County of Santa Cruz

PLANNING DEPARTMENT
701 OCEAN STREET, 4TH FLOOR, SANTA CRUZ, CA 95060
(831) 454-2580 FAX: (831) 454-2131
KATHLEEN MOLLOY, PLANNING DIRECTOR
www.sccoplanning.com

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

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

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

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

PROJECT: CVS **APP #: 181576**

APNs: 025-071-05 & -20

PROJECT DESCRIPTION: The proposed project is to combine two parcels, demolish the existing improvements, and construct a new 13,111 square foot retail pharmacy – including a mezzanine for storage – with a drive-through pharmacy window, and related improvements, including frontage improvements and business signs. The project requires a Commercial Development Permit, an Exception to reduce the required landscape strip from five to two feet, and an Exception to allow four signs totaling 92 square feet where one sign and 50 square feet is allowed.

PROJECT LOCATION: The project is located between Soquel Drive and Commercial Way within the community of Live Oak in unincorporated Santa Cruz County. Santa Cruz County is bounded on the north by San Mateo County, on the south by Monterey and San Benito counties, on the east by Santa Clara County, and on the south and west by the Monterey Bay and the Pacific Ocean.

APPLICANT/OWNER: Leanna Swenson, Boos Development West, LLC for Plymouth-Grant LLC
PROJECT PLANNER: Annette Olson, (831) 454-3134
EMAIL: Annette.Olson@santacruzcounty.us
ACTION: Mitigated Negative Declaration
REVIEW PERIOD: March 27, 2020 through April 27, 2020

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

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MITIGATED NEGATIVE DECLARATION

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Owner: Plymouth-Grant LLC

Applicant: Leanna Swenson, Boos Development West, LLC

Staff Planner: Annette Olson, (831) 454-3134

Email: Annette.Olson@santacruzcounty.us

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

California Environmental Quality Act Negative Declaration Findings:

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

Review Period Ends: April 27, 2020

Date: _____

_____
MATT JOHNSTON, Environmental Coordinator
(831) 454-5357

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

Date: March 12, 2020 **Application Number:** 181576

Project Name: CVS **Staff Planner:** Annette Olson

I. OVERVIEW AND ENVIRONMENTAL DETERMINATION

APPLICANT: Leanna Swenson, Boos Development West, LLC **APN(s):** 025-071-05 & -20

OWNER: Plymouth-Grant LLC **SUPERVISORAL DISTRICT:** First

PROJECT LOCATION: The project is located between Soquel Drive and Commercial Way within the community of Live Oak in unincorporated Santa Cruz County (Figure 1). Santa Cruz County is bounded on the north by San Mateo County, on the south by Monterey and San Benito counties, on the east by Santa Clara County, and on the south and west by the Monterey Bay and the Pacific Ocean.

SUMMARY PROJECT DESCRIPTION:

The proposed project is to combine two parcels, demolish the existing improvements, and construct a new 13,111 square foot retail pharmacy—including a mezzanine for storage—with a drive-through pharmacy window, and related improvements, including frontage improvements and business signs. The project requires a Commercial Development Permit, an Exception to reduce the required landscape strip from five to two feet, and an Exception to allow four signs totaling 92 square feet where one sign and 50 square feet is allowed.

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

- ☒ Aesthetics and Visual Resources
- ☐ Agriculture and Forestry Resources
- ☒ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Energy
- ☒ Geology and Soils
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population and Housing
- ☐ Public Services
- ☐ Recreation
- ☒ Transportation
- ☐ Tribal Cultural Resources

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

- ☐ Greenhouse Gas Emissions
- ☒ Hazards and Hazardous Materials
- ☒ Hydrology/Water Supply/Water Quality
- ☐ Land Use and Planning
- ☐ Utilities and Service Systems
- ☐ Wildfire
- ☐ Mandatory Findings of Significance

DISCRETIONARY APPROVAL(S) BEING CONSIDERED:

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

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

Permit Type/Action	Agency
Encroachment Permit	Caltrans
SWPP	RWQCB Central Coast

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

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

DETERMINATION:

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in

the project have been made or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

