM
12	Six stories will ruin the neighborhood. Up to 2, with parking provided by the properties is a must. Street parking is already full.	4/6/2022 5:13 PM
13	NOoooooooooooooooooooo	4/6/2022 1:19 PM
14	People provide neighborhood character, not buildings. I've never seen a protest against a five bedroom remodel that takes up an entire lot.	4/6/2022 8:02 AM
15	If at the higher end (414 units) but would support the lower end (200+)	4/5/2022 2:14 PM
16	again - this is so obvious that traffic, and water usage alone should make this a "non-starter".	4/5/2022 11:58 AM
17	Portola is not pedestrian friendly now and public transportation will not be adequate and will result in spill over parking in the avenues.	4/2/2022 4:34 PM
18	I'm prohousing but this is much too dense and tall for this area.	4/2/2022 4:02 PM
19	If this was well-planned, accompanied by associated infrastructure scaling, yes this is good. The lack of detail and EIR disclosures means it's probably not very well thought out. I live here and have never once experienced local surveys (other than the national census) or community outreach to impress on me that this is a thoroughly thought out solution.	4/2/2022 9:41 AM
20	See prior comment on lack of adequate parking.	4/1/2022 6:42 PM
21	More rats in a cage. Fuck developers and fuck the county. Do we have any day besides this survey?	4/1/2022 6:37 PM
22	Absolutely it will negatively impact not only the character of The Point it will negatively impact our quality of life. How could it not?	4/1/2022 2:03 PM
23	Cant be nimby on this - we need to do our share of housing. The services that would come along with it would be welcome, allowing older folks to stay in their homes as they age	4/1/2022 2:00 PM
24	Depends on how it is done	4/1/2022 1:37 PM
25	Very strongly feel this would be a negative impact.	4/1/2022 11:27 AM

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Q6 To meet the proposed design concepts of “maintaining neighborhood character” and “quality of life”, which of the following maximum allowable housing units per acre would you choose? (Note: density bonus allowances per acre could increase these numbers by 50% to 100%).

Answered: 81 Skipped: 17



ANSWER CHOICES	RESPONSES	
28 units per acre	74.07%	60
33 units per acre	13.58%	11
45 units per acre	13.58%	11
Total Respondents: 81		

#	OTHER UNITS PER ACRE OR ADDITIONAL COMMENTS:	DATE
1	No bonus allowances should be allowed, puts too many units per acre.	4/10/2022 3:30 PM
2	10 units per acre-especially if they are going to increase the number.	4/10/2022 2:46 PM
3	10	4/10/2022 1:18 PM
4	I don't want any more high-density housing along the Portola Drive corridor.	4/10/2022 1:16 PM
5	Maximum of 10 units/acre	4/10/2022 12:29 PM
6	We are not able o maintain good roads, traffic is awful we are not equipped to handle what is currently happening....keep adding more and more housing and we will be totaling gridlocked all the time....and what about water? We don't have enough of it now....what are we to do? Fix the infrastructure and then maybe....but I doubt it	4/10/2022 9:21 AM
7	I would need to see proposals .. however , that is a lot of homes at 28.. I don't want to see towers on Portola	4/10/2022 8:09 AM
8	I think it should be less than 28! I like Live Oak and don't want a bunch of ugly buildings with thta many units in the neighborhood, Will these building provide underground parking? Street parking is already an issue	4/10/2022 8:06 AM
9	As long as they are for affordable housing	4/8/2022 8:43 AM

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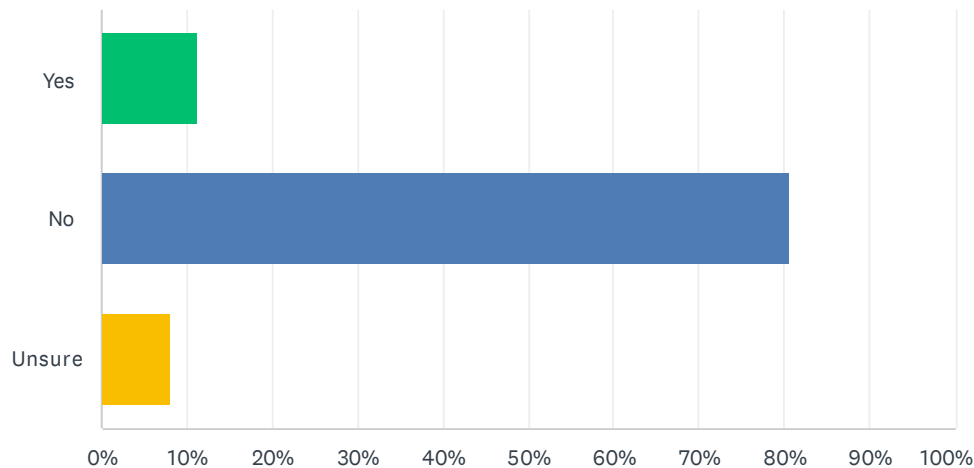
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10	between 10-15 units per acre only.	4/7/2022 3:32 PM
11	12-25 units per acre or consistent with surrounding development	4/7/2022 11:40 AM
12	However many units come with 2 parking spaces on the acre.	4/7/2022 10:26 AM
13	It is honestly hard for me to envision what this exactly means and how it would be carried out, in any density per acre. I am in favor of the lowest density, fewest people, least amount of water, least amount of traffic, lowest height buildings, most green space, largest setbacks....etc	4/7/2022 10:25 AM
14	see above comments	4/7/2022 10:03 AM
15	Something that matches the neighborhood is critical, otherwise the neighborhood is ruined forever. It has a wonderful personality now. The problem is, more people would like to live here than the neighborhood will bear. There will always be pressure in a place like this to allow more housing. If we go past the tipping point, the demand for more housing will never go away. Stopping before the neighborhood is ruined is critical. You can never satisfy the demand for more housing in places like this, you can only preserve the quality of life here or lose it forever.	4/6/2022 5:13 PM
16	This is a capitalist economy, please don't try to limit what people do with their property.	4/6/2022 8:02 AM
17	Up to 90 units per acre.	4/6/2022 7:57 AM
18	But these cannot be all on one parcel, i.e. not 130 units on a 4.61 acre parcel but separated for traffic flow and breathing space. And again 2 stories max to maintain the character of the area.	4/6/2022 5:39 AM
19	Or less! The density of housing in Pleasure Point is already too high and beyond the capacity of infrastructure to support it.	4/5/2022 5:21 PM
20	unsure	4/5/2022 8:57 AM
21	Not for it	4/3/2022 10:39 PM
22	less units per acre	4/2/2022 11:45 PM
23	14	4/2/2022 3:58 PM
24	Would prefer non	4/2/2022 10:47 AM
25	Hard to say without a complete EIR. See previous.	4/2/2022 9:41 AM
26	Need a better point of reference to determine if those 3 numbers makes sense. For example how many units were proposed on the lumber yard site and what's the acreage there.	4/2/2022 7:09 AM
27	Stop density bonus allowances. They only benefit the developer, not the neighborhoods.	4/1/2022 6:42 PM
28	I think 28 is way too much. The only people who care about density bonus allowances are developers	4/1/2022 6:37 PM
29	High density is the best way to afford the needed infrastructure and transportation improvements. Certainly need trains on the rail corridor as part of the transportation mix, and this would make it more viable	4/1/2022 2:00 PM
30	Growth is inevitable. Trying too hard to prevent it results in more homeless and more human misery.	4/1/2022 1:37 PM
31	10	4/1/2022 11:16 AM

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Q7 The proposed zoning for the units will have limited on-site parking: One bedroom unit = one parking space. In your opinion, is there enough on-street parking to accommodate overflow from future housing projects?

Answered: 98 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	11.22%	11
No	80.61%	79
Unsure	8.16%	8
TOTAL		98

#	ADDITIONAL COMMENTS:	DATE
1	The streets can barely support the parking of residents, let alone new permanent residents, especially during the influx of summer visitors parking in the neighborhood	4/11/2022 9:07 AM
2	Parking is full now daily and especially. Relying on the streets to absorb more misguided and setting up more opportunities for those choose to break into cars. More 2 person families have 2 cars, more parking needs to be created within a new complex. The streets cannot absorb any more resident or other parking.	4/10/2022 3:30 PM
3	Should account for at least 2 vehicles per bedroom	4/10/2022 12:29 PM
4	Should have underground parking to accommodate residents	4/10/2022 9:43 AM
5	I know the county is pushing for corridor housing , serviced by bus service .. This is the county.. people will want cars .. I believe housing should be a mixture of bedrooms .. 1 bedroom is mostly all low income .. which I don't support	4/10/2022 8:09 AM
6	Absolutely not!	4/10/2022 8:06 AM
7	Not enough parking in existing pleasure point communities. This grossly underestimates needed car spaces	4/7/2022 3:41 PM
8	This is a ridiculous rule. For high rent prices, both husband and wife must work so there needs to be 2 parking available. Our community already has too many cars for our own housing needs.	4/7/2022 3:32 PM

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9	Everyone know a single parking space is inadequate The suggestion one is sufficient is ridiculous	4/7/2022 11:40 AM
10	all units must have their own parking of 2 spaces per u nit as well as guest parking. There is limited parking on Portola and none in the neighborhoods	4/7/2022 11:32 AM
11	Definitely not. When thinking about what you are doing to our neighborhood, imagine if this was happening to your neighborhood and there was already no parking in the area.	4/7/2022 10:26 AM
12	Of course not. There is not. A one bedroom unit should have 2 parking spaces, period. Got two adults living there. If residents are going to park in Portola, how can the county tout "promoting local businesses" with that crazy "back-in angled parking" that they were pushing? The spaces would be taken up largely by residents!! One space per one-bedroom is NOT enough.	4/7/2022 10:25 AM
13	There is not enough on street parking now. Many homes in PP dont have garages or driveways. No family has one car.	4/7/2022 9:15 AM
14	Need two parking spaces for each one bedroom otherwise therecwil not be enough parking paves	4/6/2022 5:13 PM
15	Reduced parking requirements improve affordability.	4/6/2022 8:02 AM
16	ABSOLUTELY NOT.	4/6/2022 5:39 AM
17	Absolutely not. An informal poll of people I know living in one bedroom units indicates THREE vehicles per unit is the norm. Therefore there need to be at least three off street parking spaces per one bedroom unit.	4/5/2022 5:21 PM
18	Again - need for transportation corridor. Discard the "big bus/mostly empty/very infrequent bus" current model that doesn't work for working people.	4/5/2022 2:14 PM
19	Not even close. Not to mention the bike hazards from adding that many cars on Portola drive.	4/5/2022 11:58 AM
20	There is not enough parking. Look at Portola. Too many red curbs and bumps out with lovely trees. No parking in front of businesses like Suda. The private parking lots like where Coffetopia often sits 1/2 empty while parking is pushed into neighborhood, especially now that there is no permit parking. Also Cat n Cloud has created such a cluster mess and that is just one business which has made a huge impact on the neighborhood. Their delivery trucks barrel down Floral to 36th so they don't have to negotiate parking on Portola or turn around. It has also created much parking headaches for the neighborhood. If Portola housing is built, ample onsite parking is needed. Parking needs to be addressed so that it will not make an enormous dent for existing homes. We already deal with daily beach traffic/parking. Auto speed is also a factor on Portola and surface streets. I get there is a need for housing, I hope it will be reasonable growth with consideration to existing homes. I also appreciate being able to give my feedback. Thank you.	4/5/2022 11:48 AM
21	if only we had rail transport. so close. We must get out of our cars	4/5/2022 8:57 AM
22	A certain % of units will have couples each with their own cars and visitors so it is appropriate to require additional spaces and have tenants purchase the additional space or downsize to one car.	4/2/2022 4:02 PM
23	Because only parking is mentioned in this question, I will guess that transportation and associated infrastructure has not been thoroughly considered. This is rather alarming. Parking will not be the only concern.	4/2/2022 9:41 AM
24	Absolutely not. Portola is already parked out and overflow will negatively impact neighborhoods and restrict beach access for those going to the beach from out of the area. Could this be an issue to bring to the Coastal Commission?	4/1/2022 6:42 PM
25	Not even close. Has any even looked at our neighborhood parking issues? Doubt it. These out of area planners are idiots. Get out of your office and look around.	4/1/2022 6:37 PM
26	no no and no! We do not have enough on street parking to support the residents and visitors we have now. How will more parking magically appear?	4/1/2022 2:03 PM
27	I doubt there would be much overflow. Cars are on their way out. With proper bus, bike, ride share and pedestrian improvements we dont need all that useless asphalt, and people wont have a reason to have a car	4/1/2022 2:00 PM

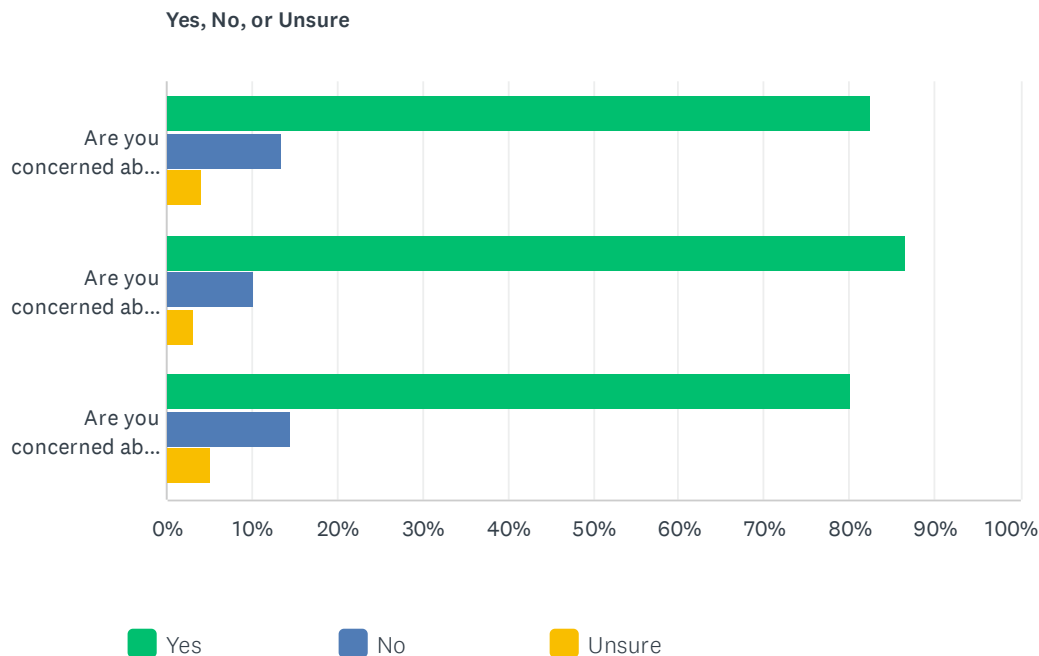
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28	Your question is too biased. This survey is rigged	4/1/2022 1:37 PM
29	Since many households already have 2 or 3 or more cars and trucks, how could we possibly accommodate the overflow from these future housing projects? And the cars and trucks don't just stay parked; they add more drivers, speeding through stop signs and red lights. It's quite dangerous and crowded enough already.	4/1/2022 11:27 AM
30	This should be obvious to anyone.	4/1/2022 11:02 AM

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Q8 In addition to potential impacts to on-street parking, the highest density will impact our limited resources and community infrastructure.

Answered: 97 Skipped: 1



Yes, No, or Unsure				
	YES	NO	UNSURE	TOTAL
Are you concerned about the potential impact on our already restrictive water supply?	82.47% 80	13.40% 13	4.12% 4	97
Are you concerned about added traffic safety and congestion?	86.60% 84	10.31% 10	3.09% 3	97
Are you concerned about the impact on pedestrian and bike safety?	80.21% 77	14.58% 14	5.21% 5	96

#	ADDITIONAL COMMENTS OR CONCERNS:	DATE
1	don't build any more housing in pleasure point period.	4/10/2022 4:14 PM
2	More housing within the area will put additional strains on all the resources of the area, water, sewer, the sheriffs and fire department's ability to perform their jobs keeping us safe and just general congestion.	4/10/2022 3:30 PM
3	Increasing density requires much higher resources. This raises our own costs for rent, water, gas, elec. , etc., etc.	4/7/2022 3:32 PM
4	The county should know better than to plan such a project. Manu seems to be a Leopold 2.0	4/7/2022 11:40 AM
5	all new development must have their own parking on site	4/7/2022 11:32 AM
6	This is already a crowded area from people coming to hang out. As is no parking. At 5pm high traffic during the week and high traffic on the weekends. This would negatively impact the neighborhood. This area should only have single living homes built. Go build apartments by ucsc, Santa Cruz west side, or in the mountains. No one is going to live here for the bus. Our bus system is not great. Everyone drives cars.	4/7/2022 10:26 AM

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7	I hate the idea of high-density at PP, and I am surprised that I did not know of these proposals already. How does the rest of PP feel? Do they know? Is there an alternative, smaller plan? Is this "fightable"? Thank you to whomever is behind these emails and surveys. What is the best way forward to Save PP??	4/7/2022 10:25 AM
8	Our water costs are already sky high. We keep hard scaping more and more of our yard because we cant afford to water the plants. Pretty soon there will be no greenery at all. How can santa cruz justify more building when we have been on water rationing for years?	4/7/2022 9:15 AM
9	This is not a survey and makes me question the integrity of your group regardless if I agree with your positions. The NIMBYism so transparent in this survey is sad and ignores the housing crisis the county faces.	4/7/2022 8:39 AM
10	Does any decision maker on this project actually live on Pleasure Point? How many decision makers drive through here? How much is big money driving this project? It sucks. 6, 5, 4 ,3 stories of dense housing on Portland will destroy this neighborhood. Once the neighborhood is gone it will never come back. There's an endless supply of of people who are drooling to make money off this neighborhood. My guess is all they care about is money. Planners just care about their jobs.	4/6/2022 5:13 PM
11	This entire survey reeks of the segregationist attitude that has led to our housing affordability crisis. I'm tired of my friends being pushed out of town. If you have kids, support a place for them to live. More housing now!	4/6/2022 8:02 AM
12	County planners, wake up!	4/6/2022 5:39 AM
13	Pedestrian and bike safety is really not representedat all on Portola. It is hazardous to ride a bike there	4/5/2022 7:50 PM
14	Again - see improved public transportation. Commuter vans, etc.	4/5/2022 2:14 PM
15	This survey is poorly written and has very leading questions.	4/5/2022 1:00 PM
16	It's clear that this isn't going to be a good thing for Pleasure Point...	4/5/2022 11:58 AM
17	We can design pedestrian and bike safe lanes.	4/5/2022 8:57 AM
18	this is why we need public transportation not just buses going up and down Portola Drive We need to continue to support the rail and trail concept in Santa Cruz County	4/4/2022 9:55 AM
19	FYI, Additional County changes propose to eliminate all rules and restrictions re: rooftop solar systems. This would allow new construction or re-models to completely block solar panels, including planting trees that block the sun. See Chapter 12.28 Solar Access Protection	4/2/2022 3:56 PM
20	Post the EIR please and prove the proposed solution with figures and modeling. For starters, what's the expected level of service during peak hour periods (holidays and non holidays)? What are the proposed traffic improvements accompanying these projects? Which measures will be funding these projects? What are the status and official stances/positions of the local community oversight committees (these were proposed before 2018)? Community meetings have always been insufficient outreach. Where is the bonafide effort to reach all other stakeholders in writing? Prove that there has been consideration for future stress on our infrastructure (water supply, SSD, fire life safety, transportation). And if these projects are to take place here, I hope the district/county/city is thorough enough and thoughtful enough to lead with initiatives to hire and buy local. Regionally sourced labor and products/ materials are common sense but it will take local ordinances to effect the change we need. 8 could work with a wide range of community support but even I don't have access to as much information as I'm seeking out. Please make this information readily multi morally available.	4/2/2022 9:41 AM
21	Don't forget that up to four housing units are now allowed on smaller residential lots which were previously restricted to one dwelling (another horrible law impacting our neighborhoods).	4/1/2022 6:42 PM
22	Nothing over two stories. Keep the soul of our neighborhood. Planners, go back where you came from and destroy that area.	4/1/2022 6:37 PM
23	We are in another year of drought. We as Santa Cruz County do not have the existing infrastructure/water to support our existing population nor do we have the public transportation system to move people around with out private vehicles. If Urban High Flex density becomes a reality Pleasure Point will experience an exponential increase in traffic, congestion, pollution of all kinds. So how exactly does the this proposal "maintain and improve our environment,	4/1/2022 2:03 PM

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economy and quality of life ? I believe it will irreparably destroy the character of our Pleasure Point Village as we know it.

24	Without substantial improvements, resources and community will be affected negatively. But, this can be avoided with the correct improvements.	4/1/2022 2:00 PM
25	Solving These problems needs to be part of the growth plan, not just excuses for inaction.	4/1/2022 1:37 PM
26	Driving on Portola is already taking your life in your hands. These increases will add to the danger and the number of accidents and likely fatalities. When tourists drive here, they ignore stop signs and drive through red lights. I see one or two incidents of this every day I am out there.	4/1/2022 11:27 AM

Public Comment Attachments

From: Harry Petrakis <harryandlinda@yahoo.com>
Sent: Tuesday, July 19, 2022 9:00 AM

		Market site connecting Mattison Lane the new roadway on the west side of the Flea Market site to accommodate future development and more connectivity.
District 1	New Roadway Between 17 th Avenue and Chanticleer Avenue	Add a new east-west connection between 17th Ave and Chanticleer Ave that also connects to new Thurber extension and the new roadway on the west side of the Flea Market site to accommodate future development and more connectivity.
District 1	New Roadway Between Chanticleer Avenue and Mattison Lane	New local roadway to connect to Chanticleer Ave on the west and Mattison Lane on the east to improve connectivity.
District 1	New Roadway Between 17 th Avenue and Chanticleer Avenue	New local roadway connecting 17th Ave and Chanticleer Ave just south of Staples to create shorter blocks and more connectivity.
District 1	New Roadway Bostwick Lane Between Paul Minnie Ave and 7 th Ave	Extend Bostwick Lane to Paul Minnie to improve connectivity.

EXHIBIT H

General Plan Amendments 2022 - RTC Comments				Public Comment Attachments		
Zoning descriptions						
Type	Topic	Page	Topic Description	Comment	GP Policy	RTP Policy
Residential	RF		new district Residential Flex, the county's highest density residential district, appropriate in urban areas with a full range of urban services. Max stories is still 3.	new district should allow more stories and greater density in order to achieve transportation goals.		1.6 Land Use: Support land use decisions that locate new facilities close to existing services, particularly those that serve transportation disadvantaged populations.
Commercial	C-3		New district C-3 Workplace Flex which "implements a key commercial land use planning provision of the Sustainable SCC Plan and the GP." Mix of office, retail, research and light industrial as well as ancillary sales, customer service and public facilities. Intended for parcels located along major corridors and in activity centers within the urban services line. Max stories is still 3. No residential allowed.	new district should allow more stories and greater density in order to achieve transportation goals.		1.6 Land Use: Support land use decisions that locate new facilities close to existing services, particularly those that serve transportation disadvantaged populations.
Special Use	automobiles		commercial drive-throughs now allowed except for restaurants.	Study impact on GHG, pedestrians and transit-users, VMT. Unclear costs outweigh benefits except for pharmacies, and partially conflicts with AM-5.2h	AM-5.2h	
Access, Circulation, and Parking (new chapter - includes TDM)						
Type	Topic	Page	Topic Description	Comment	GP Policy	RTP Policy
Parking	Parking minimums		Mostly same for commercial, decreased for supermarkets and eating/drinking. Increased for high schools and colleges and nursing homes. Reduced for residential.	County should eliminate minimum parking requirements in transit priority areas and further reduce minimum parking requirements elsewhere. Does County require "uncoupling" of parking spaces from multifamily condos and rentals so that buyer/renter pays extra for parking space and not forced to pay for unwanted parking space?	AM-6.3c, AM-6.3d	Target 1.D.1. Decrease single occupancy commute trip mode share by 6.5 percent by 2030 and by 10 percent by 2045 (compared to 2020).
	Shared parking		Shared parking	County should allow for a certain number of required parking spaces use shared parking schemes both within one mixed-use development (as is encouraged in new Design Guidelines) and amongst two properties of different uses, by written agreement, to reduce overall land dedicated to parking and reduce project costs, by allowing uses with different temporal needs, such as office and residential or entertainment, share some spaces and reduce overall requirements.	BE-4.1.8, AM-6.3.a	Target 1.D.1. Decrease single occupancy commute trip mode share by 6.5 percent by 2030 and by 10 percent by 2045 (compared to 2020).
	Compact spaces		Allowable percentages are quite low except for very large parking lots.	Increase percentages to reduce costs of development, encourage use of vehicles that are less dangerous to pedestrians and have lower GHG and wear on roads		Target 2.A.1. Vision Zero: Eliminate traffic fatalities and serious injuries by 2045 for all modes. By 2030, reduce fatal and serious injuries by 50 percent (compared to 2020).
Circulation	Cul-de-sacs		Increased requirement for large cul-de-sac turnaround pavement areas	Consider negative impacts of dedicating more land to vehicles, increasing impermeable surfaces, and reducing development density		Policy 3.5 Ecological Function: Deliver transportation investments in a way that increases tree canopy, where appropriate, improves habitat and water quality, and enhances sensitive areas.
	Sight distances		appears more restrictive but unclear	Increased sight distance requirements can lead to speeding and crashes, and run counter to concepts of safe design to reduce overall deaths and serious injuries. May discourage planting of street trees. Check studies of negative impacts of increased sight distances.		Target 2.A.1. Vision Zero: Eliminate traffic fatalities and serious injuries by 2045 for all modes. By 2030, reduce fatal and serious injuries by 50 percent (compared to 2020).
TDM	When required		TDM will be required for new development or at the time of a major alteration or enlargement for projects that meet one of the following: 1. Residential 25+ units, 2. Non-res with 50 or more employees that arrive or leave work during peak periods, 3. Mixed-use that meet either 1 or 2.	What are these thresholds based on?	BE-4.3.5	

Santa Cruz County Sustainability Update **Planning Commission Study Session #4** **Public Comment Attachments**

New Design Guidelines 2022 - RTC Comments						
Document	Section	Page	Topic Description	Comment	GP Policy	RTP Policy
Ch. 2	D12	15	Access to amenities and networks	In all zones, provide public pedestrian access to any and all adjacent creeks, parks, paths, streets, and alleys, both public and private, and large empty lots and parcels likely to be redeveloped, as they will also need pedestrian access through adjacent large parcels; this is in order to create a reasonably walkable network. Require public access easements through large parcel developments. Explanation: Unincorporated Santa Cruz County, particularly places like Live Oak, have a severely damaged pedestrian network, which results in higher VMT, because most large parcels have been developed with cul-de-sacs and no public planning for a street grid or even a pedestrian grid. The Planning Department should create processes that will ensure provision of a small-scale pedestrian network without inconvenient detours.	BE-1.4.2, 1.4.3, 4.1.8, 4.3.1	1.3, 1.4, 2.1, 3.2
Ch. 3	D6	47	Internal spaces for travel	To decrease automobile speeds and improve overall safety and mobility, design internal spaces which are needed for motor vehicles to be shared with pedestrians wherever possible, and include sharp corners, trees, speed bumps, etc to discourage speeds greater than walking speed. Provision of only selective and limiting pedestrian paths may lead to more speeding in other places where pedestrians also need to travel such as driveways, parking lot lanes, and alleys; segregation of modes where not necessary may decrease overall mobility and safety. Provision of pathways through landscaping and between other barriers should be included.		2.1
Ch. 4	D1	62	Internal spaces for travel	See above for Ch. 3 D6		2.1
Appendix A	n/a	through out	Pedestrian Amenity Zone	For all street typologies, clear pathway of sidewalks should be both level and follow a straight line. Often in practice, the County does not require or provide the sidewalk "Pedestrian Amenity Zone" (i.e. landscape strip and street buffer) even when there is adequate right-of-way to do so. Provision of a level and straight sidewalk set at least 2 feet away from the curb allows easier travel for the elderly and disabled, more direct travel, and the provision of street trees acting as buffers for pedestrians, encouraging walking, and providing traffic calming. Presence of sloped ground needing cut or fill, or presence of encroachments, should not be justification for sidewalk design lacking the Sidewalk Amenity Zone strip.	AM-5.2f	1.3, 2.2, 2.4, 3.5

Santa Cruz County Sustainability Update Planning Commission Study Session #4

General Plan Amendments 2022 - RTC Comments				Public Comment Attachments			
Map Amendments: re-zoning of specific parcels (see website)				Link	Draft Comment	GP Policy	RTP Policy
Document	Section	Page	Topic				
	General		General - zoning near MBSST corridor		Up-zone all undeveloped and underdeveloped parcels that are near MBSST corridor, such as within ¼ mi of all access points to rail trail and within ½ mi of all proposed future light rail stations. Relates to policy BE-1.2d of 1.1, 1.3, 1.4, 1.5, 2.1, 2.4	BE-1.2d, AM-1.1.2	1.6, 3.1, allows success of 1.1, 1.3, 1.4, 1.5, 2.1, 2.4
	Parcel rezonings on Portola		Parcel rezonings of note on Portola Dr between 30 th and 36 th .		Loss of critical commercial property on Portola Dr and replacement with 3-story housing may be a long-term negative impact on County fiscal health, as compared to similar density of future commercial development, and may not promote sufficiently high densities to promote walkability and transit use.		1.6, 3.1
	Parcel rezoning at Soquel/Thurber		Very large empty parcel at Soquel Drive/Thurber/Chanticleer, rezoned from both PA and C-1 to both C-2 and RF.		3-story commercial and residential may not be sufficiently high densities to promote walkability and transit use on a major transit corridor.		1.6, 3.1
Chapter Revisions				Public Comment Attachments			
Document	Section	Page	Topic		Comment	GP Policy	RTP Policy
Ch. 2	Focused Growth Areas	2-8	Shown only along "Main Streets" (commercial walkable e.g. Seaciff and southern 41 st) and "Multimodal Corridors" (i.e. streets with 30+ speed limit between Live Oak/Twin Lakes and Rio Del Mar)		Consider designating 7 th Ave between the railroad and E Cliff as a "Main Street" as the street has greater densities and walkability than western Portola Dr and Main Street (Soquel). Consider expanding "Focused Growth Areas" to include 7 th Ave corridor, Brommer St corridor, and Chanticleer Ave corridor between Capitola Rd and Soquel Ave; the reasons for this are the centralized, walkable, and urban nature of these areas, where it would be reasonable to expect future improvements to transportation and urban amenities including the rail corridor. Expand to include area within ¼ mi of 41 st Ave, as this is missing in the Gross Rd area.	BE-1.2d and would enable the facilitation of BE-1.4a	1.6, 3.1
	BE-1.3g	2-21	Possible connection over SR 1 from Cabrillo College to MBSST		Said connection, which may also facilitate express bus stops within the highway right-of-way so that they do not have to divert onto streets to serve Cabrillo, is not in the 2022 County Active Transportation Plan (p. 83, p. 168); as the Plan includes other project recommendations that are in Caltrans right-of-way, a future amendment to Plan should be considered to add this idea.		
					Elaborate more in this policy to make clear that there is a need to break up the current extremely large blocks that are common in the County by adding walking-scale through-streets and pedestrian/bike connections, all with public access easements, whenever large parcels or parcels adjacent to cul-de-sacs or other disconnected streets, paths, or parks are developed.	AM-1.1.5, AM-1.1d, AM-3.2.4	1.3, 1.4, 2.1, 2.2
	BE-1.4.2	2-22	Neighborhood Mobility Infrastructure		Public access connecting through developments to improve neighborhood walkability should be formalized with public access easements.		1.3, 1.4, 2.1, 2.4
	BE-1.4.3	2-22	Public Facility Uses in Residential Land Designations		See above comment under "Focused Growth Areas."	AM-1.1.5	1.6, 3.1
	BE-1.4a	2-24	15-Minute Neighborhoods		Any public right-of-way that currently provides a street or pathway of travel, or could be used for public through-travel, and is not already adjacent to a public street or pathway, should not be converted into a parkway or any other use unless direct 24-hour through access for pedestrians and bicycles is preserved.	AM-1.1.5	1.3, 1.4, 2.1, 2.4
	BE-1.4e	2-25	Conversion of Public Right-of-Way		Increase planned and permitted units per acre in all Focused Growth Areas between Santa Cruz city limits and Aptos Village to decrease average VMT, support public transit, and allow for efficiency of infrastructure provision.		1.6, 3.1
	BE-2.1.1	2-29	Urban Residential Land Use Designations		Evaluate increase to GHG emissions, increase to VMT, and discrimination against active transportation and public transit, before making this policy change.		1.1, 1.3, 2.2, 3.4, 3.6
	BE-3.4b	2-58	Allow drive-through businesses		Pedestrians should be prioritized on all streets within urban and rural service lines. Vague what is being referred to. For example, a narrow and very low-traffic residential street with a speed limit of 20 mph and mixed modes sharing one facility would prioritize pedestrians, as would a 30-mph arterial with 6-foot sidewalks and trees		
	BE-4.3.1	2-73	Pedestrian-Oriented Development		Whether pedestrians, bicycles, and/or transit are prioritized "over" vehicles, all non-single-family development should include bicycle storage and shared parking structures		1.3, 1.4, 2.1
	BE-4.3.3	2-73	Deprioritize Vehicles		Increasing sight lines along roadways can result in greater speeding and make it more difficult to walk and bike. Check studies on impact. Higher-speed collisions caused by speeding are far more deadly than low-speed collisions that might result from constricted visibility. Benefit of sight lines in poorly-activated places like off-street paths and alleys is clearer.		1.1, 1.6
	BE-4.3.5	2-73	Public Safety and Community Design		Require compliance not only by private developers but also by County Public Works itself when making any sidewalk improvements or undertaking any development project. Also: consider new policy requiring presence of street tree(s) upon all property sales, similar to City of San Jose's ordinance.		1.3, 2.1, 2.2
	BE-4.3d	2-76	Street Trees				1.3, 2.1, 3.5

Santa Cruz County Sustainability Update Planning Commission Study Session #4

General Plan Amendments 2022 - RTC Comments				Public Comment Attachments			
Map Amendments: re-zoning of specific parcels (see website)						GP Policy	RTP Policy
Document	Section	Page	Topic	Draft Comment			
Ch. 3				While it is true that reducing VMT is an important component of reducing GHGs, it may be worth mentioning here that there are also other reasons for reducing VMT. It is implied that VMT does not have other negative societal impacts besides climate change. For example, it can be mentioned that increased VMT is also associated with increased development costs (more parking to construct), increased cost of living (higher housing costs, higher transportation costs), less social cohesion, less public transit (which contributes to decreased mental health), and more land being dedicated to automobiles rather than various other beneficial uses.			
	3.1		Authority and Purpose				
			Opportunities and Constraints. "the County will be updating its Transportation Impact Fee program to incorporate multimodal improvements for all users."				
	3.1 3-6		Roads, Streets, and Highways. Describes Hwy 17 as a freeway throughout.	When will this take place, and will draft be shared publicly in advance?			
	3.2 3-12			Hwy 17 is not a freeway north of the Santa's Village ramp to the county line.			
				The description of Tier II is confusing. Please reference RTC's website for description: https://scrtc.org/projects/streets-highways/hwy1corridor/ . Please note, 41st-Soquel is not the only Tier II project, it's just one of them. Also note, all the aux lanes/bus-on-shoulder projects have their own standalone environmental document and do not rely on Tier I, so this might be worth discussing also.			
	3.2 3-13		Describes Hwy 1 EIR Teir I and Teir II.	Mention the following, as it is specifically referenced in a later implementation strategy: "In 2013, regional planning agencies worked together and with public advisory committees to produce the Monterey Bay Area Complete Streets Guidebook to assist local jurisdictions in planning, designing, and implementing complete streets projects."			
	3.2 3-19		Walking and Bicycling. Complete Streets text box.			AM-2.1b	
			Figure 3-2. Indicates that there will be "future sidewalks" on every residential street in urban and rural service areas.	Is it correct that sidewalks are planned for every single public residential street and on both sides of the street? This is surprising and is not mentioned in the Active Transportation Plan. When and how will this be implemented?			
	3.2 3-20			Map lines for Pacific Coast Route and Signed Bikeways are mostly blocked by other lines in unincorporated areas. Consider modifying the map for readability.			
	3.2 3-21		Figure 3-3.	Update text to say: "In 2021, the analysis resulted in the SCRTC board selecting Electric Passenger Rail as the locally preferred method of providing high-capacity public transit next to the planned trail."			
	3.2 3-24		Rail. Last paragraph.	No rail transit is planned on the Santa Cruz Branch line north of Natural Bridges Drive, so the line should be removed from the map. Note, the Draft MTP-SCS (2021), on p. 4-35, figure showing 2045 future high quality transit corridors, does not include anything in Santa Cruz County except the corridor between UCSC and downtown Santa Cruz. Perhaps the reason why they did not include the Santa Cruz Branch line planned rail service south of Natural Bridges or any other routes that METRO plans to have minimum 15-minute peak time frequency in 2045, is because they're unconstrained? Where do all the "future high quality transit" lines on map come from, a METRO document?			
	3.2 3-25		Figure 3-5. Shows "future high quality transit" running on freeway Hwy 1, all of 17, Soquel Dr between city of SC and State Park Dr, Capitola Rd, all of rail line, 41st Ave.	Also update the Code to require building setbacks from railroad right-of-way so that future transit and active transportation trails can reasonably be implemented.			
	3.2 3-30		Implementation strategy AM-1.1f: preserve and protect railroad right-of-way				
				Change end to "... planners and engineers must re-approach collisions and severe injuries with the mindset that they are preventable. It's a systematic change to the way traffic safety is approached by incorporating engineering, enforcement, and education reforms to prevent traffic fatalities and severe injuries."			Target 2.A.1.
	3.2 3-35		Vision Zero text box	Change "reduce" to "eliminate." Change "injuries" to "severe injuries" where it occurs on this page. This can be an important differentiation. For example, roundabouts reduce deaths and severe injuries but may increase minor incidents which may have minor injuries. Eliminating ALL injuries, even minor ones, is not the goal of Vision Zero.			Target 2.A.1.
	3.2 3-35		Objective AM-2.2 Safety, and Policy AM-2.2.1	Change "reducing" to "eliminating" in keeping with Vision Zero.			Target 2.A.1.
	3.2 3-35		Implementation Strategy 2.2a				Policy 2.4 System Design: Reduce the potential for conflict between bicyclists, pedestrians and vehicles.
	3.2 3-36		Implementation Strategy 2.2d	Consider being more specific about "lower speeds" and mention that for local residential streets and certain main streets, due to the frequent mixture of modes within the roadway and the frequency of driveways with limited visibility, the design speed should be less than 25 mph.			

Santa Cruz County Sustainability Update Planning Commission Study Session #4

General Plan Amendments 2022 - RTC Comments				Public Comment Attachments		
Map Amendments: re-zoning of specific parcels (see website)				GP Policy	RTP Policy	
Document	Section	Page	Topic	Draft Comment		
				Consider additional transit facility improvements (pending METRO input) such as no longer implementing bus pull-outs as they create delays for buses, forcing them to wait for a break in traffic to merge back into the lane, and such as locating bus stops on the far side of signalized intersections as this is also shown to reduce delays. Correct name is "Unmet Transit and Paratransit Needs List"		
		3.2 3-38 3.2 3-39	Policy AM-2.3.4. NOTE this comment was agreed upon by METRO on 7/20/22 Implementation Strategy AM-2.3e	The need to "strictly enforce parking limitations on all roadways" is important not only to bicycle safety and mobility but to pedestrian safety and mobility as well, particularly the elderly and disabled. Parking violations such as blocking any part of a sidewalk, blocking an unmarked crosswalk, or blocking a bike lane are all problems that the county currently does not enforce except via complaints. In typical cities, enforcement of parking violations is normally done by law enforcement patrols as well as targeted actions, not via complaints only.	Policy 2.4 System Design: Reduce the potential for conflict between bicyclists, pedestrians and vehicles.	
		3.2 3-42	Implementation Strategy AM-3.2.3 Prioritize Bicycle Connectivity		3.4 Equity: Demonstrate that planned investments will reduce disparities in safety and access for transportation disadvantaged populations.	
		3.2 3-42	Implementation Strategy AM-3.2c Interconnecting networks	This can also be considered an environmental justice issue, as closures of residential streets to through traffic moves more vehicles onto collectors and arterials, where lower-income people live and already face increased pollution, noise, safety issues.		
		3.2 3-45 - 3-47	Figure 3-8a. Coastal Access maps. It shows 7 "coastal access points" between SC city limits and Davenport plant, even though none currently have any legal public railroad crossings. It also shows 2 points in La Selva Beach. Policy AM-4.1.4 calls for permanently protecting all the access points on these maps.	The "access points" shown in La Selva Beach and between Santa Cruz and Davenport are not legal public railroad crossings and the county does not have jurisdiction over the railroad. However, the county may nevertheless desire to support legal public access at these locations.		
		3.2 3-52	Implementation Strategy AM-4.1h. Limit the size of Harkins Slough Road.	This will negatively impact feasibility of Segment 17 alternative described in Appendix I of MBSSTMP, and conflicts with AM-4.1c. Delete.		
				Consider expanding upon the "Impacts Inside the Urban Services Line" to not only consider adverse impacts that would "impede bicycle and pedestrian circulation" but also consider adverse impacts that would prevent the improvement of bicycle, pedestrian, and public transit circulation (e.g. upgrading an existing standard bike lane to a protected/separated bike lane, widening a sidewalk or building one where nonexistent, building a bulb-out, building a bus-only lane or queue jump lane.		
		3.3 3-59	Table 3-2. Criteria for Accepting LOS of E or F. NOTE this comment was agreed upon by METRO on 7/20/22			
		3.3 3-72	AM-10.1d. County fleet.	Also, replace older vehicles with vehicles with low hood height, with highest ratings for pedestrian crash tests, and low overall weight in order to improve pedestrian safety and also to reduce wear and tear on roads.	Target 2.A.1.	

Santa Cruz County Sustainability Update Survey Responses
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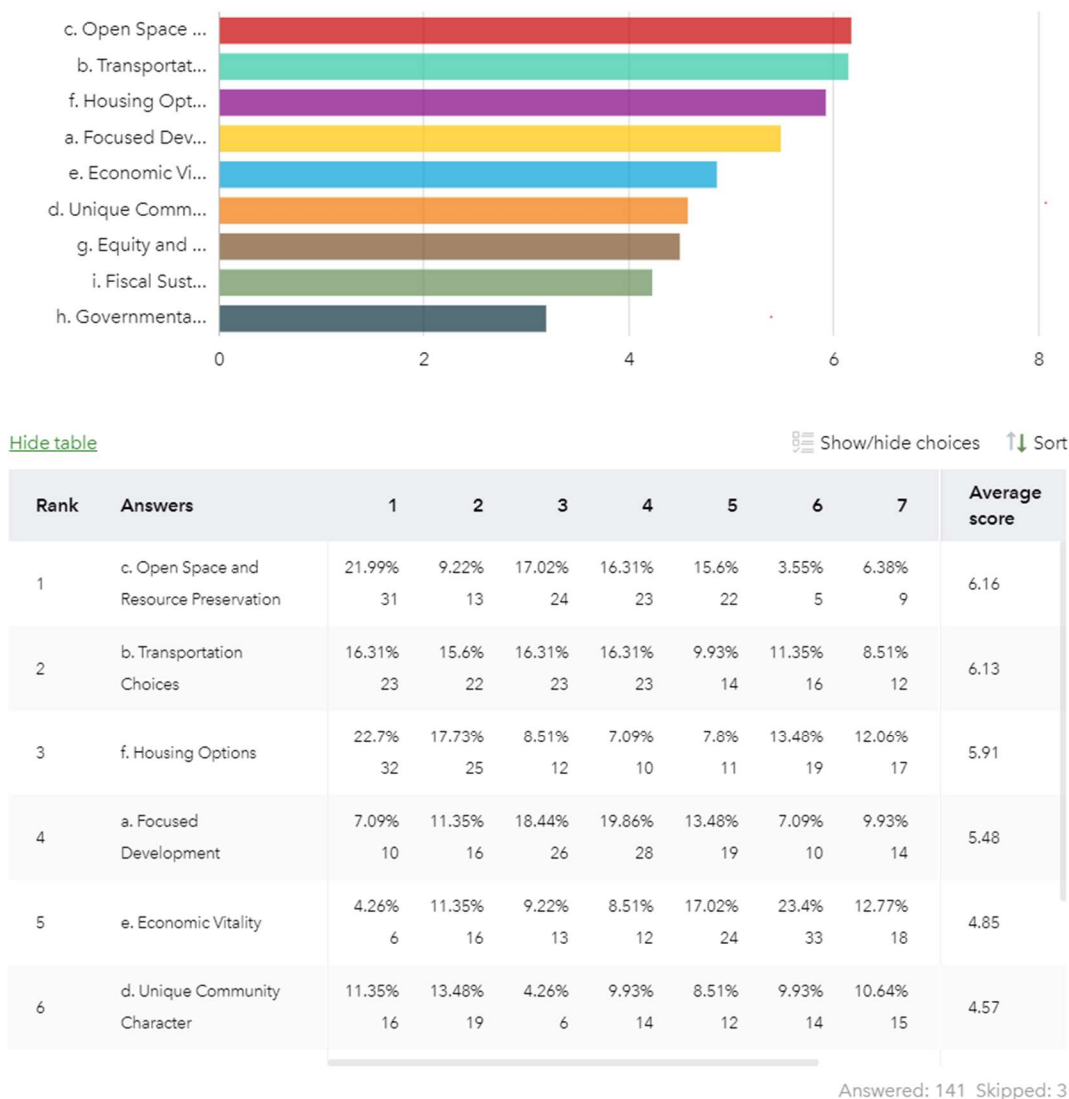
Sustainability and Planning Framework

[Learn more about Sustainability and Planning Framework proposed in the Sustainability Update.](#)

1. The County has identified guiding principles to follow to achieve sustainable growth. Which guiding principle is most important to you?