MATT JOHNSTON, Environmental Coordinator

3/19/20
Date

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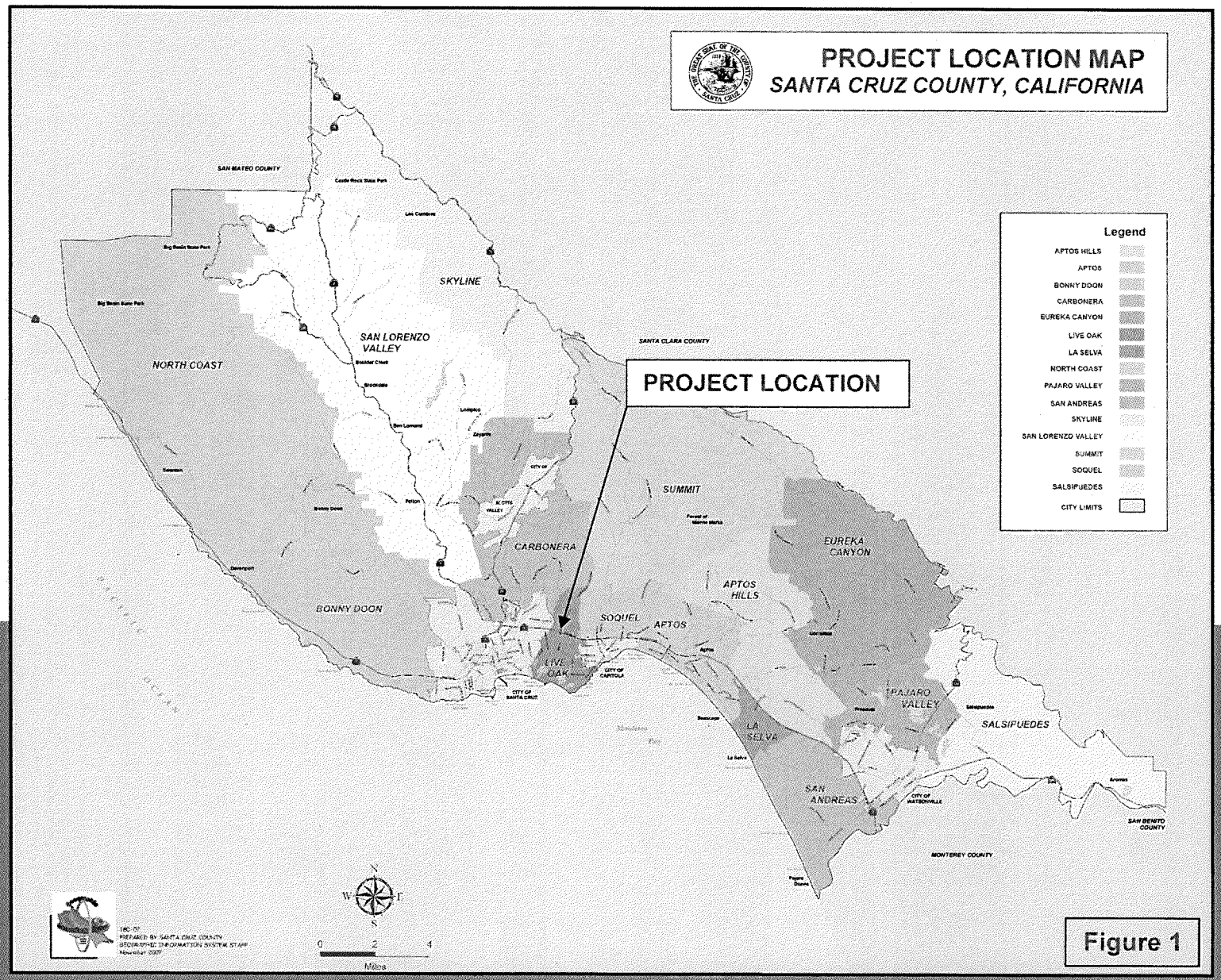
PROJECT LOCATION MAP
SANTA CRUZ COUNTY, CALIFORNIA
PROJECT LOCATION
Legend
APTOS HILLS
APTOS
BONNY DOON
CARBONERA
EUREKA CANYON
LIVE OAK
LA SELVA
NORTH COAST
PAJARO VALLEY
SAN ANDREAS
SKYLINE
SAN LORENZO VALLEY
SUMMIT
SOQUEL
SALSIPUEDES
CITY LIMITS
SAN MATEO COUNTY
SANTA CLARA COUNTY
MONTEREY COUNTY
SAN BENITO COUNTY
NORTH COAST
SKYLINE
SAN LORENZO VALLEY
SUMMIT
CARBONERA
EUREKA CANYON
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SOQUEL
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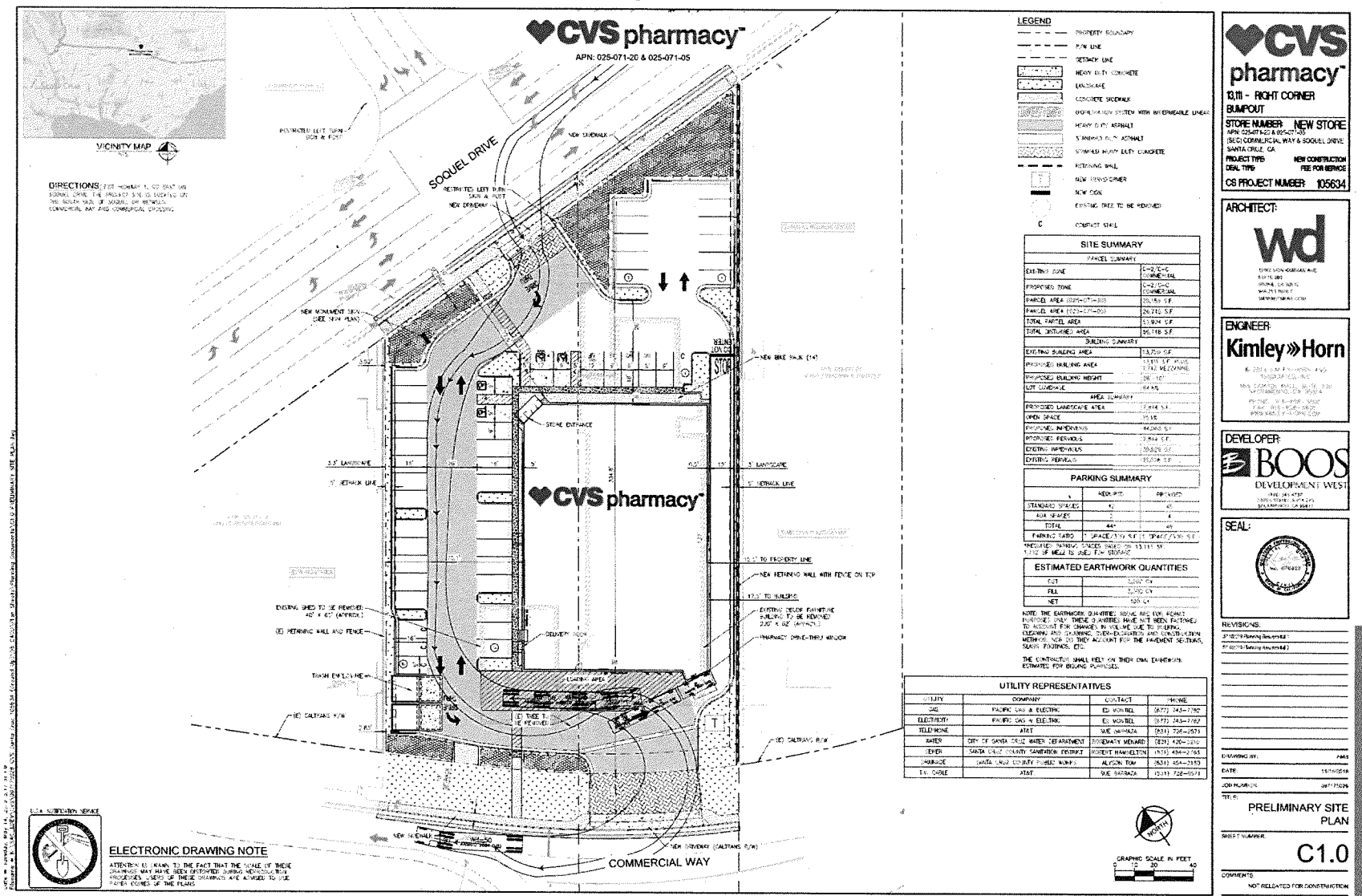

Figure 2: Project

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II. BACKGROUND INFORMATION

EXISTING SITE CONDITIONS:

Parcel Size (acres):	1.23 acres
Existing Land Use:	Commercial
Vegetation:	Negligible
Slope in area affected by project:	☒ 0 - 30% ☐ 31 – 100% ☐ N/A
Nearby Watercourse:	Arana Gulch
Distance To:	~1,200 feet to the west

ENVIRONMENTAL RESOURCES AND CONSTRAINTS:

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

SERVICES:

Fire Protection:	Central	Drainage District:	Zone 5
School District:	Live Oak	Project Access:	Soquel Dr. & Commercial Wy.
Sewage Disposal:	County of Santa Cruz	Water Supply:	City of Santa Cruz

PLANNING POLICIES:

Zone District: C-2
General Plan: C-C

Urban Services Line:	☒ Inside	☐ Outside
Coastal Zone:	☐ Inside	☒ Outside

ENVIRONMENTAL SETTING AND SURROUNDING LAND USES:

Natural Environment

Santa Cruz County is uniquely situated along the northern end of Monterey Bay approximately 55 miles south of the City of San Francisco along the Central Coast. The Pacific Ocean and Monterey Bay to the west and south, the mountains inland, and the prime agricultural lands along both the northern and southern coast of the county create

limitations on the style and amount of building that can take place. Simultaneously, these natural features create an environment that attracts both visitors and new residents every year. The natural landscape provides the basic features that set Santa Cruz apart from the surrounding counties and require specific accommodations to ensure building is done in a safe, responsible and environmentally respectful manner.

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

PROJECT BACKGROUND:

The project site is comprised of two parcels (APNs 025-071-05 and -20), which would be merged as a part of the project. The parcels are located within the area identified in the Sustainable Santa Cruz County plan as the medical district/flea market focus area. The site is bound by Soquel Drive to the north, Commercial Way to the south, a 76-gas station to the west, and a parcel developed with a consignment furniture store and an auto repair shop to the east. To the north, across Soquel Drive, is Dominican Hospital and other medical offices. Across Commercial Way to the south is a Highway 1 offramp and, beyond the offramp, Highway 1 which is designated as a scenic road in the County's General Plan (Policy 5.10.10).

One of the two parcels, APN 025-071-20, was previously an auto wrecking business. That business left arsenic and lead contamination in the northern portion of the parcel.

DETAILED PROJECT DESCRIPTION:

The project is a retail pharmacy—CVS—which would include a drive-through pharmacy. Access to the pharmacy would be available from both Commercial Way and Soquel Drive, with Soquel Drive being the main entrance. The Soquel Drive driveway would be constructed opposite the Dominican Hospital stop-controlled driveway. The Commercial Way driveway would be constructed within the Caltrans right-of-way on the eastern side of the project site. Along both the Soquel Drive and Commercial Way frontages, a new sidewalk, curb, and gutter would be constructed. A monument sign would identify the business, as would a wall sign on the northern façade. The drive-through pharmacy sign would face west while the wall sign on the southern façade would face Highway 1. The project site is visible from Highway 1.

The building is proposed to be 13,111 square feet, not including a 1,712 square foot mezzanine which would be used for storage. The building would be located towards the eastern side of the property with a pharmacy drive-through located along the site's eastern property line. A parking lot with 49 parking spaces would be located along the site's Soquel frontage and to the west of the new building, with a loading dock located at the rear of the building. The trash and recycling enclosure would be in the project site's southwest corner.

As noted above, the site used to support an auto wrecking business. Tests indicate that there is residual arsenic and lead contamination in the north and northeast portion of APN 025-071-20. According to the County's Environmental Health Services (EHS) division, which issued a conditional closure letter, the contamination does not currently pose a health hazard (see Attachment 1) but could become a hazard with site disturbance such as grading. Given this, the project is required to implement a Soils Management Plan which provides direction on managing the site's soils to ensure that construction workers and the public are protected during site grading and development. A preliminary Soils Management Plan is included as Attachment 2.

To develop the project, the two existing structures on the subject parcels would be demolished. Those structures are an approximately 2,500 square foot storage building located in the southeast portion of APN 024-071-05 and a furniture store with a second-story residential unit on APN 024-071-20. The proposed grading includes 3,200 cubic yards of excavation and 3,300 cubic yards of fill (100 cubic yards of fill net) to establish the site's final elevations and to ensure that storm runoff would be controlled. This grading would be required to be done in conformance with the Soils Management Plan and the County's regulations regarding grading. A new retaining wall would be constructed along the site's eastern property line.

The existing conditions include about .74 acres of impervious area. With the project, the impervious area would increase to 1.04 acres, a net change of 13,068 square feet (.3 acres). Kimley-Horn and Associates prepared a Preliminary Stormwater Control Plan dated March 2019 to address the project stormwater runoff. The project engineer proposes to manage stormwater runoff in the following way. Runoff from sidewalks, parking lots and the building would be directed into landscape areas and three biofiltration treatment areas. Because the geotechnical report found that the project site is not suitable for infiltration due to clay soils, detention volumes have been provided that would ensure that the post project runoff rate would not exceed the pre-development rate. Runoff would be collected and released into the existing storm drain facilities.

Once the site work is completed, the building would be constructed. It is proposed to be finished in stucco and stone veneer (Attachment 3). As designed, the mass and bulk of the project has been reduced by using a variety of wall planes and finish materials. The building has a pronounced entryway that would provide a strong visual cue to customers as to how to

enter the building. The southern elevation building was designed in consideration of its visual impact on Highway 1.

The applicant requests that the pharmacy be allowed to be open 24 hours a day, seven days a week. The actual hours may be less than 24 hours per day. According to the applicant, the typical hours of operations for CVS stores are 7 AM to midnight, seven days a week, and for the pharmacy, 8 AM to 10 PM, Monday through Friday, with weekend pharmacy hours being 9 AM to 7 PM. In addition to fulfilling prescriptions, the store would sell typical pharmacy retail items such as non-prescription drugs, medical supplies, personal hygiene and beauty items, household supplies, greeting cards, seasonal items, grocery, and sundry items.

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

III. ENVIRONMENTAL REVIEW CHECKLIST

A. AESTHETICS AND VISUAL RESOURCES

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

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

Discussion: The project is located in in an urbanized commercial district along Highway One. The project would not directly impact any public scenic vistas in the area.

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

Discussion: The project site is not located along a designated state scenic highway.