The County defines “sustainable growth” as planning for development that can accommodate the County’s projected growth, while maintaining and improving the environment, economy, and quality of life for those who live and work here. The guiding principles listed below are described in greater detail in Chapter 1 of the General Plan.

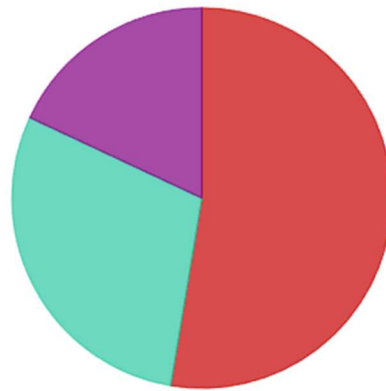
[Please rank the following items. When you select your first choice, the ranking list will autopopulate. To reorder the list, click an item and move it to your preferred location. The 1st item listed indicates the most important. The last item listed indicates the least important.]



Santa Cruz County Sustainability Update Survey Responses
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2. How do you think the County should accommodate projected growth?

The Sustainability Update and associated [Environmental Impact Report](#) demonstrate how the County plans to accommodate projected housing and job growth between 2020 and 2040.



- c. Option b plus additional investment in transit and bicycle infrastructure; low or no parking requirements; paid parking and parking districts, and other parking strategies to minimize demand and increase revenue that funds alternative modes of transportation such as transit and active transportation infrastructure.
- b. Option a plus coordinate higher density development with infrastructure improvements along key urban corridors and activity centers.
- a. Allow higher density development inside the urban services line. [existing General Plan]

[Hide table](#)

☒ Empty categories [Sort](#)

Answers	Count	Percentage
c. Option b plus additional investment in transit and bicycle infrastructure; low or no parking requirements; paid parking and parking districts, and other parking strategies to minimize demand and increase revenue that funds alternative modes of transportation such as transit and active transportation infrastructure.	70	48.61%
b. Option a plus coordinate higher density development with infrastructure improvements along key urban corridors and activity centers. [proposed project]	39	27.08%
a. Allow higher density development inside the urban services line. [existing General Plan]	24	16.67%

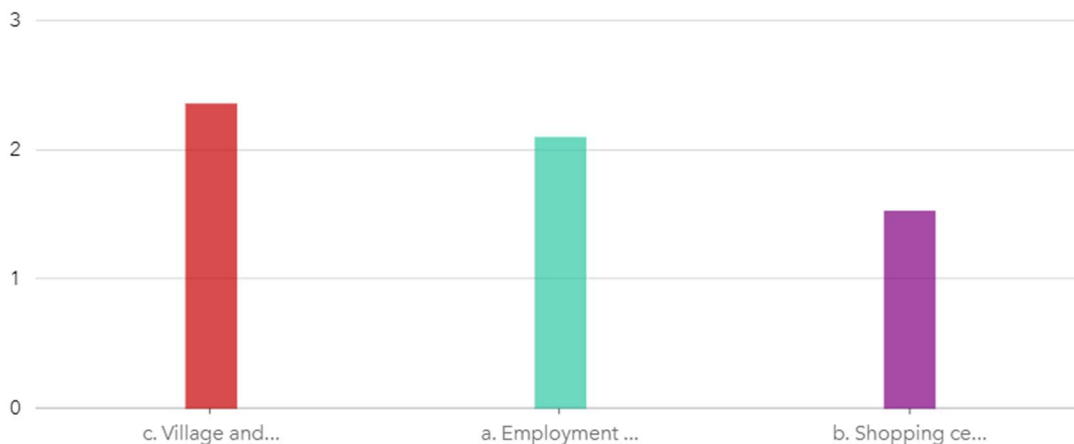
Answered: 133 Skipped: 11

Santa Cruz County Sustainability Update Survey Responses
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3. Which type of activity center do you think our community should prioritize when creating and improving these spaces?

The Sustainability Update encourages centers of concentrated commercial, residential, and community land uses serving living, shopping, service and office needs of the community (also known as “activity centers”).

[Please rank the following items. When you select your first choice, the ranking list will autopopulate. To reorder the list, click an item and move it to your preferred location. The 1st item listed indicates the highest priority. The last item listed indicates the lowest priority.]



[Hide table](#)

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Rank	Answers	1	2	3	Average score
1	c. Village and neighborhood centers (examples: Lower 41st Ave/Pleasure Point; Felton; Seacliff Village)	59.26% 80	17.78% 24	22.96% 31	2.36
2	a. Employment centers (examples: Dominican Hospital; Soquel Research Park; Cabrillo College)	29.63% 40	51.11% 69	19.26% 26	2.10
3	b. Shopping centers (examples: Rancho Del Mar; East Cliff Shopping Center; Upper 41st Ave)	11.11% 15	31.11% 42	57.78% 78	1.53

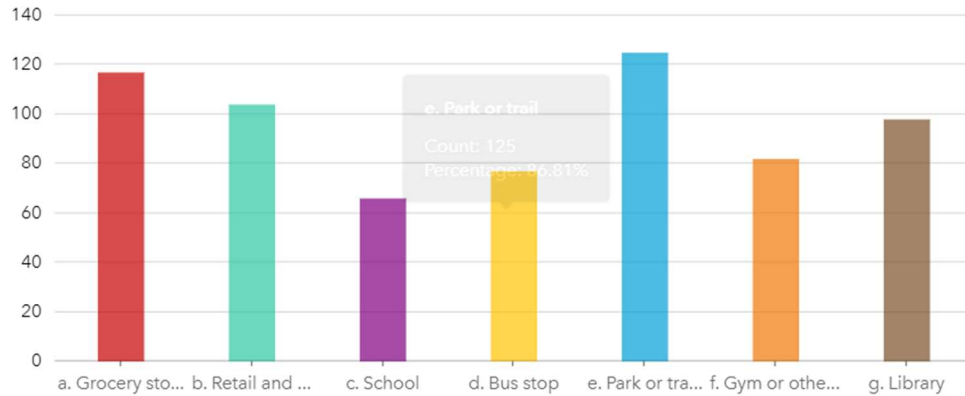
Answered: 135 Skipped: 9

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4. Please indicate which of these services you would walk to if they were located within a 15-minute walking distance of your home.

The Sustainability Update encourages complete neighborhoods with convenient access to shopping and services within one-half mile (also known as “15-minute neighborhoods”).

[Check all that apply]



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Answers	Count	Percentage
a. Grocery store	117	81.25%
b. Retail and entertainment options	104	72.22%
c. School	66	45.83%
d. Bus stop	77	53.47%
e. Park or trail	125	86.81%
f. Gym or other physical recreation facility	82	56.94%
g. Library	98	68.06%

Answered: 141 Skipped: 3

5. Are there any other services that should be added to this list to create a “complete neighborhood”?

Police services
local wineries and vineyards
Widening the highway would reduce the extreme traffic on Larkin Valley rd. and all other side roads used to get around congestion. This would also make the streets safer for walking and biking.
My thoughts are varied. I feel that Silicon Valley is, once again, coming to our County with over paid engineers and CEO's, buying property and causing over priced housing and taking over housing. When the next crash comes, they leave us with a mess.
I don't think we need more housing, I think we need people who move here, and are overpaid, should pay an extra HUGE tax. That tax would go to those who have lived here and are not overpaid. So they can stay here. It's a thought.
Community Center/gathering space. Community park (rather than large and rural.) Neighborhood picnic areas. Services and programs for seniors. Community gardens. Sports areas for young people.

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shuttle services, (pedi cab or trolley) to a light rail trail corridor
Treat Watsonville speedway as a treasure and an ICON of the community. More history has been made here than anywhere else. Auto racing is the best family sport there is. Daddy, Mom and the kids are all together in the garage working on the race car.
Laundromats, playgrounds, community technology/computer center, teen center, dog park
Medical
Dining
Complete neighborhoods should provide for diversity of income, i.e. every neighborhood should contribute to solving the housing shortage.
Restaurants
Please keep commercial development out of residential neighborhoods. Please do not create massive residential development on commercial parcels or along corridors. Please preserve open space and provide adequate infrastructure (roads, parks, water, sewer, hospitals, police, fire departments) prior to initiating any increase in development density.
Government branches (e.g., Watsonville & Scotts Valley) to provide all services needed to obtain information, guidance and permits.
Government branches (e.g., Watsonville & Scotts Valley) to provide all services needed to obtain information, guidance and permits.
Protected bicycle paths with strong barriers to prevent distracted drivers and drunk drivers from clobbering cyclists. It remains the case that the world supply of oil is running out. So plan for that now, and don't be in denial.
no
Affordable housing. I would most likely walk to a family members or friends house if we were all able to afford a place of our own instead of piling on top of each other in one home or move out of the county.
Coworking space or Coffee shop (which serves as a work space)
Our neighborhoods have many elderly and disabled where a 15 minute walking distance is unrealistic.
Liquor store
farmers market
Trans-county passenger rail transit
More frequent transit. Convenient connections to out of county transit. (e.g. Amtrak)
- Medical, dental, and eye care facilities. - A rail station in my neighborhood. Rail, unlike a bus, is not constrained by traffic jams on city & county streets (Mission Street, Soquel Drive, etc.), & long circuitous and confusing routes. Rail can, & must be coordinated with bus routes, employment centers, & retail areas. Over time, new concentrated development will be centered along public transit routes, including rail, bus, & active transportation. The main transportation corridors in the county are Highway 1, Soquel Ave/Dr., & the rail corridor (rail & MBSST). Currently, development is not centered on the rail corridor, but with passenger rail, patterns of development will change to interact with rail. Rail serves all of our population, including the elderly & disabled. Rail must be coordinated with bus transit & can be coordinated with private shuttle service for employment centers such as Dominican, Sutter, Soquel Research Park, upper 41st Avenue, & Cabrillo College.
Complete the Coastal Rail Trail ASAP - for safe, reliable rail transportation services, promotes public health by offering additional options besides driving, reducing GHG emissions, enhances quality of life for future generations and families that must not be forgotten including Watsonville/South County working class and working poor commuting along crowded Highway One to North County.
fix the infrastructure. quit giving land away to developers. Make developers pay their fare share. No high density housing near the beach neighborhoods. No shopping centers near the beach neighborhoods. NO redoing pleasure point/41st corridor. We dont want it. No more Hotels. Stop catering to the tourist. Think about the people that live here before the tourist. We dont need things that make it easier for tourist to come in and change our town. We dont need tourist. Put neighborhoods, public safety and schools first. Stop catering to the homeless. Stop spending money on the homeless. Throwing money at the homeless makes them stay here. Strike the homeless budget in 1/2 and use that money to fix our infrastructure. Stop taking money from the federal government that tells us what we can do and cant do in our community. Stand Up for SANTA

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CRUZ! IT IS OK TO SAY NO TO THINGS THAT AFFECT OUR COMMUNITY AND COST US MONEY. PLEASURE POINT SHOULD BE ANNEXED INTO CAPITOLA CITY!!! WE ARE NOT REPRE
Eating options instead of retail. No more shopping centers/mini malls. Increase outdoor & sidewalk eating. We should be thinking about creating a higher happiness index, not just business parks/job centers. Prioritize development projects that add value to our lives.
Coffee, small grocery store
community centers and health care services
Traffic relief! Do not give into big development.
Light rail transit linking our Monterey Bay Communities.
Public transportation, in the form of electric bus, and electric train. The county must move toward a more equitable transportation model
Neighborhood park, drug store, restaurants
Business to provide employment: research, personal services, retail.
Medical...
Also if people are just walking it is different from carrying bags, bringing children along or having to deal with scary threatening people. Until people feel safe most won't walk here any more. We are tired of being targets.
We have to stop allowing crime to be normal. It should not be.
Employment Opportunities/Jobs! It's important to have my workplace within a 15 minute walk of my home.
Your complete neighborhood is a nightmare. Sure, maybe some people can pay 30% to 50% higher grocery prices for the convenience of walking ... but those people aren't going to carry their groceries home, are they???
You seem to have forgotten medical care and emergency services. The SLV lost its only urgent care when Sutter closed its Scott's Valley location. No one cared. But now I have to drive to LOS GATOS to access urgent care services.
It's simply not cost effective to shop in the SLV when my commute takes me out of grocery deserts and into affordable grocery options in wealthier areas.
A fifteen minute walk from my home doesn't even get me to my mailbox! Think about it.
Green space, safe bike trails/lanes,
Parks and open spaces are the most important.
Light rail stop
Hardware store
Bakery Delicatessen Barbershop/Salon Restaurants
Bike or car sharing service
Work. If there were more housing closer to my job, I could walk to work.
Drug store like Walgreens or CVS
Light electric rail and adjacent bike & pedestrian trail
Medical services
doctors and dentist offices
Medical care
Playground for kids. Easy access gathering spots for seniors.
rail and transportation are a must - is it possible to have a school in every neighborhood?

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Allow plenty of open space such as parks or natural open spaces! (Aptos does not need congested high density housing that impacts quality of living for everyone. It is semi rural and does not have quality roads, law enforcement or adequate water currently.)
Child care
Many of these services exist within a 15 minute walk of where I live. However, there are not consistent sidewalks available to make it safe to walk to some of these.
medical and dental services
Bodegas.
Car-free areas
3 lane Highway 1
Low density-conserve water and open spac
coffee shop
Bikeable, walkable first
Dining & Restaurants Bars & Wine Tasting
Rural areas need a community center. Grange Hall or similar comes to mind. Some of our rural areas do not have gathering spaces. You have to drive to town.
Social service agents (vs.the police/1st responders) to help unhoused/afflicted folk from creating public health, & environmental hazards from occurring. WE CANNOT ALLOW PEOPLE TO LIVE WHEREVER THEY WANT, especially on public property. It'd be AMAZING if families could go to parks, open spaces, downtown, or ANYWHERE in the County without us and/or our kids being afraid and accosted. It's a strange paradox that our County lets thousands of unhoused people run amok and befoul creeks/rivers, start fires, beg other people for money, etc. and at the same time, the rest of us have to comply to a much higher standard in ways too numerous to list here. I JUST saw an housed dude on the beach with a dog who didn't get a ticket because, presumably, you can't get blood from the proverbial turnip. PLEASE PROTECT THOSE OF US WHO DON'T USE CREEKS AS TOILETS, DON'T ENDANGER THE COMMUNITY W/FIRES & GARBAGE, AND DON'T MOOCH OFF OF STRANGERS. An unsafe neighborhood is not a "complete neighborhood".
Medical clinic
a parking garage, to replace required on-site parking and most street parking.
Restaurant, medical
More bike parking and lockers, dining option/coffee shop, public restrooms.
Personal Services, Medical offices
Personal Services, Medical offices
Maintain and enforce code compliance on weekends and scenic corridor rules
Remote Work Incentives, more multi-modal rebate incentives, & Restaurants (I seem to just make a little more than most rebates allow).
Rail + trail on the coast rail line.
Post office
Restaurants, coffee shops
Medical Offices, smaller neighborhood grocery stores
Medical facilities, bakeries, and public bathrooms
Neighborhood police centers to get police out of their cars.
community gardens and local resource centers, community daycare centers, healthcare and resource centers, localized farmer's markets and food distribution services
Train stop -- not just buses.
Restaurants and bars
Drug stores/pharmacy

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Share additional comments on Sustainability and Planning Framework

Take the parks and open spaces back for the children and citizens. Come to terms with the future of electric cars and self driving autos as they are and will be the future. Plan for it. Traffic will not disappear.
It would help to more completely define the term "sustainability," and to design your questionnaire for people who are not planners. For example, the statement, "Option a plus coordinate higher density development with infrastructure improvements along key urban corridors and activity centers. [proposed project]" doesn't make sense without more explanation if you are seeking information from the general population.
The housing crisis is trying to stuff everyone into the same boundaries. There is plenty of room for growth outside the city and county lines. Go up in an airplane and see the vast open spaces available. What is wrong with being "SOLD OUT"? 17 mile drive is sold out. Why are we becoming sardines?
It is important to keep this plan visible and transparent. The prior sustainability plan adopted was mothballed and never got the monitoring and public exposure.
Be respectful of property owners. They pay a huge amount of taxes. Show them you appreciate it by not regulating them out of existence via lame ideas such as only allowing one rebuild in a coastal zone. The next section of this survey is about lack of housing, and you want to disallow rebuilding? I mean, come on!
Please protect the residential character of this enjoyable seaside community. Please do not attempt to create higher density and mixed use projects in or adjacent to existing residential neighborhoods. Please provide adequate parking for all developments.
Simplify the permit processes and make it easy and less expensive to obtain building permits. The complex and expensive regulatory processes results in people avoiding permits by doing things without permits. Rely on professionals to provide necessary permit documents rather than the excessive regulatory oversight of every document submitted. Continue and expand electronic permit services.
Simplify the permit processes and make it easy and less expensive to obtain building permits. The complex and expensive regulatory processes results in people avoiding permits by doing things without permits. Rely on professionals to provide necessary permit documents rather than the excessive regulatory oversight of every document submitted. Continue and expand electronic permit services.
We need more housing. Full stop. Do what it takes.
I risk my life riding my bike to work everyday and am extremely frustrated that safer bike paths (rail/trail project) are not available!!!
The USA is dominated by two bad ideas: 1. That large, expensive single family homes should be the primary type of residence. 2. That cars should have precedence over everything else. Until the USA, or some countries within it, reject these false idols, the majority will suffer unnecessarily for the benefit of the powerful and wealthy. The solution is, promote "missing middle" structures, not luxury apartment buildings; allow micro-houses on wheels out in the woods, and put bicycles ahead of cars. Also, allow small markets and cafes on every block of the city.
In case you haven't already, check out a Youtube channel called Not Just Bikes for a good analysis on how the US and Canada went down the wrong path.
Limit development of high density, high rise housing. Do not allow development of any new housing projects unless there are sustainable water, and other infrastructure resources available to service new housing. Stop the focus on "affordable housing" ... let's be honest. Affordable housing is a MYTH when a community is such a desirable place to live that pressure on prices makes every attempt at providing affordable housing unrealistic, too expensive, and ultimately, unaffordable. It shouldn't be any different from seats at a ballpark. The desirable seats cost a fortune. The more affordable seats ate in the "nose bleed" sections. The cheap seats are in the outfield. Why is that unfair? Finally, I'd sure like to see the possibility that the street in front of my house, and I know a lot of other residential streets which are falling apart, are repaved. Why is that always the LOWEST priority.
The current plan to make the trail a priority over the rail is great. I hope your organization supports this. Yes on Measure D.

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There's a plethora of already developed space that can use some fixing in order to create habitable & affordable living spaces. Can we do something about the old Gottschalks building or spaces alike? Why have they been vacant for so long without offering the space for temporary housing to folks experiencing homelessness?
I'm not sure that this survey establishes the "need" for this plan in terms of current housing costs or the greenhouse gas emissions from transportation. Also, the people that we get feedback from will likely be older and whiter than the people who feel these problems more acutely.
Public transportation is becoming more important as our population and density of housing increases. People can't rely on bikes to get everywhere and they can't always be (and shouldn't be) solely dependent on cars, either.
Please leave our distinctive neighborhoods alone. They are what draw people to live here. Cramming in up to four units on a residential lot will completely change neighborhoods, cause massive parking issues (we may go electric, but we are not giving up our cars - the infrastructure was not planned and does not support this). 45 housing units per acre is insanity in residential neighborhoods. TINY homes with no set backs, no yards, no parking, just beehives of people crammed in together with no room. If that is approved, County Supervisors and Planners should be forced to live in them for at least 5 years.
We don't want higher density. It means more traffic, noise, trash, and less space. Our neighborhood is unique. People moved here for a reason. We like it like this. It's out of town money trying to change us. Do any of the planners and developers live here? I doubt it. I hope the residents get some input. Not just this survey. The questions only let us chose the lesser of three evils making it look like we support one of the answers provide your additional comments here
We are a couple in our early 70s, currently contemplating the replacement of our very tired 16-year-old gasoline-only automobile with a new(er) plug-in hybrid or all-electric vehicle. But, to do so, we will be forced to spend at least \$45,000, plus license, registration, and insurance. Because we live in a very walkable westside neighborhood, we do not need to drive much at all. Grocery stores, a pharmacy and medical clinic, bakeries, a farmers market, greenbelt areas with trails are all within walking distance -- as are the rail and trail. So, if we had other transportation options for traveling longer distances -- passenger rail, for example -- we would probably not be car shopping. Reliable public transit that would not be dependent on congested motor-vehicle corridors would, to us, provide a sustainable alternative to the personal automobile.
deprioritize automobile usage. Eliminate free parking. Prioritize rail transit.
I understand that the county's General Plan (Sustainability and Planning Framework), must be linked to the plans of cities within the county, adjacent counties, as well as coordinated with state plans (housing, transportation, etc.). Santa Cruz County is also a tourist destination and therefore public transportation links to cities & adjacent counties is imperative. For example: Rail will connect Santa Cruz County to adjacent counties & to the larger state. The number of visitors that will arrive in the county (from outside the county) on bicycles is likely to be very small compared to those who arrive by automobile. In thinking about the MBSST, how many visitors will use bicycles to commute to & from Santa Cruz County, Monterey County, San Benito County & Santa Clara County? Visitors contribute to the county's economic vitality. Rail will reduce carbon emissions. Changing development patterns away from automobile-related sprawl will take decades, so begin planning now!
Sustainability and Planning Framework is perfectly enhanced with the Monterey Bay Scenic Sanctuary Trail + Coastal Rail Trail = Equitable/inclusive and supports ALL communities in the decision making process. Promotes development patterns that will generate revenues to provide for the infrastructure and services needed and necessary for a thriving County and Community.
Please provide your additional comments pLEASURE POINT SHOULD BE ANNEXED INTO CAPITOLA CITY!!! WE ARE NOT REPRESENTED. ALL THE TAX MONEY COMES IN FROM PLEASURE POINT WITH ITS VACTION HOMES, LARGE TAX BASE. THIS COUNTY MAKES US PAY FOR EVERYTHING, SEWER LATERALS, HIGH WATER FEES, HIGH SEWER RATES, ASPHALT PARKING ARE IN FRONT OF OUR HOMES. MANU HAS FAILED US.
I'm sick of you guys arguing over rail vs trial. This isn't an either or situation. We need to add as many transportation options as we can. We're in a crisis situation. The car is driving off a cliff and you guys are bickering about what radio station we should be listening to. It is completely unfair to you get generations alive right now, who are watching you pissing away their future and making it more likely they will suffer the worst effects of climate change, long after you're gone, due to your poor choices.

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Please hold the open space have left!
We need light transit for a green form of transit and to reduce congestion on Hwy 1.
We need, need, need more safe places to walk and jog. Many of our streets do not have sidewalks and cars travel very fast. Walking dogs is quite dangerous, as is walking and jogging for exercise. Someone will be injured or killed if this is not addressed in some way.
Prioritize business development and increasing the housing stock. Much of the Santa Cruz traffic corridors are populated with unsightly single story store fronts. Try to encourage replacement of unsightly single story storefronts with new vital business, services, office space and retail in place of auto service and parts sales, aged restaurant fronts and so on. Encourage multistory buildings with business proposes on the first floors and residential space in floors 2 and greater. Permit taller buildings with more floors for multifamily development, 4 or more stories. Require adequate parking provisions in multifamily developments. Allow but do not require setback on higher multifamily buildings. Coordinate with UCSC to increase its on-campus housing opportunity for students and faculty.
Some people have health and mobility issues that prevent walking . As our population ages we need to make walking safe... Stop allowing repeat offenders to threaten people.
Please continue to advocate for dense urban environments in our already developed areas, and remove barriers to creating this type of neighborhood.
if you go higher density you must update of roads, more people means more cars, bikes ect.
As is often true, the County lives in a dream world where people who work in this county can afford to live in this county
Most commuters are exurban and commute from San Francisco to Monterey to Oakland.
This is as sustainable as the 1000+ structures lost in CZU Lightning Complex and the fifty (50!) replacement permits.
We don't have four bedroom homes. We have four FAMILY homes.
Many homes lack basic maintenance because owners and tenants alike don't have the time or the money to do it. Some are abandoned because owners threw the keys in the mailbox and left the state.
Many families live in Santa Cruz because of the natural beauty and low density. Many fear that Santa Cruz will become a new San Jose with densely packed in development everywhere. Another concern is the infrastructure, the traffic is horrific on 1 and on main roads already and infrastructure should grow at the pace of development.
I strongly disagree with the verbiage of question 2. I do not think that this community should allow higher density development at all and I am disappointed that this survey implies this as a foregone conclusion. I strongly oppose high density development here.
Electric light rail is an important contributor to a low carbon way of life, allowing low emissions, equitable public transit. I was surprised to see no mention of it here, since it's been planned for a long time. Especially in Question 1. "Transportation choices" is vague and doesn't capture the specificity of "a commuter train" or similar.
Infill density is very important, however conversion of existing commercial and industrial uses to housing is a recipe for disaster (lost tax revenue, lost middle income jobs, lost small businesses, lost community identity). You must increase density WITHOUT losing any commercial or industrial zoning. This can only be done by increasing density allowance everywhere in already urbanized areas, and not losing precious non-residential zoning.
So many seniors and less abled people live within walking/rolling distance to the rail corridor. The rail corridor goes within walking/rolling/biking distance of retail, restaurants, recreation, schools, and offices. Light electric rail with adjacent trail would be a true benefit for us all, and would help reduce greenhouse gas emissions. The October, 2021 demonstration of light rail showed that it is easy to board, and will be a useful transit alternative, not only for our underserved seniors & less abled, but also for students, bicyclists, commuters, and tourism! Please get the light electric rail and trail rolling asap!
I live in hilly/steep part of Santa Cruz, walking while carrying things is difficult.

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Keep in mind that higher density options will require overuse of important infrastructure pieces, like water and roads. We don't want to create an unlivable environment where there isn't enough water for all (including outside green space), and the roads are too clogged to be able to get anywhere.
Also, allowing higher buildings will interact with existing solar energy installations. This really needs to be thought through with an eye not screwing up the future.
Vacation rentals make a huge amount of housing in this county unavailable for people who want to live here. They also ruin neighborhoods for people who are residents with weekend partners. I would love to see a ban on ALL rentals of less than 3 months county-wide. No exceptions.
Stay within a reasonable, accountable and transparent budget. Take a grounded and realistic approach to projects.
You are assuming one doesn't want to leave their neighborhood. I don't think we want to become New York City.. We have too much diversity in this county to stay put. Especially the ocean, entertainment, wine tasting , etc.
Do not allow Soquel Drive from Freedom Blvd., in Aptos through to State Park Drive to become developed beyond current use. Do not allow any additional housing or development. This corridor already has compromised traffic and extra development would cause havoc on people in this part of the county. We need a safe non highway corridor to exit, not another congested frontal road.
I am in favor of the proposed affordable apartment project on Park Ave.
Where's the water for all this new growth?
I am concerned that the catch phrase "unique community character" can carry an exclusionary or even racist subtext. Please don't allow this to be used as a defining term.
The climate crisis and species extinction crisis Are upon us. How can we encourage a service and experience oriented vs. product oriented economy here? Can we focus on agro-tourism and encouraging visitors to come for farm tours and dinners, can we boost regenerative agriculture (which captures carbon and stores it in our soils?) Can we upgrade Watsonville hospital and ask partners to help? Such as the Palo Alto Medical Foundation/Sutter and Kaiser? Can we build an extension for UCSC in the South County for employment opportunities and agro-ecological studies?
Please provide your additional comments Stop efforts to stack people on top of each other Maintain, low density-we are already at maximum traffic congestion
#2 is a false option. None of the three choices support low income housing for families. Development in Santa Cruz, by developers does not meet the needs for space and cost of a typical family.
Vehicle disincentive measures harm the lower income working class people that have to commute to and from Santa Cruz for work.
The homeless, with a focus on the mentally ill and drug addiction, must be removed from our streets with supportive, compassionate alternatives (not jail).
Infill is important. And keeping density very low in the WUI (Wildland/Urban Interface)
We are a desirable place to live, yet we have limited resources of every kind. If I wanted to live in Mexico, Mexico would ask me: Can you support yourself? Will you be a burden on this country? Can you prove that you won't be a burden to this country? If I wanted to get "in-state" tuition for UCSC, I would have to PROVE that I'm a legit resident of California. WHY is it such a giant leap to ask people that want/try to live here if they are self-supporting? And ask them to provide evidence? Parking an RV or living in a car does not a resident make. The County should PROTECT those of us held to a higher standard of behavior than the unhoused population seems to be held. We are drowning in troubles not of our own making, and are seriously thinking of taking our liberal, blue-state selves to live someplace where afflicted transients don't get better treatment than legit residents.
The definition of Aptos as part of the Urban Services Corridor is inappropriate. Emergency access is limited by the ancient concrete 2-lane bridge and 2 narrow rail overcrossings. Development along Soquel ave along with better transit choices would be consistent with the urban planning model of many forward looking planners.

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Mixed income transit oriented development patterns that both encourage cultural/racial diversity and capitalize on existing infrastructure/services is highest priority.
We cannot destroy R1 zoning in an effort to "create more housing."
Can this sustainable policy encourage bus stops at large businesses of 250 or more employees to encourage mass transit use without lessening other stops?
Please improve public transportation for the disabled in rural areas. It is near impossible to safely live in Lompico (a low-income rural area) in a wheelchair.
I think smaller lots and more ADU's should be encouraged rather than dense apartment/condominium developments.
Plan for a much greater number of housing in existing urbanized areas. Establish new development regulations to allow taller buildings (3-6 stories) at higher densities (60+ du/ac) or intensities (2.5+ FAR). Unbundle parking and reduce minimum requirements (consider maximums near existing or planned high-quality transit). Evaluate whether affordable housing requirements could or should be increased to a higher percentage w/o diminishing housing production. Allow more live-work options in all zones and allow more home-based businesses in residential zones.
Change your hierarchy on transportation: prioritize bus/transit and bikes/peds over cars (right now they all seem equally weighted)
Encourage more rental and condo usage. Reduce sizes of single homes. If you want a big house, it must have more outdoor area. E
The more locally centered communities are, the less harm they do to the environment
Preservation of the ability to use rail for transit is very important. Also, embracing the concept of "carrying capacity" and pushing back on state housing goals is critical for maintaining our quality of life and protecting the environment.
Focus should be on more density, rail transit with integrated active/bus loops; reduce housing in rural areas. Disincentivize rural development that require roads.
All the guiding principles seem good. It was difficult to prioritize them in order since I would consider several equal level of importance.

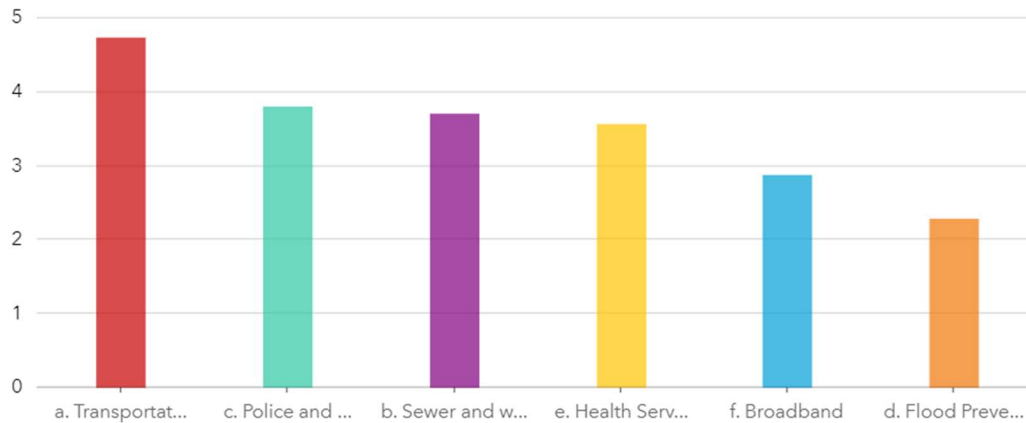
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Community Services

[Learn more about Community Services updates proposed in the Sustainability Update.](#)

1. Where do you think the County should prioritize public infrastructure spending?

[Please rank the following items. When you select your first choice, the ranking list will autopopulate. To reorder the list, click an item and move it to your preferred location. The 1st item listed indicates the highest priority. The last item listed indicates the lowest priority.]



[Hide table](#)

Show/hide choices Sort

Rank	Answers	1	2	3	4	5	6	Average score
1	a. Transportation	42.96% 58	22.22% 30	15.56% 21	8.89% 12	5.93% 8	4.44% 6	4.74
2	c. Police and Fire Safety	20% 27	19.26% 26	17.78% 24	17.04% 23	16.3% 22	9.63% 13	3.81
3	b. Sewer and waste management	10.37% 14	17.04% 23	27.41% 37	27.41% 37	14.07% 19	3.7% 5	3.71
4	e. Health Services	13.33% 18	20% 27	20.74% 28	15.56% 21	17.04% 23	13.33% 18	3.57
5	f. Broadband	8.89% 12	16.3% 22	13.33% 18	10.37% 14	17.78% 24	33.33% 45	2.88
6	d. Flood Prevention	4.44% 6	5.19% 7	5.19% 7	20.74% 28	28.89% 39	35.56% 48	2.29

Answered: 135 Skipped: 9

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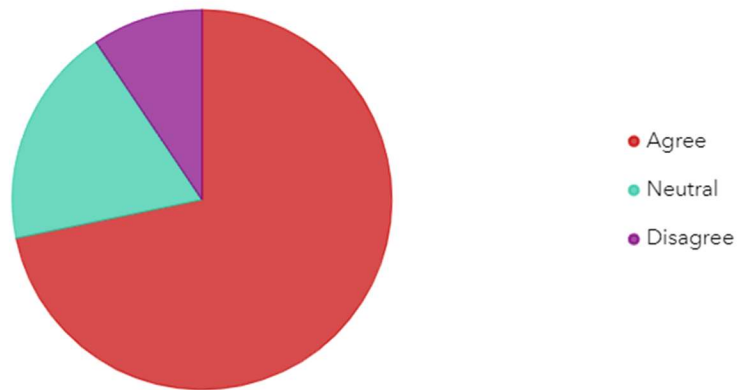
Water Supply

Much of the Santa Cruz water supply is provided locally. While the County does not manage the water supply these water resources can be impacted by what happens above ground with local development.

Please state whether you disagree or agree with the following statements regarding water supply:

2. The County should implement additional requirements for limiting impervious surfaces.

Impervious surfaces, such as concrete and asphalt, do not allow water to pass through them and into the soil.



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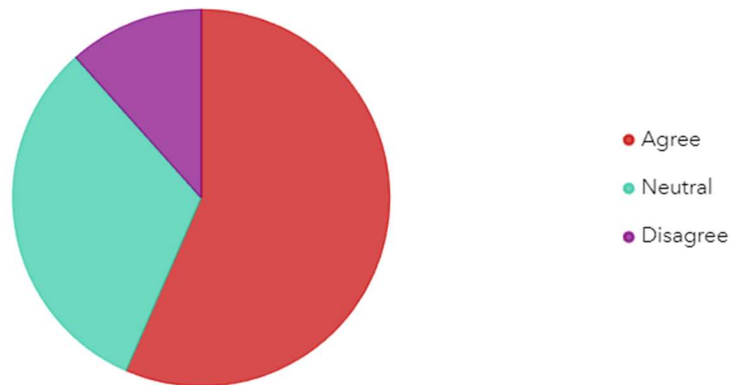
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Answers	Count	Percentage
Agree	99	68.75%
Neutral	26	18.06%
Disagree	13	9.03%

Answered: 138 Skipped: 6

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3. The County should implement additional drainage requirements for local development.



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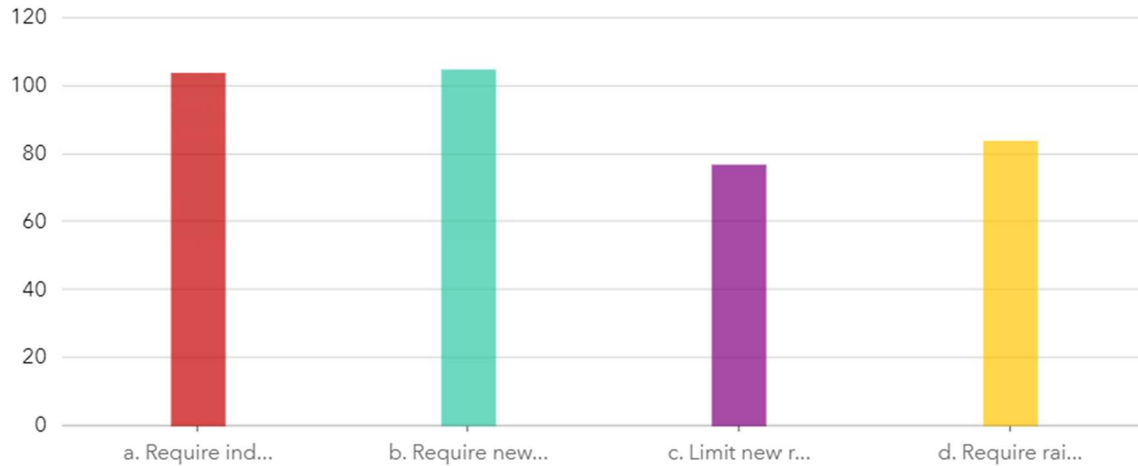
Answers	Count	Percentage
Agree	78	54.17%
Neutral	44	30.56%
Disagree	16	11.11%

Answered: 138 Skipped: 6

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4. The California Green Building Standards Code provides additional measures that communities can adopt to help conserve water resources. Please indicate all of the proposed measures you support:

[Check all that apply]



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☒ Empty categories [↑↓ Sort](#)

Answers	Count	Percentage
a. Require indoor plumbing fixtures in new non-residential development to reduce total indoor water use by 20 percent.	104	72.22%
b. Require new clothes washers and dishwashers to be Energy Star certified.	105	72.92%
c. Limit new residential kitchen faucets to a default rate of 1.5 gallons per minute.	77	53.47%
d. Require rainwater catchment systems in new residential developments.	84	58.33%

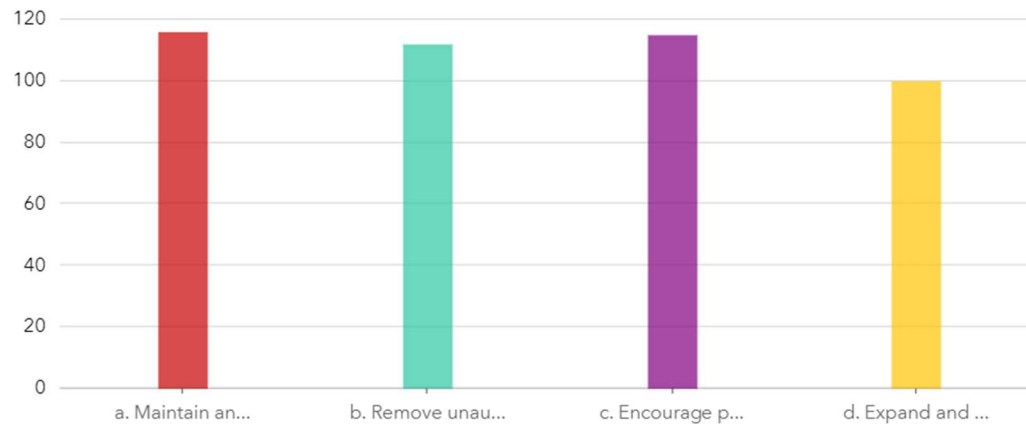
Answered: 127 Skipped: 17

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Coastal Access

5. The Sustainability Update includes policies to maintain and expand public access to the coast, consistent with the California Coastal Act. Please indicate all coastal access policies that you support:

[Check all that apply]



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☒ Empty categories [↑↓ Sort](#)

Answers	Count	Percentage
a. Maintain and improve oceanfront public right-of-way for beach access purposes.	116	80.56%
b. Remove unauthorized structures, including signs and fences, which inhibit public access to the coast.	112	77.78%
c. Encourage pedestrian enjoyment of ocean areas and beaches by the development and maintenance of vista points and overlooks with benches, railings, and facilities for pedestrian access to the beaches such as staircases and paths.	115	79.86%
d. Expand and enhance coastal access where logistically and environmentally feasible, with a special focus on increasing coastal access points in south county.	100	69.44%

Answered: 136 Skipped: 8

Share additional comments on Community Services

Fix the roads before spending a nickel more on Community Services
In order to expand access please come up with parking.
What is Energy Star certified?
Make College lake into a reservoir. With proper fish ladders and dredging, this could be a valuable resource for farming, recreational and sustainability for our water needs. It's an easy project that should have been completed by now.
Again, be respectful of property owners. especially in the coastal zone. They pay an inordinate amount of property taxes due to the higher property values. You want to keep that gravy train going, so do not penalize coastal owners, using the Coastal Act as an excuse to take their property, deny permits, threaten them with inability to rebuild, etc. What is happening lately in the county truly boggles my mind.

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And the proposed restrictions on protecting coastal homes, rebuilding, etc. are truly unbelievable. I thought the government was supposed to protect the people. I guess some in the county never got that memo.
Please continue to allow coastal armoring as needed to support coastal access infrastructure.
For streets that see a lot of traffic to/from the beach, you should construct walls to serve as noise barriers.
Definitely don't want an echo of the Vinod Khosla situation in Santa Cruz county.
YES! South County has such amazing beaches and coastal views. It's quite pathetic that it is so difficult for many south county residents to access them. Many south county residents have never even been to the beach because of how difficult it is to get there.
Prioritize the following: (1) Provide robust, low-cost public transportation options (active and rail) to improve resident and visitor access to coastal areas.
De-emphasize access by automobile. Provide off-site parking and free bus/tram access to the coast from these parking areas.
Coastal access for those who do not live in adjacent neighborhoods requires restroom facilities & trash receptacles. What is the point of providing overlooks with benches & pedestrian access without restrooms? I can walk to the beach from my house (about a 15-20 minute walk) but there are no restrooms available. It is about 1-2 additional miles in any direction to reach a public restroom, which is a very long distance. Coastal access stairs, benches, vista points, & paths without well-maintained visitor facilities (restrooms) are simply nice amenities for those who live nearby who can walk home to use their own bathrooms. Others will do what? Coastal access requires transportation. The rail corridor (& rail vehicles) is close to many beaches and can provide access without very limited (or non-existent) parking. Rail stops can also provide restrooms and other services to enhance coastal access. Rail can provide safe access to beaches for many people: elderly, disabled, & families.
pleasure point area floods every year. We have sump pumps under our homes. We have mold in every building. 25th ave is a disaster when it rains. We have one out of slop storm drain at the end of the street. Public works director refuses to fix it.
If anything above is put in place, the county should provide daily beach combing to clean the high populated beaches.
The county permitting staff held my development hostage for over a year, demand that we make improvements to a public access path simply because it was near our property. I had and still have no problem with a fee charged to develop and maintain access paths, but to demand that unrelated property owners hire and manage a construction crew to maintain an easement on nearby property is an overreach. The Coastal Act provides protection from liability when an owner maintains his own property to provide access. It provides no such protection if the owner is required to maintain other property as a requirement to obtain a permit. This is just wrong.
Consider community services to address drug/alcohol addiction and the associated homelessness for such persons. Seek grants and Federal or State funding for programs.
Public access does not address the crime local residents are dealing with. Many do not report it. The police do not respond or say go online to report. Drugs and mental illness are a daily occurrence. The idea of enjoyment assumes people are not harming other people. Sustainability does not make an area nice or safe.
Shaded fuel breaks and safety zones. All weather LZs for air ambulances other than at Dominican and Watsonville Airport.
Please do not bulldoze native plants and beaches in order to place cement paths and "facilities" for pedestrians. Please keep the last remaining remnants of the natural world as they are.
For water conservation, phase out decorative lawns, golf courses, and private swimming pools.
I think individual rain catchment systems are not that helpful in this area. During most of the year, there's no rain to catch. And when it's pouring, no one needs a few more gallons.