3.	*Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*	☐	☐	☐	☒

Discussion: The project is located in the viewshed of Highway 1 which is designated as a scenic road in the County's General Plan. Views from Highway 1 are protected. General Plan Policy 5.10.12 requires that new development within the viewshed of a scenic road improve the visual quality through siting, architectural design, landscaping, and signage. In this case, this infill project would be visible from Highway 1, Soquel Drive and Commercial Way, which are all publicly accessible. The project site is located within the most urbanized portion of Highway 1 in the County. Further, the site is located within a commercial district that supports a broad range of businesses and architectural styles, including Dominican Hospital, a gas station, office buildings, large retailers, and medical offices. Numerous businesses are visible from Highway 1, including Marshall's which has an illuminated sign.

Because the existing structures on the parcel are dated and have been poorly maintained, the proposed building, landscaping and improvements would be a substantial improvement over the existing conditions. The site currently has no landscaping and a full landscape plan is included in the project. Landscaping, including five trees along the Commercial Way frontage, would soften the impact of the proposed development. In addition, the new building been designed to minimize visual impacts to Highway 1 by continuing the

architectural detail to the back of the building, and the additional signage requested has been reduced to the minimum amount needed to identify the business on this project site with two frontages

General Plan Policy 5.10.21 (Illuminated Signs Visible from Scenic Roads) prohibits illuminated signs visible from a scenic road except for state and county directional signs and in designated commercial and visitor-serving areas. The project site is located in a commercial zone district along the most urbanized section of Highway 1 in the County's jurisdiction and so is eligible for an illuminated sign exception (County Code Section 13.10.587). In addition, because the project site has double frontages, the application includes a request to allow for four signs, instead of the one business sign and one pedestrian-oriented sign allowed by Code. Given that only one of these signs would face Highway 1, the visual impact would be minimized. Because the structure is a large, commercial structure, the proposed 27.6 square foot sign would be in proportion to the building. The drive-through sign faces west, i.e., not south towards Highway 1, and so its impact on Highway 1 would be negligible.

Although the project includes an exception to reduce the required five-foot landscape strip along the western and eastern property lines to about two feet (13.10.074(A)(1)(h)), this exception would have virtually no impact on public views since it would be interior to the project and not visible from public vantage points. Given that the project would substantially improve the existing conditions and the fact that the area is a mostly built-out commercial district, the project's impact would be less than significant.

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

Discussion: The project would contribute an incremental amount of night lighting to the visual environment. However, the following project conditions would reduce this potential impact to a less than significant level: light standards in the parking lot would be limited to 15 feet in height, and all exterior light would be required to be directed onto the site and shielded. The project site is located in an urbanized area where there is existing night lighting.

B. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of

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

Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

1. *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*	☐	☐	☐	☒

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

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

Discussion: The project site is zoned Community Commercial which is not an agricultural zone district. Additionally, the project site's land is not under a Williamson Act contract. Therefore, the project does not conflict with existing zoning for agricultural use, or a Williamson Act contract. No impact is anticipated.

3. *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*	☐	☐	☐	☒

Discussion: The project is not located near land designated as Timber Resource. Therefore, the project would not affect the resource or access to harvest the resource in the future.

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

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

use?

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

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

Discussion: The project site and surrounding area within a radius of about 1.6 miles does not contain any lands designated as Prime Farmland, Unique Farmland, Farmland of Statewide Importance or Farmland of Local Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, no Prime Farmland, Unique Farmland, Farmland of Statewide, or Farmland of Local Importance would be converted to a non-agricultural use. In addition, the project site contains no forest land, and no forest land occurs within 2 miles of the project site. Therefore, no impacts are anticipated.

C. AIR QUALITY

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

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

Discussion: The project would not conflict with or obstruct any long-range air quality plans of the MBARD. Because general construction activity related emissions (i.e., temporary sources) are accounted for in the emission inventories included in the air quality plans, impacts to air quality plan objectives are less than significant.

General estimated basin-wide construction-related emissions are included in the MBARD emission inventory (which, in part, form the basis for the air quality plans cited below) and are not expected to prevent long-term attainment or maintenance of the ozone and particulate matter standards within the North Central Coast Air Basin (NCCAB). Therefore, temporary construction impacts related to air quality plans for these pollutants from the project would be less than significant, and no mitigation would be required, since they are presently estimated and accounted for in the District's emission inventory, as described below. No stationary sources would be constructed that would be long-term permanent sources of emissions.

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

The project would result in new long-term operational emissions from vehicle trips (mobile emissions), the use of natural gas (energy source emissions), and consumer products, architectural coatings, and landscape maintenance equipment (area source emissions). Mobile source emissions constitute most operational emissions from this type of land use development project. However, emissions associated with buildout of this type of project is not expected to exceed any applicable MBARD thresholds. No stationary sources would be constructed that would be long-term permanent sources of emissions. Therefore, impacts to regional air quality as a result of long-term operation of the project would be less than significant.

Santa Cruz County is located within the NCCAB. The NCCAB does not meet state standards for ozone and particulate matter (PM_{10}) (Monterey Bay Unified Air Pollution Control District (MBUAPCD), 2013a). These pollutants are both emitted during construction activities.

The primary sources of reactive organic gases (ROG) within the air basin are on- and off-road motor vehicles, petroleum production and marketing, solvent evaporation, and prescribed burning. The primary sources of NOx are on- and off-road motor vehicles, stationary source fuel combustion, and industrial processes. In 2010, daily emissions of ROGs were estimated at 63 tons per day. Of this, area-wide sources represented 49%, mobile sources represented 36%, and stationary sources represented 15%. Daily emissions of NOx were estimated at 54 tons per day with 69% from mobile sources, 22% from stationary sources, and 9% from area-wide sources. In addition, the region is "NOx sensitive," meaning that ozone formation due to local emissions is more limited by the availability of NOx as opposed to the availability of ROGs (MBUAPCD, 2013b).

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

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

Table 1: Construction Activity with Potentially Significant Impacts from Pollutant PM_{10}	
Activity	**Potential Threshold***
Construction site with minimal earthmoving	8.1 acres per day
Construction site with earthmoving (grading, excavation)	2.2 acres per day

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

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

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

Impacts

Construction

As required by the MBARD, construction activities (e.g., excavation, grading, on-site vehicles) which directly generate 82 pounds per day or more of PM_{10} would have a significant impact on local air quality when they are located nearby and upwind of sensitive receptors (Table 1). Construction projects below the screening level thresholds shown in Table 1 are assumed to be below the 82 lb/day threshold of significance, while projects with activity levels higher than those thresholds may have a significant impact on air quality. The proposed project would require balanced grading with a net excavation volume of 100 cubic yards (3,200 CY cut and 3,300). Although the project would produce PM_{10}, it would be far below the 82 pounds per day threshold. This would result in less than significant impacts on air quality from the generation of PM_{10}.

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

Although not a mitigation measure per se (i.e., required by law), California ultralow sulfur diesel fuel with a maximum sulfur content of 15 ppm by weight will be used in all diesel-powered equipment, which minimizes sulfur dioxide and particulate matter.

The following BMPs would be implemented during all site excavation and grading.

Recommended Measures

No mitigation is required. However, MBARD recommends the use of the following BMPs for the control of short-term construction generated emissions:

- Water all active construction areas at least twice daily as necessary and indicated by soil and air conditions.

- Prohibit all grading during periods of high wind (over 15 mph).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days)
- Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed areas.
- Haul trucks shall maintain at least 2' 0" freeboard.
- Cover all trucks hauling soil, sand, and other loose materials.
- Plant tree windbreaks on the windward perimeter of construction projects if adjacent to open land.
- Plant vegetative ground cover in disturbed areas as quickly as possible.
- Cover inactive storage piles.
- Install wheel washers at the entrance to construction sites for all existing trucks.
- Pave all roads on construction sites.
- Sweep streets, if visible soil material is carried out from the construction site.
- Post a publicly visible sigh which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and corrective action within 48 hours. The phone number of the Monterey Bay Air Resources District shall be visible to ensure compliance with Rule 402 (Nuisance),
- Limit the area under construction at any one time.

Implementation of the above recommended BMPs for the control of construction-related emissions would further reduce construction-related particulate emissions. These measures are not required by MBARD or as mitigation measures, as the impact would be less than significant without mitigation. These types of measures are commonly included as conditions of approval associated with development permits approved by the County.

2.	*Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*	☐	☐	☒	☐

Discussion: The primary pollutants of concern for the NCCAB are ozone and PM_{10}, as those are the pollutants for which the district is in nonattainment. Project construction would have a limited and temporary potential to contribute to existing violations of California air quality standards for ozone and PM_{10} primarily through diesel engine exhaust and fugitive dust. The criteria for assessing cumulative impacts on localized air quality are the same as those for assessing individual project impacts. Projects that do not exceed MBARD's construction or operational thresholds and are consistent with the AQMP would

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

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

Discussion: Within 1,000 feet of the project site there are sensitive receptors; Dominican Hospital and other medical offices are located across Soquel Drive about 300 feet to the north and a childcare facility is located on Brookwood Drive about 600 feet to the northwest.

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

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

- Intersections or road segments that operate at level of service (LOS) D or better would operate at LOS E or F with the project's traffic;
- Intersections or road segments that operate at LOS E or F where the volume-to-capacity (V/C) ratio would increase 0.05 or more with the project's traffic;
- Intersections that operate at LOS E or F where delay would increase by 10 seconds or more with the project's traffic;
- Unsignalized intersections which operate at LOS E or F where the reserve capacity would decrease by 50 or more with the project's traffic; or
- The project would generate substantial heavy-duty truck traffic or generate substantial traffic along urban street canyons or near a major stationary source of CO.

Impacts

Areas with high vehicle density, such as congested highways, intersections and parking garages, have the potential to create high concentrations of CO, known as CO "hot spots,"

which can expose sensitive receptors to substantial pollutant concentrations. See above for CO hot spots analysis thresholds. Specifically, hot spots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal AAQS of 35 ppm or the state AAQS of 20 ppm.

As discussed in Section Q – Transportation, the Traffic Impact Analysis evaluated seven of intersections in the vicinity of the project. Those intersections are (1) Soquel Drive and Soquel Avenue, (2) Soquel Drive and Paul Sweet Road / Commercial Way, (3) Soquel Drive and Hospital Drive / project driveway on Soquel, (4) Soquel Drive and Hospital Drive / Commercial Way (5) Soquel Drive and Mission Drive, (6) Soquel Drive and Thurber Lane, (7) Highway 1 northbound on-off ramp / Commercial Way and project driveway (for locations see Attachment 4, page 6). Impacts occur in the cumulative plus project scenario (i.e., in the year 2035 with the project). Intersection 7, which is the project's southern driveway, would operate in the cumulative PM condition at LOS D which would degrade to LOS F with the project's traffic. Delays at that intersection in the cumulative plus project scenario would exceed ten seconds.

According to the traffic analysis by Kimley Horn, the project would increase the density of retail pharmacies in the area, resulting in an overall net decrease in Vehicle Miles Travelled (VMT). The California legislature adopted VMT as a measure of transportation impacts and also in order to reduce air quality impacts (vis a vis greenhouse gas) through denser infill development. Given that the project would decrease VMT, overall air quality for the region would be improved as a result of the project. Further, the addition of vehicle trips to the project intersections would not increase the volume to capacity ratio of any of the intersections by five percent or more during either the AM or PM peak hours. The intersection with the highest volume to capacity ratio increase is Soquel Drive and Mission Drive during the PM peak hour when the change would be 1.56%, i.e., well below the five percent threshold. Additionally, Intersection 7 has been identified by Caltrans as one targeted for improvement as a part of an overall plan to redesign the Highway 1 / Soquel Drive interchange. While not currently funded, the project has been designed by Caltrans and their analysis shows that once constructed, the LOS for Intersection 7 would improve to a LOS A.

The project includes a drive-through window. Drive-through windows can create a CO hot spot as a result of cars idling either while being served or while waiting to be served. In this case, the drive-through is limited to filling prescriptions. Unlike drive-through "fast food" restaurants where the drive-through represents a substantial portion of the overall business, the proposed drive-through is anticipated to account for less than 5% of the overall retail sales since it would be used exclusively for prescriptions. For comparison, MBARD identifies the threshold of significance for a "Fast Food w/Drive Thru" as being 15,600 square feet. This project, with 13,111 square feet and a low volume drive-through, would

not cause a significant impact. The following condition would further ensure that the drive-through does not pose an air quality risk.