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Do not allow any private encroachments into publicly owned land along the coast or on streets. Do something about the hundreds of lost parking spaces near the coast that have illegal encroachments. Abolish all privately maintained public streets near the coast, because they serve to limit coastal access.
1. Reclaimed water from sewage treatment should be made available for gardening use. (Healdsburg apparently will even sent tankers around the city for people to fill garden watering cisterns.)
2. We really need to revisit desalinization. We are doing a lot of reclamation, but our sources are drying up.
Coastal access is a good thing, keeping in mind bird and animal habitats and their full free range activities. Plant preservation and species preservation is important as well.
Increased access brings increase in trash. I don't see a plan to address that increase. I can't believe the number of bags of trash after a warm weekend along highways!
Improve facilities that are already in existence. Provide proper maintenance, beautify what already exists here.
—improve visual access to beaches and water views
Give as much safe access to the coast as possible!
City water does not foresee the need for any of the items in #4. All requirements further increase the cost of housing.
Expand and enhance sanitary/toilet facilities and trash receptacles ANYWHERE where people park to go to the beach. Provide more trash cans!!! People have to go somewhere; why not provide public toilets?
The water supply questions focus on regulating individual impacts on impervious surfaces, rather than the vastly more consequential impacts of public roadways and parking for vehicles. As with recycling, the focus should be less on individual blame and more on fixing societal systems.
Coastal access: Housing, both affordable and market rate, should be included and prioritized as a legitimate and valuable way to provide access to the coast. As a corollary, automobiles and automobile parking should be deemphasized as the way to provide public access. Multi-modal transport, yes!
Emphasize utilizing existing infrastructure and improving or upsizing facilities vs. extending
Being able to live in or near the Coastal Zone is a form of coastal access. New regulations regarding water use and other conservation that apply to multifamily residential should also apply to single family residential.
Re: rainwater catchment - with climate change driving fewer, more intense storms, some local water agencies are no longer recommending catchment due to lack of efficiency for typically sized systems. Requiring significant catchment of an average winter storm for a fully developed urban site could easily require 5000 gallons of cistern space depending on the size of the site - this takes up space that could be used for landscaping, parking, housing, or other site amenities. Many water districts prefer that water be directed into the landscape for infiltration.
I don't know enough to say where the County should prioritize spending - it depends what the needs are. I rely on talented staff and able elected officials to make these important decisions.
Re: rainwater catchment - with climate change driving fewer, more intense storms, some local water agencies are no longer recommending catchment due to lack of efficiency for typically sized systems. Requiring significant catchment of an average winter storm for a fully developed urban site could easily require 5000 gallons of cistern space depending on the size of the site - this takes up space that could be used for landscaping, parking, housing, or other site amenities. Many water districts prefer that water be directed into the landscape for infiltration.
I don't know enough to say where the County should prioritize spending - it depends what the needs are. I rely on talented staff and able elected officials to make these important decisions.
Enhance and improve coastal access
Allow beach access with existing trails & pathways - even across rail lines (Please do not cut-off existing pathways).

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The Central Coast Coastal Commission staff supports the Rail + Trail on the existing coast rail line, for good reason: it enables significantly broader access to the Monterey Bay than our road system alone and supports climate change adaptation.
Coastal Access should mean more than just parking access; it should include development by the coast, so people can live near the beach too. Access should also include safe routes to the beach via bikes/walking/transit.
Multifamily housing and transit are coastal access. We need to *stop* encouraging GHG emissions via parking as the primary coastal access -- coastal access needs to be in line with climate change mitigation approaches (compact cities, active transportation, and transit).
More local education on coastal protection. More education and regulation on Tourism to the beaches and our county parks. Tourists, ex. from San Jose, need to know the impacts of Ocean protection because have very much context, and it doesn't impact them directly
This section could have been a bit deeper. For example, the long-standing lack of efficacy in enforcement of County codes and lack of alignment between Environmental Health and Planning policies needs attention in order to protect water resources and aquatic biota, recreation, etc. Also, I hope that the push for additional housing or ADUs will subvert minimum acreage limits in water supply watersheds.
If require washers to be energy star, make sure also to make subsidies available for lower income households. It would be great to see more rain barrels, landscaping restrictions, and assistance to divert water to lawns/ground water/gardens.

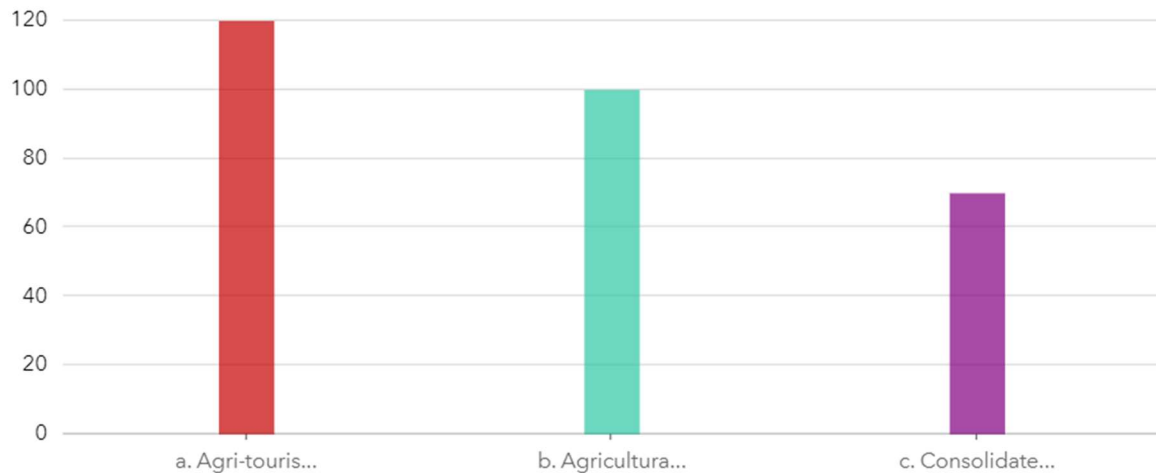
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Agriculture and Resource Conservation

[Learn more about Agriculture and Resource Conservation policies proposed in the Sustainability Update.](#)

1. The Sustainability Update allows new uses on agricultural land to support the local agricultural economy while continuing to protect farmable land. Please indicate your support for the following uses on agricultural land:

[Check all that apply]



[Hide table](#)

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Answers	Count	Percentage
a. Agri-tourism activities, such as farm dinners, farmstays, school trips, and classes, helping local farms remain to profitable and providing hands-on learning opportunities.	120	83.33%
b. Agricultural research and development facilities and agricultural service establishments such as farm equipment repair.	100	69.44%
c. Consolidated storage of agricultural equipment on a single parcel, serving the storage needs of farms that operate on multiple parcels.	70	48.61%

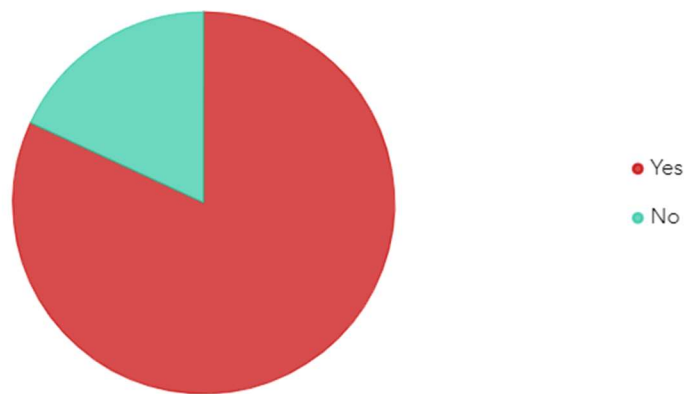
Answered: 127 Skipped: 17

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2. Do you support allowing essential public facilities, such as flood control works, on agricultural land?

The Sustainability Update proposes new public facility uses on agricultural land only in the following cases:

- No alternative sites are available
- The proposed use will not impact the economic viability of commercial agricultural operations in the area
- The proposed use is sited to preserve farmland
- Any potential loss of farmland must be mitigated



[Hide table](#)

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Answers	Count	Percentage
Yes	104	72.22%
No	23	15.97%

Answered: 127 Skipped: 17

Share additional comments on Agriculture and Resource Conservation

We have an agricultural and tourism that is minimally used because of the Planning Department worrying about Santa Cruz County becoming Napa County. That is sky is falling mentality not planning. The County should get out of the way of wineries and vineyards so they act as a magnet for the use of tourist facilities.
To vague to answer. What is essential public facilities??? Flood control? Are we talking levees?
College lake is begging to become a reservoir.
One word - hydroponics
In the event that fuel becomes too expensive, Santa Cruz should set up a collective farm-to-market transportation mechanism, perhaps light rail based, to get produce into cities.
Marijuana growing should be prohibited, because the plants reek like flatulence.
When we start letting the government decide what to do with our land, we lose control on important decision making that only farmers understand how to make.

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use nearby rural and non-farmable portions of agricultural lands for agricultural support facilities and farmworker housing -- do not allow any existing or productive agricultural land to be converted. Allow for and support small agricultural operations within urban service areas; i.e., keep some farm operations in Live Oak.
Please continue to protect agricultural lands from non-agricultural development. Currently, there are 4 large parcels for sale at the end of Sumner that are currently in agricultural use. There is another large agricultural parcel for sale on Highway 1 just outside of Santa Cruz. These parcels are both on the rail corridor (and have stunning coastal views!). Rail could provide practical transportation for farmworkers & for agri-tourism activities in these areas.
Encourage small locally owned farming, incentives for farm to table, and low cost food boxes. Decrease barriers for commercial food donations to reduce food waste.
I do not believe that agriculture in Santa Cruz county is under assault. If land has a higher and better use by shifting it from agriculture to another use, that should happen and the Sustainability Update should not include protections that require agriculture land to remain agricultural.
Encourage protection of small businesses and farming. Stop adding fees and requirements. Saying we are protecting an area means nothing if people are in bondage to regulations. Only large agriculture corporations will be interested in this area.
The County doesn't know enough about this subject to do anything positive.
Any development which takes away from or harms existing farmland I do not support.
I fear that consolidated storage on a single parcel for farming on multiple parcels will not be practical. Many large farms require multiple pieces of equipment, and storing on multiple parcels, in order to cut down on trailering equipment and extra use of diesel and fuel.
In San Fernando Valley the Sepulveda flood control dam/basin is used for mixed agricultural and recreational purposes. It seems to work out well.
Do not compromise our agriculture land! Do not use ag land to build more houses, or commercial buildings.
We need Regenerative Agriculture to draw carbon out of the atmosphere, create healthy soils and restore biodiversity. We need to be thinking double and triple time about all of these things.
—Agriculture and farms are good—I QUIT SURVEY IS TOO LONG. TAKES TOO MUCH TIME. BYE
Find a new spot to move the PG&E in Live Oak to open up that spot for another uses - parking & retail.
For me, it depends on the proposed public facility uses.
I have been an intern for the Natural Resource Conservation Service under Rick Casale; and I don't believe we need to jeopardize the integrity of sustainable farming for any reason. We need to support local farms and address problems through sustainable measures
I do not have enough knowledge to weigh in on these issues.
Stop conversion of ag land to housing, but also put more restrictions on cash crops and those that are pesticide intensive. Prioritize nutritious food over wine, weed, and even berries that leave the area.

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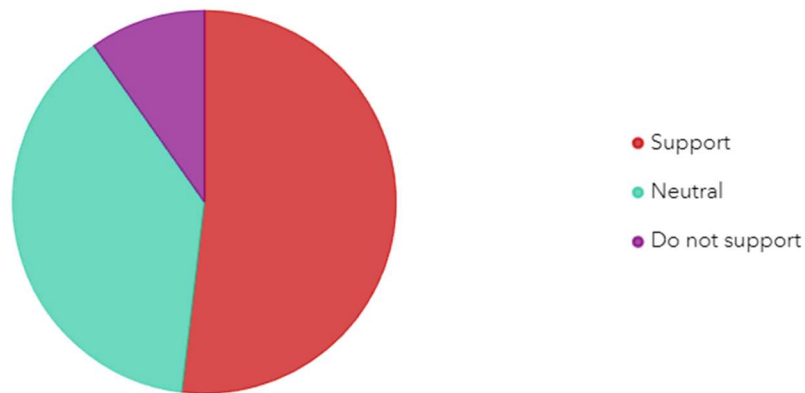
Code Modernization

[Learn more about Code Modernization updates proposed in the Sustainability Update.](#)

1. Do you support the new planning permit framework?

The Sustainability Update introduces a new “use permit” and “development permit” framework to the County Code that replaces the existing Level I – VII “review level” framework. Use permits would be required for establishing new uses, such as restaurants, and site development permits would be required for new development, such as construction of a new commercial building. The County is proposing this change to help provide clarity to applicants and simplify the permitting process.

Do you support this approach?



[Hide table](#)

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Answers	Count	Percentage
Support	69	47.92%
Neutral	51	35.42%
Do not support	13	9.03%

Answered: 133 Skipped: 11

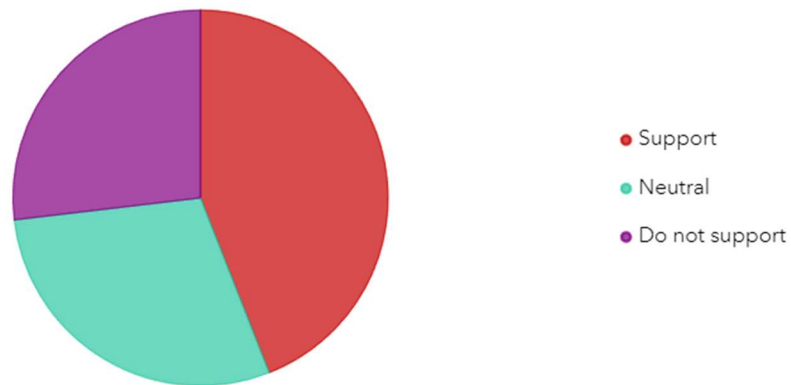
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2. Do you support new community event regulations?

The Sustainability Update proposes new regulations for community events. These regulations allow up to two community events per year on residential and agricultural properties. New standards are proposed to minimize impacts to the neighborhood, including:

- noticing neighbors of the event
- providing a contact person available during the event
- requiring parking on site or at an off-site location served by a shuttle
- requiring a special permit for amplified music compliant with County noise standards

Do you support this approach?



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Answers	Count	Percentage
Support	59	40.97%
Neutral	39	27.08%
Do not support	36	25%

Answered: 134 Skipped: 10

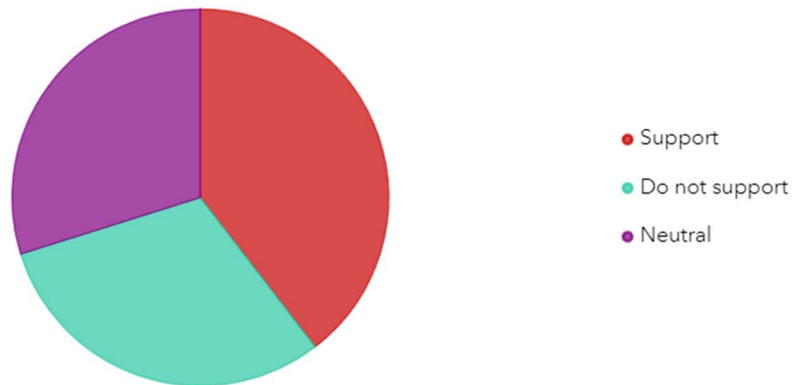
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3. Do you support new regulations for wineries and breweries?

The Sustainability Update proposes new policies and regulations to support local wineries. These regulations allow expanded on-site marketing activities such as tastings at local wineries and breweries. New standards are proposed to minimize impacts to residential properties, including:

- limiting the number outdoor events
- limiting event hours
- requiring parking to be provided
- requiring a special permit for amplified music compliant with County noise standards

Do you support this approach?



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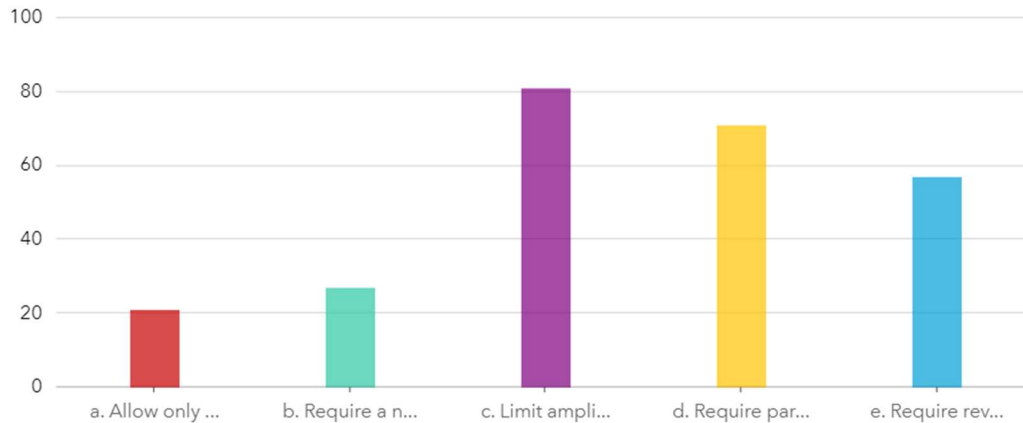
Answers	Count	Percentage
Support	53	36.81%
Do not support	41	28.47%
Neutral	40	27.78%

Answered: 134 Skipped: 10

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4. The Sustainability Update includes new regulations for weddings on residential and agricultural properties in rural areas. Please indicate all of the proposed standards you support:

[Check all that apply]



[Hide table](#)

☒ Empty categories [↑↓ Sort](#)

Answers	Count	Percentage
a. Allow only on parcels a minimum of 8 acres in size outside the Rural and Urban Service Lines.	21	14.58%
b. Require a neighborhood meeting and a public hearing for permit approval, and limit the number of guests and maximum number of events allowed per year.	27	18.75%
c. Limit amplified music to the hours of 11 am to 9 pm, with applicant demonstrating compliance with County noise standards.	81	56.25%
d. Require parking to be provided on site or at an off-site location served by a shuttle.	71	49.31%
e. Require review by the appropriate fire agency to ensure adequate emergency vehicle access.	57	39.58%

Answered: 97 Skipped: 47

Share additional comments on Code Modernization

These are not code modifications. They authorization for the County to be involved in how residents/owners use their property. That is only justified in condominium developments and regulated by a home owners board that is elected by members of the development. The County is not a condominium development. All of these "modernizations" are restrictions. We don't need more restriction of commerce in this County. We need less. The way this survey is written attempts to force more regulation for every thing it mentions as if that is the only natural course of events. Read all the implied new codes and regulations that would be required by the modernizations. Writing a survey in this way is intellectually dishonest.

The County has only 1 transportation corridor. The majority of jobs private and public are in Santa Cruz and San Jose. Watsonville has a large commute out of town to those areas. Jobs need to be rebalanced and encouraged in Watsonville. Government Jobs are a large player. This could help ease traffic.

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Get married in a church
Now you are going to tell people out on the country whether or not they can host a party on their own property? Wow! Goodbye liberty.
Please limit outdoor weddings and similar celebrations to parcels no smaller than 40 acres in area and with a minimum setback of 300 feet to any adjacent residential property, in addition to limiting hours and requiring adequate vehicular access (18' wide road minimum from the site to a main roadway).
Simplify and standardize current residential code, too many vague requirements that are up to the planner to decide what this means.
It's already so difficult and expensive to create a wedding or even a party. Plus people are nervous to get back into social gathering now that COVID is becoming more comfortable to live with. Let's let people gather without the formalities of it all. You don't need to be involved with everything.
The 8 acre size limit seems arbitrary. What's the difference between 7 acres and 8 acres?
These proposed regulations are much too restrictive and cumbersome. New regulations were written and approved by the Board many years ago that allowed greater use of winery facility's. Why were they not adopted. To restrict the business use of rural properties is NOT Sustainable.
Limit number of events per year to no more than 25 per venue. Give the neighbors a break.
get out of people's back yard! A wedding is a one time event, usually. If it's a business providing a venue for weddings then regulations are in order.
The fact that an event is a wedding should not mean that it has more requirements than a non-wedding event. Weddings on private property should be treated the same as other events. If the private property is maintaining a business of being a wedding location, it should be treated as a commercial use rather than a residential use.
Most of these proposals sound as though the code and permitting processes proposed are more restrictive and burdensome. California is already over regulated and everything is harder here than in other states. Do not implement more restrictive policies.
If new regs mean more paid staff and fees I do not agree. If the county has to add more paid positions I do not agree. We have too many fees already. Only large corporations can afford this. You are driving out small businesses.
Weddings? How tone deaf are you people!?
Q. 3 No new vineyards in Santa Cruz County. Vineyards use a lot of water and destroy habitat. We don't have a wine shortage.
Please make all city and county codes/regulations available online.
Carl Malamud in Healdsburg area has been helping cities and counties do this. https://public.resource.org/
These type of changes didn't work in 2015, and I don't see why they should be attempted in 2022. 8 acres doesn't control noise - often amplifies it depending on terrain. The permit approval and number of events allowed per year seemed to be ignored by the planning department.
Have concerns about amplified music for both wineries and weddings sites. Think amplified music should be limited to less than 2 or 3 hours and would like to know how the events will be limited. Sound travels in rural areas and this could limit the right to quiet enjoyment of property.
Some of these efforts engender NIMBYism into county code by providing for noticing and site contacts. Instead, find rules that everyone can live with and just enforce those without forcing neighbors or businesses to be subject to the whims of Mr. Crankypants who lives down the road.
The owners should be allowed to hold events as they would like. If noise is an issue, a complaint can be lodged.
Would support maximum number of events. But not a community meeting requirement.
I do not support more government interference. There are already way too many hoops for people to jump through.
Length limitations, compliance and noticing should be sufficient - a prior hearing is unnecessary.
A neighborhood meeting over a planned wedding is insane. Just make sure amplified music stops at a reasonable hour like 10pm.

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Events: standards should be different in urban vs. rural areas. go ahead and limit noise in the rural areas if you must, but let folks in town just have their parties and deal with their neighbors. No need to get into the business of regulating that. goodness.
Re: wedding sites, 8 acres seems really high. There are likely several great sites that are smaller - 2+ acre sites should be able to get permits.
Events: standards should be different in urban vs. rural areas. go ahead and limit noise in the rural areas if you must, but let folks in town just have their parties and deal with their neighbors. No need to get into the business of regulating that. goodness.
Re: wedding sites, 8 acres seems really high. There are likely several great sites that are smaller - 2+ acre sites should be able to get permits.
Provide one inspector per District, enforce code during weekends
no changes, please
This is a revenue-generating option - permits yes, but music from at 10am to 10pm
I'm not sure what "outside the Rural services line" means. I agree that these sorts of events in rural areas should be limited to a maximum number per year. Neighborhood meetings & public hearings are a set up for denial. Public roads are for parking cars as well as driving cars, because you can't have one without the other.
I think we have too many requirements already for an individuals property. I think as long as you are respectful of your neighbors we do not need any more regulations.
Whatever leads to fewer cars and fewer meetings.
The only codes that interest me reflect the welfare of the community, such as unnecessary noise like car alarms and leaf blowers that upset community members. Car alarms should not be aloud to blast all day without a hefty fine
Evaluation of water use and wastewater disposal for new uses on ag properties like this should be part of the overall analysis.
Developing a mitigation bank program for code violations may be a novel way to help parties who need mitigation to satisfy permit conditions and deal with long-standing and pervasive code violations (that otherwise can't be dealt with due to bandwidth issues). Leveraging a process like the RCIS process to do something like this should be explored.
Proposed event regulations seem like overkill.