BMP – Condition of Approval

Three signs shall be installed at the driveway directing customers driving combustion engine-vehicles to turn off their vehicles while waiting. The signs shall be installed at the beginning, middle and at the drive-through window itself.

The subject proposal reduces the region's VMT and a retail pharmacy is not growth inducing. These facts coupled with mitigation AQ-1 would reduce the overall air quality impact of the project to less than significant.

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

Discussion: Land uses typically producing objectionable odors include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses that would be associated with objectionable odors. Odor emissions from the proposed project would be limited to odors associated with vehicle and engine exhaust and idling from cars entering, parking, and exiting the facility. The project does not include any known sources of objectionable odors associated with the long-term operations phase.

During construction activities, only short-term, temporary odors from vehicle exhaust and construction equipment engines would occur. California ultralow sulfur diesel fuel with a maximum sulfur content of 15 ppm by weight would be used in all diesel-powered equipment, which minimizes emissions of sulfurous gases (sulfur dioxide, hydrogen sulfide, carbon disulfide, and carbonyl sulfide). Construction-related odors would be short-term and would cease upon completion. Therefore, no objectionable odors are anticipated from construction activities associated with the project.

The project would not create objectionable odors affecting a substantial number of people; therefore, the project is not expected to result in significant impacts related to objectionable odors during construction or operation.

D. BIOLOGICAL RESOURCES

Would the project:

1.	*Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations,*	☐	☐	☐	☒

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

or by the California Department of Fish and Wildlife, or U.S. Fish and Wildlife Service?

Discussion: Although the site is mapped as potential habitat for several species listed in the California Natural Diversity Database (CNDDB), which is maintained by the California Department of Fish and Wildlife, it was determined after a site visit by a County resource planner that suitable habitat for these species unlikely to occur on the parcel. No special status species have been observed in the project area.

2. *Have a substantial adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations (e.g., wetland, native grassland, special forests, intertidal zone, etc.) or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?* ☐ ☐ ☐ ☒

Discussion: There is no mapped or designated riparian habitat or other sensitive natural community on or adjacent to the project site.

3. *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?* ☐ ☐ ☐ ☒

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

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

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

5. *Conflict with any local policies or ordinances protecting biological resources (such as the Sensitive Habitat Ordinance, Riparian and Wetland Protection Ordinance, and the Significant Tree* ☐ ☐ ☐ ☒

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

Protection Ordinance)?

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

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

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

E. CULTURAL RESOURCES

Would the project:

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

Discussion: The existing structures on the property are not designated as a historic resource on any federal, state or local inventory. As a result, no impacts to historical resources would occur from project implementation.

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

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

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

Discussion: Impacts are expected to be less than significant. However, pursuant to section 16.40.040 of the SCCC, and California Health and Safety Code sections 7050.5-7054, if at any time during site preparation, excavation, or other ground disturbance associated with this project, human remains are discovered, the responsible persons shall immediately

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

cease and desist from all further site excavation and notify the Sheriff-Coroner and the Planning Director. If the coroner determines that the remains are not of recent origin, a full archaeological report shall be prepared, and representatives of local Native American Indian groups shall be contacted. If it is determined that the remains are Native American, the Native American Heritage Commission will be notified as required by law. The Commission will designate a Most Likely Descendant who will be authorized to provide recommendations for management of the Native American human remains. Pursuant to Public Resources Code section 5097, the descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. Disturbance shall not resume until the significance of the resource is determined and appropriate mitigations to preserve the resource on the site are established.

F. ENERGY

Would the project:

1.	*Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*	☐	☐	☒	☐

Discussion: The project, like all development, would be responsible for an incremental increase in the consumption of energy resources during site grading and construction and, possibly, traffic delays during the construction phase. All project construction equipment would be required to comply with the California Air Resources Board (CARB) emissions requirements for construction equipment, which includes measures to reduce fuel-consumption, such as imposing limits on idling and requiring older engines and equipment to be retired, replaced, or repowered. In addition, the project would comply with General Plan policy 8.2.2, which requires all new development to be sited and designed to minimize site disturbance and grading. As a result, impacts associated with the small temporary increase in consumption of fuel during construction are expected to be less than significant.

The project's permanent operational energy use is also expected to be minimized through its conformance with CALGreen, the state of California's green building code, to meet all mandatory energy efficiency standards. The project is a retail pharmacy which is a local-serving business that, according to the Traffic Impact Analysis prepared for the project (Attachment 4), would result in a reduction of vehicle miles travelled (VMT). A reduction in VMT results in a reduction in greenhouse gasses.

In addition, the County has strategies to help reduce energy consumption and greenhouse gas (GHG) emissions. These strategies included in the *County of Santa Cruz Climate Action Strategy* (County of Santa Cruz, 2013) are outlined below.

Strategies for the Reduction of Energy Use and GHG Emissions

- Develop a Community Choice Aggregation (CCA) Program, if feasible.[2]
- Increase energy efficiency in new and existing buildings and facilities.
- Enhance and expand the Green Business Program.
- Increase local renewable energy generation.
- Public education about climate change and impacts of individual actions.
- Continue to improve the Green Building Program by exceeding the minimum standards of the state green building code (Cal Green).
- Form partnerships and cooperative agreements among local governments, educational institutions, nongovernmental organizations, and private businesses as a cost-effective way to facilitate mitigation and adaptation.
- Reduce energy use for water supply through water conservation strategies.

Strategies for the Reduction of Energy Consumption and GHG Emissions from Transportation

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

Therefore, the project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impacts are expected to be less than significant.

2.	*Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*	☐	☐	☒	☐

Discussion: AMBAG's 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) recommends policies that achieve statewide goals established by CARB, the California Transportation Plan 2040, and other transportation-related policies and state

[2] Monterey Bay Community Power (MBCP) was formed in 2017 to provide carbon-free electricity. All Pacific Gas & Electric Company (PG&E) customers in unincorporated Santa Cruz County were automatically enrolled in the MBCP in 2018.

senate bills. The SCS element of the MTP targets transportation-related greenhouse gas (GHG) emissions in particular, which can also serve to address energy use by coordinating land use and transportation planning decisions to create a more energy efficient transportation system.

The Santa Cruz County Regional Transportation Commission (SCCRTC) prepares a County-specific regional transportation plan (RTP) in conformance with the latest AMBAG MTP/SCS. The 2040 RTP establishes targets to implement statewide policies at the local level, such as reducing vehicle miles traveled and improving speed consistency to reduce fuel consumption.

In 2013, Santa Cruz County adopted a Climate Action Strategy (CAS) focused on reducing the emission of greenhouse gases, which is dependent on increasing energy efficiency and the use of renewable energy. The strategy intends to reduce energy consumption and greenhouse gas emissions by implementing a number of measures such as reducing vehicle miles traveled through County and regional long-range planning efforts, increasing energy efficiency in new and existing buildings and facilities, increasing local renewable energy generation, improving the Green Building Program by exceeding minimum state standards, reducing energy use for water supply through water conservation strategies, and providing infrastructure to support zero and low emission vehicles that reduce gasoline and diesel consumption, such as plug in electric and hybrid plug in vehicles that reduce.

The project Traffic Impact Analysis (TIA) found that the project would result in a net decrease in Vehicle Miles Travelled (VMT) consistent with the State's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018). Because the project would be local-serving and would increase the density of retail pharmacies thus resulting in shorter trips, the project would result in a VMT reduction.

In addition, the Santa Cruz County General Plan has historically placed a priority on "smart growth" by focusing growth in the urban areas through the creation and maintenance of an urban services line. Objective 2.1 directs most residential development to the urban areas, limits growth, supports compact development, and helps reduce sprawl. The Circulation Element of the General Plan further establishes a more efficient transportation system through goals that promote the wise use of energy resources, reducing vehicle miles traveled, and transit and active transportation options.

Energy efficiency is also a major priority throughout the County's General Plan. Measure C was adopted by the voters of Santa Cruz County in 1990 and explicitly established energy conservation as one of the County's objectives. The initiative was implemented by Objective

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

5.17 and includes policies that support energy efficiency, conservation, and encourage the development of renewable energy resources. Also, Goal 6 of the Housing Element promotes energy efficient building code standards for residential structures constructed in the County.

The project will be consistent with the AMBAG 2040 MTP/SCS and the SCCRTC 2040 RTP. The project would also be required to comply with the Santa Cruz County General Plan and any implemented policies and programs established through the CAS. In addition, the project design would be required to comply with CALGreen, the state of California's green building code, to meet all mandatory energy efficiency standards. Therefore, the project would not conflict with or obstruct any state or local plan for renewable energy or energy efficiency.

G. GEOLOGY AND SOILS

Would the project:

1.	*Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*				
	A. *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*	☐	☐	☒	☐
	B. *Strong seismic ground shaking?*	☐	☐	☒	☐
	C. *Seismic-related ground failure, including liquefaction?*	☐	☐	☒	☐
	D. *Landslides?*	☐	☐	☐	☒

Discussion (A through D): All of Santa Cruz County is subject to some hazard from earthquakes, and there are several faults within the County. While the San Andreas fault is larger and considered more active, each fault is capable of generating moderate to severe ground shaking from a major earthquake. Consequently, large earthquakes can be expected in the future. The October 17, 1989 Loma Prieta earthquake (magnitude 7.1) was the

second largest earthquake in central California history.

The project site is located outside of the limits of the State Alquist-Priolo Special Studies Zone or any County-mapped fault zone (County of Santa Cruz GIS Mapping, California Division of Mines and Geology, 2001). The project site is located approximately nine miles southwest of the San Andreas fault zone, and approximately 5.6 miles southwest of the Zayante fault zone. A geotechnical investigation for the project was performed by Moore Twining Associates, Inc., dated January 2018 (Attachment 5). The report concludes that the potential for surface rupture is low. The report does state that the site is potentially liquefiable, with seismic settlements of about two-third inch total and half-inch differential. These numbers are, however, below the threshold at which recommendations for site preparation and foundations become required. Given this, the site does not have the potential for seismic-related ground failure resulting from liquefaction. The site does not have slopes that could result in landsliding. Therefore, impacts associated with geologic hazards would be less than significant.

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

Discussion: Some potential for erosion exists during the construction phase of the project, however, this potential is minimal because the site has relatively modest slopes and standard erosion controls are a required condition of the project. Prior to approval of a grading or building permit, the project must have an approved stormwater pollution control plan (SCCC Section 7.79.100), which would specify detailed erosion and sedimentation control measures. The plan would include provisions for disturbed areas to be planted with ground cover and to be maintained to minimize surface erosion. Impacts from soil erosion or loss of topsoil would be considered less than significant.

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

Discussion: The geotechnical report cited above (see discussion under G-1) did not identify a significant potential for damage caused by any of these hazards.

4.	*Be located on expansive soil, as defined in section 1803.5.3 of the California Building Code (2016), creating substantial direct or indirect risks to life or property?*	☐	☐	☒	☐

Discussion:

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

According to the geotechnical report for the project there are indications of soils with a medium expansion potential in the project area. Due to the expansive soils, the soils report recommends that the interior slab-on-grade and all slabs attached to the building be underlain by at least six inches of aggregate base soils over 12 inches of imported, non-expansive granular fill soils or aggregate base. The recommendations are required to be implemented to adequately reduce this potential hazard to a less than significant level.

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

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

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

Discussion: No unique paleontological resources or sites or unique geologic features are known to occur in the vicinity of the project. A query was conducted of the mapping of identified geologic/paleontological resources maintained by the County of Santa Cruz Planning Department, and there are no records of paleontological or geological resources in the vicinity of the project parcel. No direct or indirect impacts are anticipated.

H. GREENHOUSE GAS EMISSIONS

Would the project:

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

Discussion: The project, like all development, would be responsible for an incremental increase in greenhouse gas (GHG) emissions by usage of fossil fuels during the site grading and construction. In 2013, Santa Cruz County adopted a Climate Action Strategy (CAS) intended to establish specific emission reduction goals and necessary actions to reduce greenhouse gas levels to pre-1990 levels as required under Assembly Bill (AB) 32 legislation. The strategy intends to reduce GHG emissions and energy consumption by implementing measures such as reducing vehicle miles traveled through the County and regional long-range planning efforts and increasing energy efficiency in new and existing buildings and

facilities. Implementing the CAS, the MBCP was formed in 2017 to provide carbon-free electricity. All PG&E customers in unincorporated Santa Cruz County were automatically enrolled in the MBCP in 2018. All project construction equipment would be required to comply with the CARB emissions requirements for construction equipment. Further, all new buildings are required to meet the State's CalGreen building code. As a result, impacts associated with the temporary increase in GHG emissions are expected to be less than significant (see question F-2).