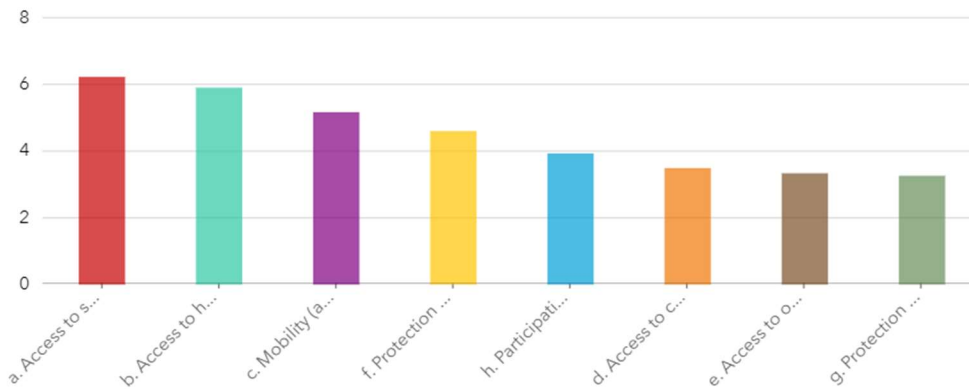
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Environmental Justice

[Learn more about Code Modernization updates proposed in the Sustainability Update.](#)

1. The Sustainability Update includes a new focus on “environmental justice” (equitable protection from environmental and health hazards for everyone). Which environmental justice issue do you think is most important for Santa Cruz County?

[Please rank the following items. When you select your first choice, the ranking list will autopopulate. To reorder the list, click an item and move it to your preferred location. The 1st item listed indicates the most important. The last item listed indicates the least important.]



[Hide table](#)

Show/hide choices Sort

Rank	Answers	1	2	3	4	5	6	7	8	Average score
1	a. Access to safe and sanitary housing	36.57% 49	24.63% 33	11.94% 16	4.48% 6	8.21% 11	6.72% 9	4.48% 6	2.99% 4	6.24
2	b. Access to healthy food	11.19% 15	31.34% 42	24.63% 33	11.19% 15	15.67% 21	4.48% 6	1.49% 2	0% 0	5.92
3	c. Mobility (access to safe and affordable transportation options)	11.94% 16	10.45% 14	17.16% 23	29.85% 40	14.18% 19	9.7% 13	4.48% 6	2.24% 3	5.18
4	f. Protection from pollution	8.21% 11	17.91% 24	12.69% 17	14.93% 20	7.46% 10	17.16% 23	16.42% 22	5.22% 7	4.61
5	h. Participation in local government decision making	16.42% 22	5.22% 7	14.93% 20	6.72% 9	9.7% 13	6.72% 9	3.73% 5	36.57% 49	3.94

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6	d. Access to community facilities	0%	2.99%	5.22%	17.91%	21.64%	23.13%	23.13%	5.97%	3.50
		0	4	7	24	29	31	31	8	
7	e. Access to opportunities for physical activity	5.97%	2.99%	6.72%	5.97%	14.93%	26.87%	18.66%	17.91%	3.34
		8	4	9	8	20	36	25	24	
8	g. Protection from natural disasters	9.7%	4.48%	6.72%	8.96%	8.21%	5.22%	27.61%	29.1%	3.27
		13	6	9	12	11	7	37	39	

Answered: 134 Skipped: 10

2. Are there any other environmental justice issues that should be added to the list above?

Fire evacuation and liberalization forest management are essential to preserve our groundwater and reduce the chance of catastrophic fire from the overburden that has developed in our biomass. We have 30% more trees than were ever here; we can't support any more.
Recognize that there isn't a climate crisis and that measures to mitigate this religious fantasy invariably harm the most disadvantaged among us.
Parking fees and park fees are a burden on the low income. It's just another tax for use.
Noise pollution. Hazards from highly concentrated population in urban areas. Homeless encampments in urban environments where services are inadequate and there are environmental threats to others (hypodermic needles on the ground where they can be picked up by children, or feces in public pathways, etc.)
Turn college lake into a reservoir.
Planning for climate change and its impact on extremely low-income households.
Allow armoring of coastal properties. Again, protect those expensive homes that provide so much funding to the county.
Laws should be enforced to limit environmental destruction by curbside residents
There are too many environmental regulations already; consider eliminating development restrictions and costs where existing regulations are extreme (e.g., Mt Hermon June Beetle, enhanced treatment systems in fast percolation soils where depth to groundwater is more than 20 ft, etc.)
There are too many environmental regulations already; consider eliminating development restrictions and costs where existing regulations are extreme (e.g., Mt Hermon June Beetle, enhanced treatment systems in fast percolation soils where depth to groundwater is more than 20 ft, etc.)
Every community should have a community garden on a non-polluted lot.
Protection of the wetlands. I get we are providing protection and access for the people that reside on the county. But we have other residents like wildlife.
None of your demographic categories address retirees, a large percentage of your local citizens. Perhaps your next survey could be re imagined to include us?
Fines for littering, especially cigarette butts.
Please provide your additional comments here
Healthy outdoor areas (for recreation, social activities, and exercise) near or directly adjacent to housing that are not affected by harmful environmental impacts of agricultural activities.
All of your bickering about rail is allowing the systemic oppression of folks in the southern part of county. These folks have the lowest income levels and are paying more in time and money for transportation.
As long as the transient population continues to trash our local parks, residential and commercial areas talking about the environment is useless. We have laws that are ignored. There are no consequences. Address the crime in the county. Stop catch and release.
Proximity to Jobs and access to high quality schools.
Equity?!?
Provide education and support to help people understand how to protect themselves in the event of a natural,diasater. We have issues with wildfires. What can the county do to help people safely exit on the existing and limited roads?

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Housing costs are the number one equity issue in America. The county can do more to make it easier to build housing by streamlining processes and reducing permits costs.
Probably. But this survey is getting very long!
Low density rural housing is better for the environment than high recreational use open spaces.
A living wage or a guaranteed income would help with some of this. At a certain point intelligent people would move to somewhere that works for them financially. Running ourselves out of water and building more that we can support with services is an imposition on current residents.
"environmental justice" (equitable protection from environmental and health hazards for everyone). Which environmental justice issue do you think is most important for Santa Cruz County?" Please protect the residents from the environmental and health hazards of the huge unhoused population.
Access to high performing school districts. Ability to share neighborhoods with the relatively more affluent single family home renters and owners.
Appropriate programs (or requirements where possible) to ensure access to employment where employers benefit from density bonuses or subsidies from Sustainability Policy changes.
Access to information in Spanish
triple penalties for building without a permit
Healthy food
Elimination of brake dust, exhaust from cars, and noise pollution from vehicles.
Number 1: environmental education and sustainability issues. prioritizing environmental rights on par with economic justice. i.e developing environmental programs for all economic levels, such as expanding the Downtown Streets Team to include gardening and restoration services.

Share additional comments on Environmental Justice

Environmental Justice sounds like a highly politicized term.
Santa Cruz continues to operate under the false assumption that our homeless population is simply down on its luck and in need of a hand up, rather than recognizing the reality that we are being preyed upon by addicts. It is unconscionable that we allow our public spaces to be routinely trashed by repeat offenders.
No increase in density without adequate water resources. WE do not have adequate water resources for the current population.
In the last remaining trans-county transportation corridor, the Santa Cruz Branch Line rail corridor, provide pollution-reducing, equitable multimodal transportation options for ALL in our community -- whether young or old, abled or disabled, rich or poor.
Safe and healthy housing & transportation for agricultural workers is absolutely necessary. Housing that is not impacted by agricultural uses. Mobility (safe & affordable transportation): safe transportation from Watsonville to Santa Cruz and Live Oak areas is critical. What if not all family members work in agriculture? Currently, only available transportation is on Hwy 1 and Soquel/Freedom corridors. The rail corridor will offer safe public transportation by rail, even during times of low light (early morning & evening) and in cold & rainy weather. It will offer safe transportation for women and families. The planned MBSST bicycle trail (which is primarily recreational) from Watsonville to Santa Cruz is impractical for accessing employment & other necessities & activities in the county.
All of your bickering about rail is allowing the systemic oppression of folks in the southern part of county. These folks have the lowest income levels and are paying more in time and money for transportation.
<ol style="list-style-type: none"> 1. Without access to government, we have not justice, environmental or otherwise. 2. Protect the safety of our current citizens 3. Protect the environment that we will pass along to the next generation 4. Protect the health of our current citizens 5. Once all those things are done, make current life easier for us all
Do something about people trashing our river... the run away camping is. polluting our county and city. The culprits know there are no consequences.

Santa Cruz County Sustainability Update Survey Responses
Planning Commission Study Session #4
As of May 13, 2022

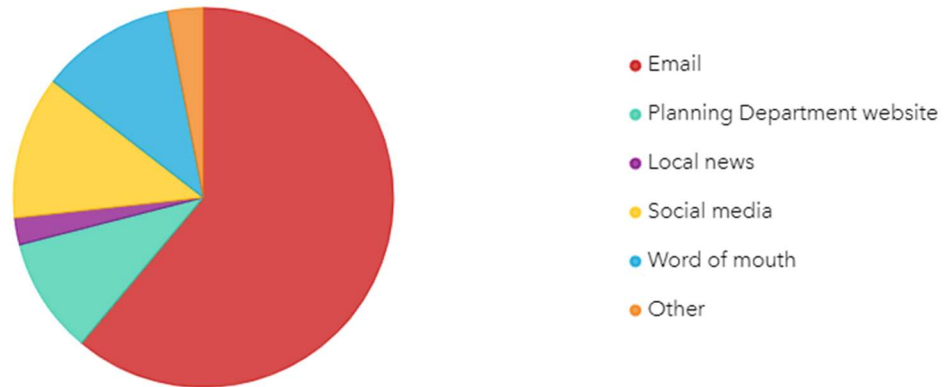
Affordable housing and transportation is just linguistics. We are not data. Stop the buzz words... be authentic with people. Changing language does not make it noble. The public knows this.
Quality housing is only for rich people in this county.
Poor people who try to help themselves are told no or charged exorbitant fees then told no.
Why is getting rid of the modest single family home such a high priority for County Planning? McMansion or dole bludger seems to be the choices presented.
Make UCSC its own city.
Provide safety information events.
Packing lower income people in to transportation corridors ,where vehicle pollution is greater is a form of injustice.
Policies are great, the implementation is key.
Housing and transportation access go together & should be planned together.
Include neighborhood small parks and sports fields; like basketball courts and even small soccer fields.
We appreciate the homeless services, but recognize utilization of other homeless services to expand in other environmental areas such as: gardening managing shelters, and other sustainable low level community oriented issues that connect all people of economic levels
Obviously, our policies around managing the houseless community are creating massive collateral impacts across our communities and better coordination between agencies, developing shelter space and enforcement of no camping and other relevant regulations needs to be better prioritized.

Santa Cruz County Sustainability Update Survey Responses
Planning Commission Study Session #4
As of May 13, 2022

General

Optional. This section provides an opportunity for survey respondents to share information about who they are and their relationship to Santa Cruz County.

How did you learn about the Sustainability Update project?



[Hide table](#)

Other response ☒ Empty categories Sort

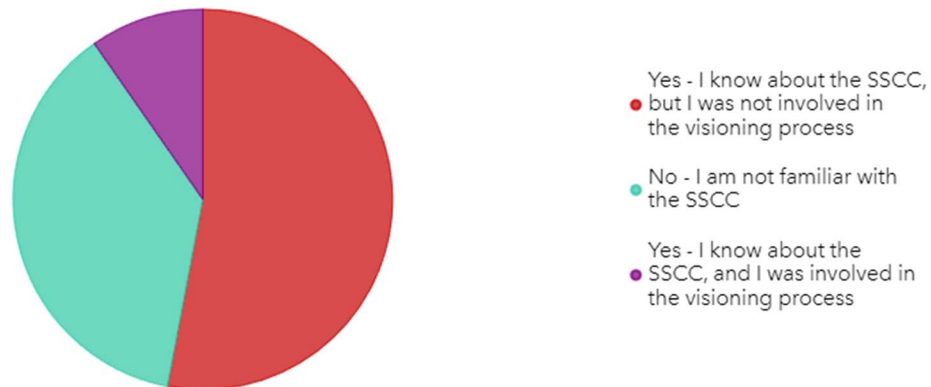
Answers	Count	Percentage
Email	80	55.56%
Planning Department website	13	9.03%
Local news	3	2.08%
Social media	16	11.11%
Word of mouth	15	10.42%
Other	4	2.78%

Answered: 131 Skipped: 13

Santa Cruz County Sustainability Update Survey Responses
Planning Commission Study Session #4
As of May 13, 2022

Are you familiar with the Sustainable Santa Cruz County Plan?

Santa Cruz County prepared the Sustainable Santa Cruz County Plan (SSCC) over a three-year period from 2012-2014 that involved an extensive public visioning process. The SSCC serves as the foundation of the Sustainability Update: [Vision and Guiding Principles | Sustainability Update \(arcgis.com\)](#)



[Hide table](#)

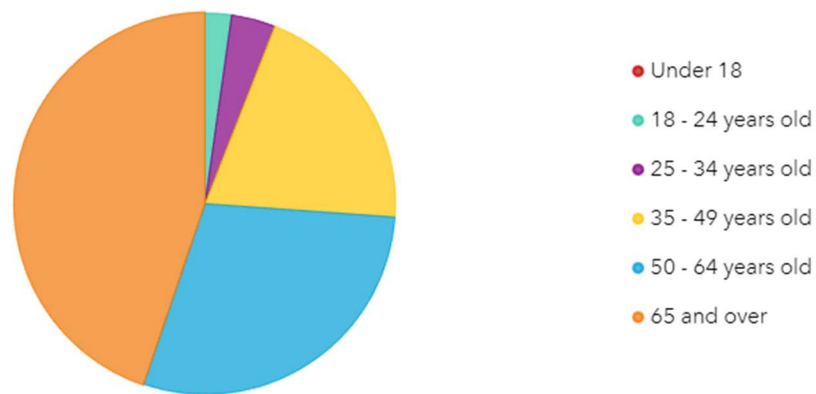
☒ Empty categories [↑↓ Sort](#)

Answers	Count	Percentage
Yes - I know about the SSCC, but I was not involved in the visioning process	71	49.31%
No - I am not familiar with the SSCC	50	34.72%
Yes - I know about the SSCC, and I was involved in the visioning process	13	9.03%

Answered: 134 Skipped: 10

Santa Cruz County Sustainability Update Survey Responses
Planning Commission Study Session #4
As of May 13, 2022

What is your age?



[Hide table](#)

☒ Empty categories ↑↓ Sort

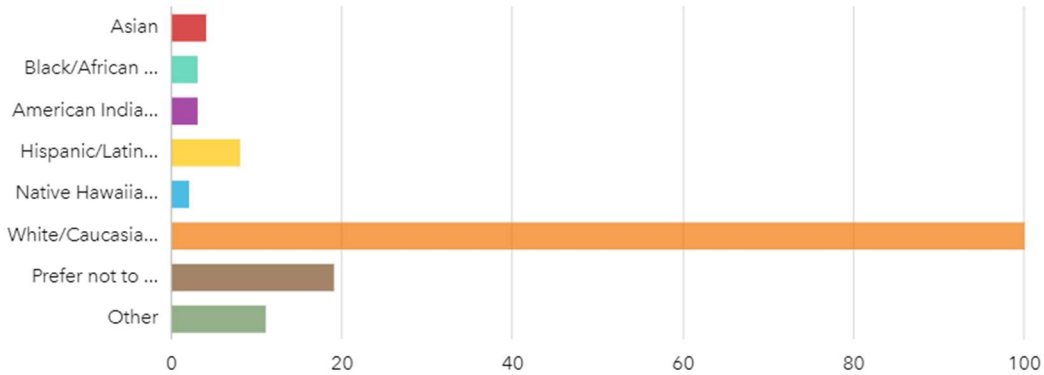
Answers	Count	Percentage
Under 18	0	0%
18 - 24 years old	3	2.08%
25 - 34 years old	5	3.47%
35 - 49 years old	27	18.75%
50 - 64 years old	39	27.08%
65 and over	60	41.67%

Answered: 134 Skipped: 10

Santa Cruz County Sustainability Update Survey Responses
Planning Commission Study Session #4
As of May 13, 2022

How do you identify your race/ethnicity?

[Check all that apply]



[Hide table](#)

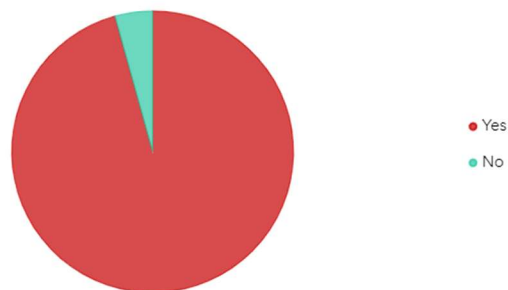
☐ Other response ☒ Empty categories

Answers	Count	Percentage
Asian	4	2.78%
Black/African American	3	2.08%
American Indian/Alaska Native	3	2.08%
Hispanic/Latinx	8	5.56%
Native Hawaiian/Other Pacific Islander	2	1.39%
White/Caucasian	100	69.44%
Prefer not to answer	19	13.19%
Other	11	7.64%

Answered: 135 Skipped: 9

Do you live in Santa Cruz County?

Do you live in Santa Cruz County? Column Bar Pie Map



[Hide table](#)

☒ Empty categories

Answers	Count	Percentage
Yes	133	92.36%
No	6	4.17%

Santa Cruz County Sustainability Update Survey Responses
Planning Commission Study Session #4
As of May 13, 2022

Where do you live?

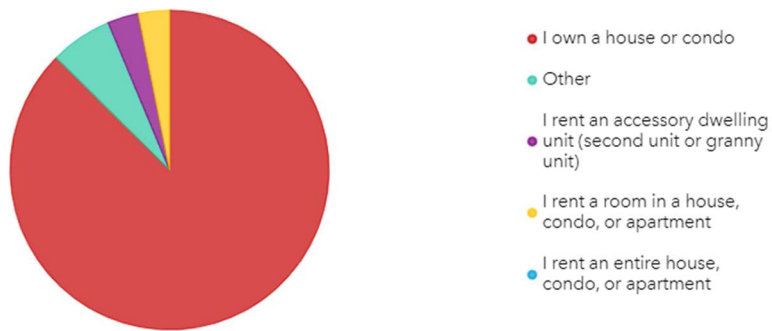
Zip code	Count
94018	1
95003	9
95005	1
95006	1
95010	3
95018	1
95060	25
95062	34
95063	1
95064	1
95065	3
95066	1
95073	8
95076	4
Total	93



What type of housing do you live in?

Please select the response that best applies to your housing situation

Santa Cruz County Sustainability Update Survey Responses
Planning Commission Study Session #4
As of May 13, 2022



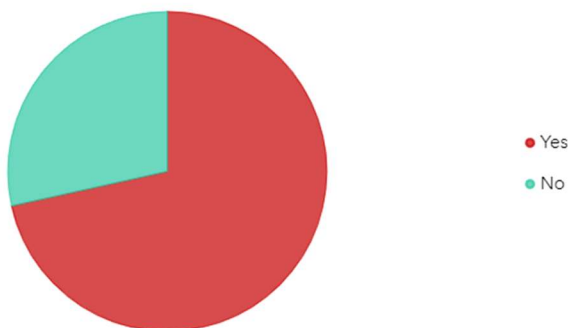
[Hide table](#)

☐ Other response ☒ Empty categories

Answers	Count	Percentage
I own a house or condo	111	77.08%
Other	8	5.56%
I rent an accessory dwelling unit (second unit or granny unit)	4	2.78%
I rent a room in a house, condo, or apartment	4	2.78%
I rent an entire house, condo, or apartment	0	0%

Answered: 138 Skipped: 6

Do you work in Santa Cruz County?



[Hide table](#)

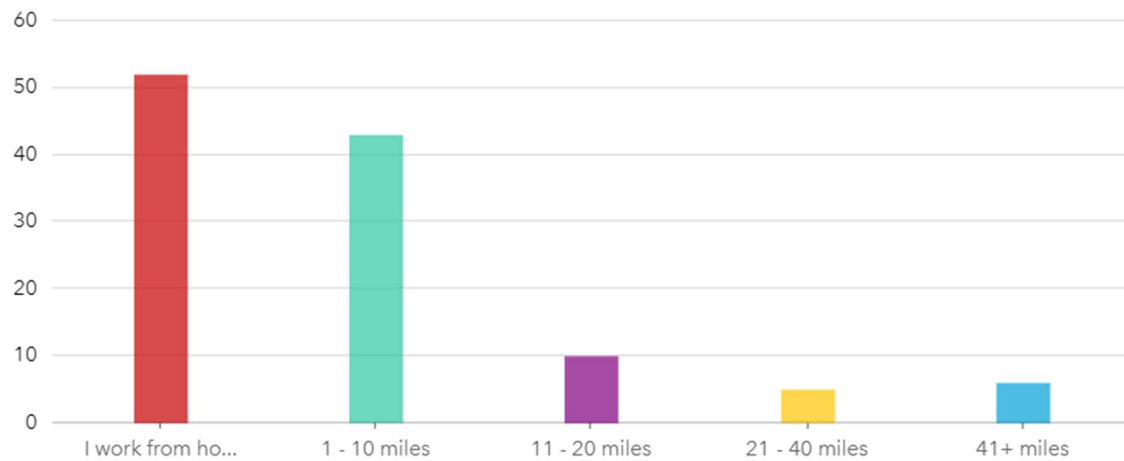
☒ Empty categories

Answers	Count	Percentage
Yes	98	68.06%
No	39	27.08%

Answered: 143 Skipped: 1

How far do you commute?

Santa Cruz County Sustainability Update Survey Responses
Planning Commission Study Session #4
As of May 13, 2022



[Hide table](#)

☒ Empty categories [↑↓ Sort](#)

Answers	Count	Percentage
I work from home	52	36.11%
1 - 10 miles	43	29.86%
11 - 20 miles	10	6.94%
21 - 40 miles	5	3.47%
41+ miles	6	4.17%

Answered: 116 Skipped: 28

**Santa Cruz County Sustainability Update
Planning Commission Study Session #4
Community Meetings Question and Comment Summary**

**Comments and Questions from Community Meeting #4
Agriculture, Resources, Parks and Public Facilities
April 12, 2022**

Transcript of Verbal Comments and Questions

00:39:30.920 --> 00:39:48.750

Brendan Quirk

Hi thanks, so much for the presentation. I'm super informative my name is Brendan Quirk. I'm a resident of the city of Santa Cruz and I'm just wondering. I saw that timeline that you displayed there and if if we have a project that we will be proposing to the county. That could be affected by these code changes. Will. the county take into consideration the code changes before they are adopted or will will that not be a factor in our application.

00:40:16.310 --> 00:40:24.110

Stephanie Hansen

You know uh the policy group that's worked on this general plan update is often involved in. Umm uh development reviews, so we'll we'll look at proposals that come in and permits that come in. And make sure that there are consistent or at least give folks a heads up. If there's an inconsistency. We we see with an upcoming ordinance or general plan policy. So we try to coordinate with the development review team in order to make that transition as smooth as possible.

00:41:22.200 --> 00:41:46.770

+18*****15

I have a question I I see that the protection for the orchard at Deer Park Shopping Center is completely removed. Can you tell me about that is that being restored somehow or protection restored it's on page 5 dash 30 the protection is completely lined out and there's no new language to address it.

00:41:59.600 --> 00:42:25.570

Annie Murphy

Yes, thank you. Natasha so in the general plan in general. We have the leaded policies that address specific sites of however, for that particular site as well as others. The the policy has already been implemented through appropriate zoning for the site, which restricts development and other changes to the site.

00:42:27.270 --> 00:42:38.080

+18*****15

Uh can there be axillary uses like uh event events or something like that there would that be allowed under the new policies.

00:42:40.110 --> 00:42:46.890

Annie Murphy

You know, I would probably need to check the specifics of that site and I can get back to you with the specific answer in that parcel.

00:42:48.160 --> 00:43:16.360

+18*****15

OK, I have a question it's sort of related I guess in terms of agricultural uses of land on the I was able to get a list of the 23 parcels that this sustainability plan is considering for rezoning and one of them is the stores winery at 1:32, 6, Haynes Road. That's scheduled to be rezoned. Is that that's agricultural land? How will that piece of property change under these new regulations? And why is it being rezoned?

**Santa Cruz County Sustainability Update
Planning Commission Study Session #4
Community Meetings Question and Comment Summary**

00:43:36.850 --> 00:44:01.910

Stephanie Hansen

For actually we're gonna discuss all of the Rezoning's That our next meeting. But I will say that a good chunk of them 13 of the 23 parcels that are slated for some type of adjustment in their general plan land use designation and or their zoning are meant to. Align that usually align the general plan designation the zoning and the current land use, and then on that particular site. The general plan designation in the zoning are not aligned and so the adjustment is meant to. Align those while still protecting the Ag lands and the adjustment is being made on an area of the property where there are no commercial AG soils, so that's the specifics on that one.

00:44:51.720 --> 00:44:52.730

+18*****15

I wonder. If you can. Point me to the part of the you, you talked about demolition by neglect and I'm trying to find that in the document? What page is that in this chapter of the document demolition by neglect. But regarding the water protection groundwater protection. Is there any thought being given to developing areas that are identified as prime managed aquifer recharge areas where the soils would support creating storm water runoff collection to help recharge the groundwater is that being in considered at all in the new document.

00:46:07.840 --> 00:46:17.910

Stephanie Hansen

But I I can take a stab at this and maybe Annie has something to add but generally the policy changes are meant to. Support the planning effort and the regulations that are. Are in the in the county code already help with agency coordination? And otherwise kind of support the protection of resources so that particular item is not so much addressed as making sure that we're making the best use of our urban lands so that we don't put pressure on our recharge areas that you know, needing to develop or needing to expand the urban services line or anything like that, so it's not really the focus of this particular. Umm project Annie I don't I don't know if there's any kind of policy language. You wanna add to that discussion.

00:47:13.030 --> 00:47:16.900

Annie Murphy

Yeah, I'm not a there's there's nothing specific in. The general plan that addresses that I think is Stephanie said the intention is to. Support and be consistent with other. Plans and policies that do sort of have more specific guidance for drainage, including the Santa Cruz County design criteria.

00:49:07.520 --> 00:49:20.170

+18*****15

Hello this is Becky Steinbruner. Again, I I thought there were other people. So I didn't hear any I'm going to jump in again, but please let me know if people do raise their hands and I'll I'll step back again. I want to know. For new development is there a provision that. There is adequate water to serve the development, especially with this new. Uh residential flex areas, even though it is. Multi story and dense and doesn't have a lot of landscape around it, which doesn't help global warming at all. There's still going to be an increase in water use. And there is a state law. Somewhere I I tried to find it, I couldn't find it, but it says that. New development has to prove there is adequate water to serve the development. In the future is that language in this new document.

00:50:18.200 --> 00:50:30.910

Natisha Williams

Thanks Becky Yeah, I know that Umm all development is required to receive will serve letters at the time that they're permits being processed. But I will pass it on to Annie about any new policies that might be incorporated in our document.

**Santa Cruz County Sustainability Update
Planning Commission Study Session #4
Community Meetings Question and Comment Summary**

00:50:35.890 --> 00:50:54.140

Annie Murphy

Generally, the way that we do address water in the county is that we do defer to the water districts to make that determination whether there's adequate water to sort of a particular development of certainly if they make it a determination that there's not then the development couldn't be approved so.

00:50:58.020 --> 00:51:09.150

+18*****15

That's kind of been a problem, though I mean, Socal Creek Water District. For example, is in a state of the basin is in critical overdraft and they keep handing out will serve letters so. I don't know I think there needs to be some. Quantitative. Analysis an oversight by the county because it isn't always there with the water districts. They they depend on that money coming in quite frankly for new connections and case in Point is so Cal Creek Water District. They're in Overdraft and they keep. Keep letting people hook up and now that's the exact area. Where they uh the very dense development is scheduled to go in? In this in this new plan as I read it. So is there any thought 00that there could be some? Objective criteria regarding water and new development.

00:52:31.840 --> 00:52:48.080

Stephanie Hansen

uh just that you know, we work really hard to coordinate with the water districts and and all the other districts when development is happening and the the county has certain roles, but determining. Will serve letters 4, the districts really isn't necessarily one of them. However, we, we will continue to coordinate? And we all recognize that you know water is a scarce. A resource so. But that's just not quite the role of the the county. But we would take the comment and and add it to the list of comments that we're receiving and I think you'll find more information on that in the in the eir when it's released.

00:53:26.450 --> 00:53:28.730

Anais Schenk

Can I just add one thing? Which is that the water? Uh resource agencies do prepare a plan that looks at future population within their service area and they're required to. Prove in quantitative terms as best as they can that they can serve the number of households that are projected to be within that area and the oversight authority to those water districts is vested at the state level, not at a local level. So we don't really have the authority to. We can comment on the plan, but we can't we don't have the authority to approve the plan. And that's done at the state level.

00:54:08.780 --> 00:54:32.210

Annie Murphy

Yeah, and then I can just also from the big picture perspective as a county. We do have to be able to plan for future growth and the growth that is forecasted for our community and we're doing that in the best way that's most conserving of Resources, which includes more intense development in the urban areas, which is uses less water and helps to conserve resources in rural areas. I mean, I do have that in the question about the policy that. Umm encourages maintenance of historic resources that is on page 5 dash 128 of Chapter 5 of the general plan and that is policy. ARC dash 8.2, 0.7.

00:55:05.050 --> 00:55:20.190

Carl Hild (Guest)

Anyone you did your presentation you mentioned about the historic resources and I think you made. The criteria of 50 years. Is there a current listing of the historic resources and is it updated now to that would be 1972.

00:55:22.550 --> 00:55:31.800

Annie Murphy

**Santa Cruz County Sustainability Update
Planning Commission Study Session #4
Community Meetings Question and Comment Summary**

I'm so the county does uh maintain an inventory of designated historic resources and that is available here at the county. I don't I don't think you're asking a list of all properties 50 years old or older, but that is available on the in the GIS system and the assessors information, but we do have a list of designated historic resources in the county.

00:55:48.590 --> 00:55:53.600

Carl Hild (Guest)

OK, so and I wasn't asking for anything over 50 years, but just as. Items would be identified as historic it's now moving, it up to 1972 is that correct.

00:56:01.650 --> 00:56:07.680

Annie Murphy

Ohh, I'd see in terms of the year 50 years ago. Yes, right so that would be right that would be the threshold yes.

00:56:23.770 --> 00:56:29.560

Brendan Quirk

Great it's just circling back to the same question Stephanie would you mind clarifying and maybe I can be more clear in my question? Is there is there a date at? Which these this code change would happen and if a if a permit application was entered. Before that date, it wouldn't these these code changes would not apply to that. We don't have an exact date because we are going through a public process on a very large project. But we are hoping to have the Board of Supervisors get through the adoption process in November December. I'm not sure we can have an off offline conversation. If you have a particular parcel or a particular part of the code that you're interested in. But generally you would need to meet the current code and again we try to kind of work with the development review planners to give them a heads up on where other options and other things may be changing and upcoming ordinances.

00:58:52.510 --> 00:59:21.620

+18*****15

Thank you very much. I appreciate your letting me continuing to ask questions and Miss Murphy. Thank you for giving me the number of the page page. 5 dash 128, where it talks about demolition by neglect, but I don't really see any strong language about that. In a RC dash 8.2, 0.7. It just says encourage the maintenance and upkeep of historic resources. To avoid the need for major rehabilitation and to reduce the risks of demolition lost through fire or neglect or impacts from natural disasters? How will that encouragement be implemented. That's what I want to know is that are there ordinances that will be attached to this? How will that be implemented.

00:59:47.970 --> 01:00:10.110

Annie Murphy

So the general plan is a 20 year document that's sort of lays framework for future code changes and future policy decisions, so that policy is sort of providing support for future code changes that could implement new requirements for maintenance of the storage structures, but right now, it's more laying the framework for that shift.

01:00:11.840 --> 01:00:31.760

+18*****15

So then this would this language would open the door for a group such as the historic Resources Commission to make a recommendation again to the Board of Supervisors to adopt an ordinance regarding demolition by neglect and really put some teeth into it. How how is this going to change anything from what it currently is?

01:00:37.500 --> 01:00:45.170

Annie Murphy

**Santa Cruz County Sustainability Update
Planning Commission Study Session #4
Community Meetings Question and Comment Summary**

So so as I said it would it would provide some policy support, if if you know the Board of Supervisors and was you know. Agreed that that would be an appropriate action to take.

01:00:52.690 --> 01:01:04.450

+18*****15

OK so it it kind of depends on the will of the board. Still, the language is there, but it would depend on the will of the board OK. I think my my only other question is, is there. Attention. Given to new large developments ordense development regarding especially those that could be in the wildland urban interface. Attention being given to secondary access for fire evacuation is that anywhere in this document. Regarding open space and.

01:01:44.150 --> 01:02:00.510

Stephanie Hansen

Umm there's a few elements of the general plan that are not being amended as a part of this project and the public safety element is one of them and that that element does deal with wildfire. And the reason why we're not making changes to it is that it's just gone through a pretty big update itself and changes to that document or to that element of the general plan or pending at the Coastal Commission right now and actually I take that back they approved the. Majority of the amendments with modifications, so those modifications would head back to the Board of Supervisors so this project. Just for that reason because that element deals with public safety issues and natural hazards and the like. This project does not address that as much because that's already in place in that in that element.

01:02:50.620 --> 01:02:58.710

+18*****15

OK, thank you. That helps me understand how this interface is possibly with the open space preserves that could have. Vegetation management easements agent in conjunction with them for Fire Protection and and fire defensible space. But I think that you're saying this that would be more. Applicable to the public safety element rather than the open space element is that right.

01:03:26.450 --> 01:03:29.620

Annie Murphy

Yeah, just that I do recall policies specifically about.

01:03:30.290 --> 01:03:37.970

Annie Murphy

You know, making sure there's fire access and addressing the urban wildland interface in the safety element. So you might take a look at that element.

01:03:39.940 --> 01:03:48.580

Stephanie Hansen

And, of course, just add to that. We also have the local hazard mitigation plan that was just adopted last year, too, so that's a good document to look at.

01:03:49.700 --> 01:03:58.480

+18*****15

OK, that was a big one. I remember that one alright thank you. I think that that answers my questions. I appreciate your time. Thank you.

OK. Sorry I had a note here? What does it mean on page 18 by unique farmland. I could not find a definition of that? What does that mean unique farmland?

01:06:01.840 --> 01:06:21.190

Annie Murphy

Santa Cruz County Sustainability Update Planning Commission Study Session #4 Community Meetings Question and Comment Summary

I would recommend going to the State Department of Conservation website and they have definitions for all of the that that is a state designation. Prime unique and farmland of statewide importance and I believe that references local formline designation designations as opposed to the prime or statewide importance.

01:06:22.390 --> 01:06:28.610

+18*****15

We shouldn't that definition be in this document, though I mean, usually there. There are definitions.

01:06:28.870 --> 01:06:34.160

Annie Murphy

No, because it references state criteria rather than county designation criteria.

01:06:35.500 --> 01:06:42.600

+18*****15

But it's on the map on page 18 recognized as unique farmland so. Why isn't it defined in this document?

01:06:47.980 --> 01:06:50.250

Annie Murphy

OK, well. Thank you for your comment we will note that.

Written Comments and Questions Provided in the Meeting Chat

Forms 4/12 6:47 PM

LIVE Poll: Not record name ; Results shared

Which of the following uses do you support on agricultural land?

- ☐ Agri-tourism activities
- ☐ Agricultural research
- ☐ Consolidate storage of agricultural ...
- ☐ Essential public facilities

[Submit Vote](#)

Forms 4/12 6:47 PM Updated

<u>Agri-tourism activities</u>	37% (3)
--------------------------------	---------

<u>Agricultural research</u>	37% (3)
------------------------------	---------

<u>Consolidate storage of agricultural equipment</u>	12% (1)
--	---------

<u>Essential public facilities</u>	12% (1)
------------------------------------	---------

8 responses

Comments and Questions from Community Meeting #5 Code Modernization and Map Amendments April 20, 2022

Transcript of Verbal Comments and Questions

00:31:58.610 --> 00:32:05.320

Deborah Shulman

OK, so my questions are in regard to the Portola Drive, rezoning issues. Umm I live. A block from Portola in in the nearby neighborhood and I'm very concerned about 4 or 5 units per acre. It's my understanding

Exhibit J

**Santa Cruz County Sustainability Update
Planning Commission Study Session #4
Community Meetings Question and Comment Summary**

with a density bonus that a project can go up by 50 to 80%, which means there could be more than 200 units per acre. This is not sustainable and is not the neighborhood for that kind of impact. We don't have the infrastructure. We don't have the transportation. There aren't the employers were not that close to a school. I'm very concerned. I'm not against development but I think it needs to be kept around that 22 to 25 units per acre, not go up over that and I'm hoping you can. Give me some reassurances that it will stay low.

00:33:12.450 --> 00:33:20.920

Stephanie Hansen

Pepper thanks for the comments right now, the range provides it that the density provides a range. When when I talk to people about a higher density development in residential flex. I think it's really important to not overly focus on the number of units per acre. What's really important to focus on is that there are standards that have to be met. There's height standards. There's parking standards. There's a lot coverage. There's a quite a few standards actually setbacks that need to be met. The control for the height and mass of any building so the number of units is really going to be more of a function of how big those units are within that building envelope and encourage people to think. To look at the county wide design guidelines and the code regulations and to think about it in those terms.

00:34:20.890 --> 00:34:35.210

Deborah Shulman

Is not that helpful because until we know? How big these units? Are gonna be and if it is possible for developers to get density bonuses, which can increase the project size. I'm still anxious and I don't think I just speak for myself.

00:34:41.910 --> 00:34:43.860

Stephanie Hansen

Thank you for the comment we'll note that.

00:34:59.790 --> 00:35:28.790

patti (Guest)

Hi. Thank you for taking my questions. I have 2 quick questions at this point. How many projects. Surveys have been turned in by the public in the first workshop. You've mentioned about separately 30. I'd like to know what that number is now up to from standpoint of public participation and my other question is, I'd like you to describe more what you see as workforce housing. That's a title, but you haven't given an explanation of what it is so I'd appreciate your responding to both of those questions. Thank you very much. Please describe what your what your description of workforce. Housing is it's a description, but you haven't given any details as to what it is.

00:36:24.200 --> 00:36:55.450

Stephanie Hansen

Right I think the the idea above behind workforce. Housing is that you may have people who are more singles or have smaller families who aren't really looking for a a. A 3 or 4 bedroom single family home who would like to be close to services and transit and their place of employment and so the concept behind behind workforce housing is to. Be able to provide that kind of missing element within the the community that may help people. Locate closer to work and also may reduce our our transportation impacts as well.

00:37:13.220 --> 00:37:19.000

Natisha Williams

Great and then for a quick update on the survey we received approximately 140 surveys.

00:37:23.650 --> 00:37:29.120

Annie Murphy

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I can just add to Patty 's comment as well. The another idea of the Res Flex Zone District is to. Have standards that support more compact units and that the intention is that those are more affordable by design. So maybe more affordable to you know the workforce in general.

00:38:00.960 --> 00:38:11.530

Alex Vartan (Guest)

thank you. I just have a couple question quick questions that I comment. My first question is if we wanna provide more extensive written comments. Then the then just the form on the website or the survey. What sort of the the timeline for that? What would be a a deadline if there is such a thing as a deadline and is it appropriate to send that in reference to. The EIR cause I understand that that's a 45 day comment process, but I I'm just a little unclear if I wanna provide comments on the whole plan from the general plan to the code updates? What's the best form format to do that.

00:38:51.890 --> 00:38:56.600

Stephanie Hansen

Thank you. That's it. That's a good question there. There are 2 ways to to comment. And the EIR has its own comment along with the designated comment period as Alex mentioned of of 45 days and up on the screen. You can see, there's an email. Sequoia nipa at Santa Cruz County, us use that for the eir if you want to comment on the project, the best way is to email. And and that's the last email on the slide sustainability update at Santa Cruz County dot US. It's a regular email. So you can go as long as you want and talk about all the project elements.

00:39:39.680 --> 00:39:43.560

Alex Vartan (Guest)

OK, but the eir comment process is its own. That I mean, it presumably that has. You know, I talk protocol in sequel. That's separate like I guess I can just send them to both but that that would be the comment would be associated with the EIR process itself, I guess.

00:40:04.560 --> 00:40:20.680

Stephanie Hansen

Yeah, we'll talk about the eir at the next meeting so if you've if you've comments in the EIR specific impacts related to lists thetics or greenhouse gases or all of the elements that area dressed in the EIR. Then you'll want those comments to go to that SQL and NEPA.

00:40:27.600 --> 00:40:41.510

Stephanie Hansen

Now you also asked me no, I don't think I got to this about the timeline for just regular comments on the project. You know, we're gonna continue to accept them through the Planning Commission study sessions and adoption there's public hearings, so I think I think the best thing to do to get those comments in. Before the public hearings start so the Planning Commission will probably be looking at this in the end of May, June July and if you can have your comments you know in in there by by then, then the Planning Commission will get to have a look at them and consider them as they're heading into public hearings.

00:41:18.920 --> 00:41:25.510

Alex Vartan (Guest)

Sure, I know they're the study sessions are separate from the public hearings and are the study sessions publicly. Viewable also.

00:41:28.150 --> 00:41:37.630

Stephanie Hansen

Hmm yeah, they are, and you can participate as well. They're just not formal public hearings that have noticing and other requirements.

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00:41:40.310 --> 00:41:43.940

Alex Vartan (Guest)

OK so those are my questions and my one comment before I let other people talk is that. I it, it's some of the discussion with the with the rest Flex zoning and and the. And the unit count I think it's a little. Uh it's it's a little overdetermined because I I. I feel like this. This density is 2022 to to 45 units an acre. Also with reference to you know, small units workforce housing. You know, I just looked up the Shearwater apartments on Portola, which are very old. And they're only 2 stories and there's a lot of you know, Green Parkland graph around it. And that's the apartment complex across from KCL that's between 24th and whatever. Almost 30 units to the acre. I don't think anybody would consider that dense. A project and that's also you know. As far as I know it's not studios. You know, there's one and and 2 bedroom units there so. You know, I understand there's concern with the density bonus and and you know, getting up to 80 or plus units per acre or but? You know 45 units per acre with 3 stories does not necessarily have to be small studios and and I don't think we should expect it to be with also you know the the need for you know much larger and diverse. I'm you know housing for families and and condos and and this and that I think a lot of people. You know are concerned with some of these very dense. SRO and studio units like the 31 project and some of the other projects downtown and you know. Fairly so and understandably so when they're just these big you know 4 story 5 story buildings and there's just a bunch of tiny studios in there, but I just you know, my my just commence is when in the plan and also when we're communicating as examples and such you know it's not necessarily doesn't have to be true that it's just you know workforce housing or these small studios and in reality. I don't think these. Your accounts at least densities are really bad all that dense you know comparable to what we see downtown and and elsewhere. So that's that's down just feel comment about some of the Res Flex stuff.

00:44:43.180 --> 00:44:48.360

Adam Haverstock

Hi this is Adam here and thanks so much. Natasha Stephanie and I think Annie is the new face. Thanks for taking the time on this. I'm sitting to you live from across from the 3rd party or the Thurber Parcel. I am the you're talking to the guy that's staring at the window right now at the deer this evening. And I have been here about 20 some odd years and what's interesting is I just want to get some history on it. This parcel I forget the acreage of it, but there it was zoned for high density. I wanna say around 12 years ago and there was a big meeting around that time when it got rezoned to the current I believe it's like medical 2 stories because at that time. It was trying to be a high density and there was tremendous neighborhood pushback because of the gardens and the traffic here. And the concept of and sorry respectfully to Alex any developer that does this is gonna push 45 units or higher and anyone that thinks otherwise is kidding themselves and sorry. I'd love it. To be nice and pretty and not that but we all know what's going on in this county, but I'm concerned about the sheer volume of cars also that no one is speaking about cause each unit and I remember this from the town hall meetings. Back then, is each unit is generally allowed for each bedroom is allowed for 2 cars, sometimes with the variance of 3 cars, depending on how many people live there. And if this parcel if I remember is around 8 or 9 acres and someone I'm sure you guys have the number. You can figure out the math on how many cars and there is no physical possible way that you are gonna get a couple 100 cars on this last part because if you live in this neighborhood. You know the absolute part of my language circus. That is Thurber Sokel in the morning with parents trying to get up to the school. The fire station. We can barely get out of our driveway in the morning, without getting clipped by. Everyone zooming up and down Thurber and then that's just to get onto silk help, which is already has Emerald Bay down the street and it has Sutter in the hospital. So I'm just curious a little bit about the concept of parking. And how many how many cars can be given to these units and it was high density. Then it got kicked back to light commercial and here we are again back to high density and I will yield my time. Thank you for my question as I stare out of the deer right now on. This lovely evening, looking at the trees that I hope stay there and know high density goes in thank you.

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00:47:14.890 --> 00:47:15.480

Stephanie Hansen

Thank you. For the the comments item. It's certainly interesting to have a perspective on the on the history. We haven't talked a lot about traffic and parking today. We had a community meeting number 3. I don't have the date in front of me, but you can find that was on access and mobility and transportation issues and parking and you can find the recording of that on the project. Website so it encourage you to have a have a look at that. Any we're not proposing any developments here so we're just kind of setting the policy and the code for for them and I just I don't know if I had a chance to make that clear. But I wanted to so. It's important to note that once a development is proposed it would need to offset its impact. I totally hear you about the existing issues out there and we know that they exist and there are some very important projects happening along social that will provide some some relief in the not too distant future. Umm but I wanted to just suggest that every every project will have to offset its impact so that they don't make transportation worse and wanted to just see if anybody had anything she wanted to add about transportation and parking.

00:48:58.110 --> 00:49:03.490

Anais Schenk

And so we are definitely aware of some of the issues along soquel and. Umm the potential for increased vehicle usage of Thurber as well as some of the other secondary streets that connect to social with the plans that are in the general the land use plans in the general plan. It is a 20 year plan. We have a number of. Of corridor type. improvement shall I say we, we don't have specific improvements that we know will solve the problem. But there's a public works. Does studies to look at congestion and intersection level improvements and even though we are moving towards looking at the amount that people drive and the number of trips that that are taken. We are still concerned with congestion and the number of vehicles that are on the roadways. So Thurber and that whole area between where sokel the 2 sequels meet and 41st is definitely of concern to the county and is something that we're looking at in our long term plans for additional future improvements to help with alleviating some of those those congestion issues as well as the. Conflicts shall I say that come up with regard to turning.

00:50:38.500 --> 00:50:50.400

Adam Haverstock

Yeah, there's there's already 22 units going into the left of us right here 100 yards up so there's already another high density going in right here. And so across in that you guys are talking about putting in you know. Like I said, I can't remember the acreage, but if. There's just no physical space for these units for these cars in the amount of traffic. I'm staring at all. The cars right now and it's 730 and it's there's this. It's gotta be a part of this plan. I know you're talking. It's just a general guideline right now, but this is significant. You guys know it. There's just no space for this at this parcel sorry. Thank you guys so much for your time.

00:51:30.800 --> 00:51:50.470

Dave

Hello hey, this is Dave I live in San Lorenzo Valley and I was just wondering what the plan was to clear up some of the zoning conflicts like for instance, my property. I'm trying to rebuild a house that was burned down and the general plan calls for a residential. And the county zoning is commercial so I've been having a really hard time getting anything done and I really like to see just like a some sort of. Where to resolve the conflict conflict that's really easy for instance, maybe general plan Trump's county zoning and then I can go with that, but you know, I've been I've been quoted \$50,000.00 to correct the zoning so that the general plan matches the county zoning and. I've been waiting for years for this to clear up with the the so called housekeeping that you guys do once a year. And. I've been waiting for this policy update and I didn't hear you guys mention my parcel on the map cleanup so I'm just wondering like. Going

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forward what can we do to resolve. These conflicts to make it easier for us to to stop to develop our parcels.

00:52:56.040 --> 00:53:21.660

Stephanie Hansen

Umm thank you for for that question if if a parcel has a conflict between it's general plan designation and it's owning their 2 options. One is the county as I mentioned in the presentation is is required to kind of fix that and we have a lot of them. And several of them as we talked about tonight are being addressed in this project. There are there are some that are complicated and that require additional analysis that was beyond the scope of this project so we will we'll take those up in future housekeeping amendments. The other option of course, is if we are not moving fast enough because we are not speedy. The property owner could take it on themselves to apply for a zoning change or general map change under state law. The general plan would rule if there's a conflict. However, it's how many code doesn't allow you to get a permit or for permits to be issued when such a conflict. Still, it exists so I recognize that. That's kind of a difficult situation, but but we can work together to to get that resolved in the future.

00:55:02.840 --> 00:55:15.740

+18*****11

Great my name is Betsy Betsy. I live on the land side of Portola and I'm really concerned about. How well lots of all parts of it? The density I'm not sure how many acres this area, along Portola is that is split by 35th avenue. The idea what I heard you talking about today about. Putting parking in the back So what happens is that the front of these places gets to have a kind of friendly look, but part that's closest to the neighborHood. That kind of becomes the? The sort of poor relation. In addition, parts of these businesses have been used for automotive so I'm not sure what's going on with the soil. There's also a Little Creek Way and very established like over 40 year old or trees. So I'd be really concerned about developers who want to build out a lot. And when we talk about like additional 5 feet that's basically an adult laying down. Which isn't really very much so I just have concerns about? Lining up to agree for these residential flexes and then as one of the previous speakers mentioned that you have a developer who has no commitment to the neighborhood that really what they're into is building up and building out the lot and not you know when we think about. Places of course, there may be an allotment for parking for people who live there. But what about people who invite family, friends, all sorts of different kinds of scenarios, which what happens is that the neighborhood becomes the parking lot. I mean, it goes on and on along Portola Drive, where it's there's the property owned by Walt Eller that has coughed Topia. This is all on the same side of the street. There's lightning there. That's like baseball fields M huge bright lights and. I don't see that even on something so basic there's been any kind of intervention. So it's really hard, it's kind of like well. Once these kinds of residential flats, zoning get approved. It's kind of the horse has left the stable so I'm just very concerned that. These rules get made and then it, it looks like there's going to be an opportunity for. A lot of neighborhood involvement, but I just. I just I am really concerned that some of these things that get past some you know, nobody, but the neighborhood is is set up to absorb the real impact the day-to-day impact.

00:59:25.090 --> 00:59:26.560

Stephanie Hansen

Thank you for your comment I. Umm I I realized you weren't asking many questions there, but I did have some thoughts as you were speaking. You know, we've spent a lot of time tonight talking about the design guidelines that are meant to control the aesthetic impacts in the neighborhood provide transition and. Otherwise, result in a in developments that in the future will complement the neighborhood and we've spent a lot of time talking about the aesthetics of that. What we didn't really talk about are the other types of environmental impacts you raised trees and US soils uh parking for guests. There are lots of other standards in the code that are not being modified with this project. There are hazardous materials and soil standards. There are parking standards, including parking for guests and there are tree

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protection standards. They're stream standards and and buffers. So it's really important. I think to recognize that. Umm those types of protections are already in place through the county code and also through the California Environmental Quality Act, which any new project would need to comply with so while we're not talking about a lot about that as a function of this project. It's because the standards are in place and will continue to be in place and are not being eroded by this project so I I don't know if maybe Annie says anything she wanted to add. Umm yeah, I think you, you spoke to parking standards and and a lot of the commercial parking has mostly been clarified not substantially reduced in some cases, we actually even had to increase some of the parking standards for specific commercial uses. And the other thing that I'll just briefly mention regarding transportation and the design guidelines is that they're really meant to increase the interaction between land uses and the street so that people want to bike and and walk more on the idea being that we'd have more and this is particularly true in a place like Portola, where there is more tourist activity where you'd have a park once strategy employed so that you'd have. Less of a need for people to drive from business to business, and hopefully help reduce some of that impact on the neighboring residential districts. Umm there are other various parking strategies that the general plan is looking at that are long term in nature that we're discussed and I believe it was meeting 3. So we are looking to to the surrounding neighborhood and. there's a few policies actually also related to spillover parking and trying to control for that. so we do definitely understand the uh the relationship to residential right around commercial and where there are more impactful commercial uses. There are zoning requirements in place for buffers so that they're not right up against the residential uses so all of those requirements are still in place and. required to be followed by developers.

01:03:22.340 --> 01:03:46.600
+18*****11

Thank you so it's possible to get involved, and be able to. I know it's a bigger die given that there's certain things already in place like tree stream. Standard buffers and those kinds of protections is is there a way to get involved. So maybe we'll touch on that later. So that as part of the public I can share this with my concern neighbors.

01:03:59.110 --> 01:04:16.120
Stephanie Hansen

Yes, there are multiple opportunities to to get involved. And there are upcoming sessions at the Planning Commission where people can learn can you know continue to have public input?

01:04:18.370 --> 01:04:44.070
Stephanie Hansen

All of that we've had it several community meetings, Betsy and I don't know if you've had a chance to attend any of them prior to to this one. But all of the meetings were recorded and are available on the project website, so that you can look at them at any any time and learn more about the project and project website also has a lot more information on it than we're providing and any one of these meetings.

01:06:37.950 --> 01:06:42.880
Becky Steinbruner

I just arrived home this is Becky Steinbruner. I just came from an excellent in person public event at the Kaiser Arena, where the city of Santa Cruz has. Is providing 3 hours for the public to visit different stations and talk in person look in person at documents and diagrams? Why can't the county do that for this. This is huge why, why isn't the county doing? Any in person meetings other than the very first one at Watsonville and nobody even knew about this can can you can you amend that and have a a public in person meeting where we can come and look at things and ask questions.

01:07:40.390 --> 01:08:15.250
Stephanie Hansen

Hi Becky, thank you for the comment question right now, all of the community meetings are are

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scheduled to be to be virtual. We realize we're in a period of transition where some some people are comfortable going to open houses, but a lot of people aren't and so we stuck with this format. Not knowing what would be happening with the pandemic and but there is a chance as we move forward into the Planning Commission study sessions. And their public hearings and the other. I'm visiting other commissions as well for study sessions at some of those meetings will be will be in public, but we'll we'll note the comment thank you.

01:08:29.510 --> 01:08:38.100

Becky Steinbruner

Well, I I hope that it will be made available to the public that this event was very well attended tonight and some people were wearing masks. Some were not. But it was an excellent informational session and it's 3 hours long not you know. An hour and a half and but I'm grateful for this time don't get me wrong, I just. It's it's so difficult to try to read a screen and figure out what people are talking about and piece. It together and ask questions. It's and this is such a massive massive document and the process is very, very important so. I hope that even when. The the 6 scheduled meetings, which I think the last one is going to be actually the one for the EIR, which certainly should be in person that it can be in person at a time in a location that people can come and really look at it and ask questions so that being that comment being registered. In it is on that chart Chapter 13.10, zoning regulations combining zone districts. There are some some vague things and I don't know where to go to find the actual changes for example, Chapter 13.10, 441 Through 443 all it says statement of Intention Board of Supervisors has agreed not to rezone the property in the foreseeable future. But what what property is that why isn't that identified in that and where can I go find? What property this relates to?

01:10:54.830 --> 01:11:04.900

Stephanie Hansen

Sure, we're not this project is not making a lot of changes to the combining districts. That's one of those code modernization. Fixes where not where the combining districts were listed in a couple of different places and we've just kind of put them together, following that table. If you look at the existing County code are all of the regulations related to the combining districts or in just follow after after that, that table. I think so. You can find those in the existing County code and. I don't know if you have access to a computer that would allow you to visit the counties. GIS system, but in that system. You can look up all the zoning on any parcel and it will tell you if a parcel has a combining district on it, such as that I. Intention combining district that you were mentioning and and so you can see that way, which parcels might have might have it, but the reason? Why there isn't a lot of information in this project is because we're just not making a lot of changes there.

01:12:13.360 --> 01:12:38.090

Becky Steinbruner

I see so the I I am sitting in front of my computer. It doesn't. It doesn't like the GIS. It's just too much too much for it to do, but it is only a 2 page document. When I click on combining combining districts that comes up and so are you telling me then that the only part of that. It is going to be changed are those sections on that 2 page document that are underlined.

01:12:47.170 --> 01:12:50.310

Stephanie Hansen

Yeah, I mean, we're really just combining lists. It's in in this project unless any of the team can think of some other combining district thing that we're doing, yeah, we're really just we're not not changing making changes in those areas at all.

01:13:05.460 --> 01:13:06.010

Becky Steinbruner

OK. Well, I so then chapter for example, the last 1:00 in the table. Chapter 13.10, 0.491 through 493 has

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to do with Watsonville utility prohibition that is that is all underlined so I'm assuming it's new or has. It just been moved from somewhere else because it talks about the city of Watsonville, West of the city of Watsonville to protect farmland. An environmentally sensitive areas in the coastal zones West of Watsonville. I'm also aware that there is a parcel or 2 along Freedom Boulevard, West of Watsonville. One of which is the Filipino center that is scheduled to be rezoned so can you explain to me how that? Uh dovetails with this. This Watsonville Utility Prohibition and yet we're going to rezone something. That is in the ag area. Ah well. That Watsonville combining district is related to a memorandum of understanding that was executed. Many moons ago between the county and the Coastal Commission and the city of Watsonville had to do with the expansion of Watsonville High School and development along Harkins Slough Road so.

01:14:46.560 --> 01:14:50.810

Stephanie Hansen

It addresses a very specific area and. And what you see in that list of combining districts is just referencing the document. It's and and the and the combining district. It's not making changes. It's not new and not every parcel within Watsonville has that combining district in its zoning so for instance, the 2 parcels along Freedom Boulevard are are not in that area and even if they were we wouldn't be removing any combining district, we would just be. Changing the underlying zoning to reflect the existing land uses.

The memorandum of understanding is an older document. You can actually find it somebody. Help me out you can find it as an appendix. To the general plan if you'd like to read about it, I just can't recall which appendix it is.

01:15:50.380 --> 01:16:07.570

Becky Steinbruner

I would because that's Pajaro Valley High School and I'm a volunteer there and I would like to know more about that. Asha I think it's called and things like that is that what that is with a protecting the farmland around Pajaro Valley High School at New High School.

01:16:09.000 --> 01:16:31.350

Stephanie Hansen

Yeah, it's complicated it dresses a lot of different issues, but the the MOU remains intact and and specifically we've attached it as a one of the appendices to the new general plan. So I think you can actually find it on our project website and and Natisha is going to tell us which appendix it is.

01:16:35.860 --> 01:16:44.630

Natisha Williams

And it's available right now. If you go to the project website on the project documents page. It's available under listed under the general plan appendices appendix I.

01:16:46.970 --> 01:16:56.300

Annie Murphy

And just to clarify what Stephanie said the that table of combining districts that you were looking at the reason why the Watsonville. combining district was added to that it was just missing from the table, but they're actually are no changes to the regulations for that combining district, so it's just a clean up basically.

01:17:08.690 --> 01:17:19.160

Becky Steinbruner

Ah, OK alright I'm learning. I'm understanding more now that a lot of these changes are in effect cleanup work. And to make what's already been done on the land essentially legal is that?

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01:17:21.240 --> 01:17:21.440

Stephanie Hansen

Yeah.

01:17:27.620 --> 01:17:35.480

Becky Steinbruner

That's that's coming to be my understanding a lot of it not always massive massive changes, although there is some of that in. The Live Oak area and the sea Cliff Seascape area.

01:17:40.690 --> 01:18:10.470

Stephanie Hansen

Here's the code modernization does a lot of reorganizing without changing the substance and content of regulations and the map amendments on 13 of the parcels are really just meant to clean up the inconsistencies between the general plan zoning and the land use. And so you write a lot of it is kind of organization and clean up.

01:17:40.700 --> 01:17:42.520

Becky Steinbruner

Is that am I correct?

01:18:10.610 --> 01:18:17.530

Stephanie Hansen

Which is why I actually coming up with the presentation tonight was a little bit challenging because a lot of it is. Moving things around and reorganizing and making it clearer or it's not you know it's not anything that is very describable without putting everybody to sleep so you're right.

01:18:31.360 --> 01:18:44.360

Becky Steinbruner

Well, thank you. I are there more questions. I have one more that may take a bit of time and it's it's pointing us directly to what are the big changes? Where can we find the big changes?

01:18:53.730 --> 01:18:57.140

Stephanie Hansen

Umm did you have a chance to Review the overview presentation. And I think the presentation number 2 on the built environment has a lot of the residential standards that are changing and commercial standards that are changing and I think that those are 2 good community meeting recordings to to listen to to get a sense of where the big changes are also community number 3 meeting number 3 talks about transportation and some of those changes. As well as Doing what you're doing, flipping through the documents. There's also fact sheets on the project website that can be really helpful. Those are the best ways to get a sense of what the big changes are.

01:19:56.450 --> 01:20:09.360

Becky Steinbruner

Well, I was actually at all of those meetings, not the very first one, that was the The One and only in person. Hybrid media couldn't make it to that one, but I went to the second one that was virtual and. I guess that was one B&I was at number 2 and number 3 and I never came away with the ah that's the big change. It was to my recollection. I'll go back from the library and and try to listen to those meetings, but the presentation seemed more like general overviews of what? Umm what the general language would be and support not any. Clear designation of all right in the area of sea Cliff. We're going to rezone this area and we're going to put in 3 story mixed use instead of the one story, Manuel 's restaurant that's there now. it wasn't it wasn't clear and it still isn't to me. I don't know how this is so. Massive. Umm then it very difficult to wade through it, and figure out where are the big? The big changes. I you know in the early map. I did see that the lavender area, along Soquel Drive and that kind of swooped out into? Seascape

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and sea Cliff and a lot into Live Oak, but it wasn't clear and you couldn't really see on the map of the indicating density high density rest. Flex area exactly where they are the maps are not readable. Unless there's some way you can magnify them. My computer doesn't do it. The library computer doesn't do it. So it's it's very difficult to see and understand exactly where we would see big changes coming about and how to comment on that.

01:22:09.010 --> 01:22:19.320

Stephanie Hansen

I in terms of locations that's what tonight's meeting was about and you know, and where the residential flex might be located. I will say this. I know there's concern over residential flex, which is I'd say one of the bigger changes. Biggest maybe a lot. A lot of the changes are smaller, they're they're incremental they're tweaking standards just a little bit.

And you know, we're not we're not going to 5-6-7 stories anywhere, and we're not proposing. Major you know changes to to beach areas beyond what we've kind of talked about tonight. This is the biggest part of the of the change. At least in my opinion, so I'm happy to kind of you know if you have further questions email us and we can try to walk walk you through where where there are changes might be, but really we've in these community meetings in these presentations, we've really tried hard. To highlight what the big changes are and so I think that's the best way to to get a handle on what they are. OK, well, I apologize. I came here late, so perhaps you did cover that earlier in my apologies. I was at that in person meeting.

01:23:40.950 --> 01:23:47.070

Becky Steinbruner

In the Kaiser Permanente Arena that was just excellent you know you could talk with people and look at things and. So again I'll voice my comment that I hope that can return to this process because it is sorely needed, especially for the EIR.

Written Comments and Questions Provided in the Meeting Chat

[4/20 7:26 PM] Reimann, Don

The Thurber parcel is 6.26 acres including a riparian channel; not 8 to 9 acres. Net buildable acreage is lower.

[4/20 7:52 PM] Justin Meek, AICP (Guest)

Here's a link to the MOU <https://cityofwatsonville.org/DocumentCenter/View/7910/MOU-regarding-LCP-Amendment-No-1-99>

**Comments and Questions from Community Meeting #6
Environmental Impact Report
May 9, 2022**

Transcript of Verbal Comments and Questions

00:33:59.290 --> 00:34:11.730

Darius

Can you go a little more detail on what's going on? What exact those ten parcels on Portola? Well, well, 10. There's a bunch on Portola and then Thurber. But with parcels in particular, and what is that? What's the Strategy there.

00:34:18.080 --> 00:34:25.490

Stephanie Hansen

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Yeah, it seems like that's more of a question than an EIR comment. There are Nine specific parcels, and I don't know that I have the map up right now, but the strategy is to start to see the redevelopment of that Western part of Portola Drive to be consistent with the pleasure point plan and offer a mix of housing and commercial in that in that area. I can point you in the in the right direction and the project website. If you want a email me tomorrow.

00:35:04.060 --> 00:35:07.460

Darius

OK, I'll, I'll go. Look, I'll. I'll go. I'll spend more time. Noodling around on it, maybe I can find it. Thank you. I'm just curious, given this is the IR relate and so forth, where in this mix is though that whole Park Ave 36 unit project. How does what's going on with with this EIR kind of mod and modulate with the Park Ave project. Does it have any impact on Park Ave project?

00:36:28.230 --> 00:36:33.590

Stephanie Hansen

Yeah, I'm happy to try to address that, that the sustainability EIR is and It's completely different than the Park Ave project, which is something allowed by the state under home key funding. And so that project is right now undergoing the process of federal environmental review and trying to get their funding from the state and then would submit permits and be subject to that regulatory process and the sustainability update wouldn't affect that at all and vice versa.

00:39:14.200 --> 00:39:42.170

David Reid

Hi, Stephanie. Could you just take a second and explain what the response process is for community members that make comment versus a question versus a suggestion in the IR process and what is our response to those if they just make a comment versus if they ask a question or make a suggestion just for people who've never maybe commented it on an EIR, so they understand. How we respond to comments, questions, suggestions and such.

00:39:47.180 --> 00:39:49.320

Stephanie Hansen

Thank you, David. That's very helpful. Stephanie, can I rely on you to answer that question for David and and the other members of the the public, because I agree it can get confusing if you're commenting on the project versus just asking a question and what actually gets addressed in the EIR process.

00:40:15.360 --> 00:40:44.810

Stephanie Strelow

Sure, so the comments will be looking at in the final year will take in all the comments that come in, but we will be responding to comments that are specifically related to analysis in the draft EIR. So it's most helpful if the comments on the draft EIR are addressing some component of the analysis in the IR, the impact the mitigation managers. So if there's a suggestion, we'll look at that and we'll respond to that in the final EIR. Sometimes people ask questions in the comments. We don't encourage that again, we. It's more useful when there's a comment on the analysis and the IR or suggestions on mitigation measures or alternatives. But all comments will be included in the final EIR document.

Does that help?

00:41:23.790 --> 00:41:30.650

Stephanie Hansen

Thank you. I yes, it I think it helps, but I'm wondering, Dave did did we answer the question adequately?

00:41:31.540 --> 00:41:43.170

David Reid

Yeah. No, I understand it. And I think that hopefully that helps people understand how to direct or how to

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phrase or form their comments to be most productive to what they're interested in or.
Of value to your point to the process. So thank you.

00:41:46.050 --> 00:42:04.540

Stephanie Hansen

Yeah, and thank you. And if I appreciate that and if there are just questions on kind of what's in the project or where can I find something or you know, we're happy to help with that and people can email me directly or the sustainability update email either, right.