Strategies for the Reduction of Greenhouse Gases:

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

Strategies for the Reduction of Greenhouse Gases from Energy Use

- Develop a Community Choice Aggregation (CCA) Program, if feasible.[3]
- Increase energy efficiency in new and existing buildings and facilities.
- Enhance and expand the Green Business Program.
- Increase local renewable energy generation.
- Public education about climate change and impacts of individual actions.
- Continue to improve the Green Building Program by exceeding the minimum standards of the state green building code (Cal Green).
- Form partnerships and cooperative agreements among local governments, educational institutions, nongovernmental organizations, and private businesses as a cost-effective way to facilitate mitigation and adaptation.
- Reduce energy use for water supply through water conservation strategies.

As discussed in the Traffic Impact Analysis prepared for this project (Attachment 4), the proposed retail pharmacy would result in a net decrease in Vehicle Miles Travelled which would also result in a reduction in greenhouse gas production. Impacts are expected to be

[3] Monterey Bay Community Power (MBCP) was formed in 2017 to provide carbon-free electricity. All Pacific Gas & Electric Company (PG&E) customers in unincorporated Santa Cruz County were automatically enrolled in the MBCP in 2018.

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

less than significant.

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

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

I. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

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

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

Discussion: See discussion under I-1 above. In addition, the project is included on the list of hazardous sites in Santa Cruz County as a result of lead and arsenic contamination that occurred when the site was used for an auto wrecking business. Although lead is dangerous to all humans, it is particularly dangerous to children and pregnant women as it effects the brain and nervous system of developing humans. Arsenic is identified as a carcinogen.

The County of Santa Cruz Environmental Health Services (EHS) division issued a conditional case closure letter (see Attachment 1). In the letter, EHS states that although the elevated chemical concentrations do not currently present an unacceptable health and/or ecological risk, acceptable risk levels could be exceeded if there were a change in the site configuration or use. In anticipation of the project-related grading and site work, Environmental Health has required the preparation of a Soils Management Plan (SMP). The SMP provides direction on how to handle the site's soil (e.g., dust control) to ensure the public's and workers' safety. The SMP is included as Attachment 2. Project conditions of approval will include a requirement to implement the SMP. With the implementation of the

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

SMP, project impacts would be considered less than significant.

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

Discussion: DeLaveaga Elementary School is located at 1145 Morrissey Blvd., approximately .6 miles to the northwest of the project site. Although fueling of equipment is likely to occur within the staging area, BMPs to contain spills would be implemented. In addition, with the implementation of the Soil Management Plan (see I-2, above), the site's lead and arsenic contamination would be appropriately contained. With the implementation of the SMP, the impact would be less than significant.

4.	*Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*	☐	☐	☒	☐

Discussion: The project site is included on the 12/3/18 list of hazardous sites in Santa Cruz County compiled pursuant to Government Code section 65962.5. See discussion in I.2. above.

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

Discussion: The project is not located within two miles of a public airport or public use airport. Dominican Hospital does have a heliport for medical transportation, but given the modest use of the heliport, the project would not expose people to a safety hazard or excessive noise from the heliport use. A less than significant impact is anticipated.

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

Discussion: The project would not conflict with implementation of the County of Santa Cruz Local Hazard Mitigation Plan 2015-2020 (County of Santa Cruz, 2020). Therefore, no

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

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

7.	*Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*	☐	☐	☐	☒

Discussion: See discussion under Wildfire Question T-2. The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. No impact would occur.

J. HYDROLOGY, WATER SUPPLY, AND WATER QUALITY

Would the project:

1.	*Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*	☐	☐	☒	☐

Discussion:

The project would not discharge runoff either directly or indirectly into a public or private water supply. No commercial or industrial activities are proposed that would generate a substantial amount of contaminants. However, runoff from this project may contain small amounts of chemicals and other contaminants, such as pathogens, pesticides, trash, and nutrients. The parking and driveway associated with the project would incrementally contribute urban pollutants to the environment; however, the contribution would be small, given the size of the driveway and parking area. Potential siltation from the project would be addressed through implementation of erosion control BMPs. No water quality standards or waste discharge requirements would be violated, and surface or ground water quality would not otherwise be substantially degraded. Biofiltration treatment systems are proposed to both provide water quality treatment as well as a detention volume. In addition, because the project is over an acre in size, the project will be required to prepare a Stormwater Pollution Prevention Plan to address potential pollution from construction activities. Impacts would be less than significant.

2.	*Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*	☐	☐	☒	☐

Discussion: The project would obtain water from the City of Santa Cruz and would not rely on private well water. Although the project would incrementally increase water

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

demand, the City of Santa Cruz has indicated that adequate supplies are available to serve the project (Attachment 6). The project is not located in a mapped groundwater recharge area or water supply watershed and will not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Impacts would be less than significant.

3.	*Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*	☐	☐	☒	☐
	A. *result in substantial erosion or siltation on- or off-site;*	☐	☐	☒	☐
	B. *substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;*	☐	☐	☒	☐
	C. *create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or;*	☐	☐	☒	☐
	D. *impede or redirect flood flows?*	☐	☐	☒	☐

Discussion: A preliminary stormwater control plan prepared by Kimley-Horn and Associates dated March 2019 have been reviewed for potential drainage impacts and accepted by the County Department of Public Works Stormwater Management Section staff. The runoff rate from the property would be controlled by the proposed detention volumes and an orifice sized to maintain the pre-development rate as required by the County Design Criteria. In addition, the project has incorporated a number of Low Impact Development (LID) strategies. Runoff would be directed to landscaped areas and three bioretention areas located along the northern and southern boundaries. Because the site is not suitable for infiltration due to clay soils, detention volumes would be provided for the design storms after which, runoff would be released at the pre-development rate. On the north side, release would be to the existing storm drain system located in Soquel. This system connects to the system located within Commercial Crossing / Highway One off ramp

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

through a pipe that crosses the parcel directly west of the subject parcel. The project applicant evaluated the capacity and condition of that pipe and found that upgrades would be required for it to be able to accept the project's runoff. To address this issue, Department of Public Works staff will require the project to detain the post-development 25-year storm while releasing at the pre-development (natural conditions) five year storm flows. There is ample space for subterranean detention volumes under the proposed parking lot. On the south side of the project, runoff enters the storm drain system located in Commercial Way for which there are no known downstream capacity issues. Impacts would be considered less than significant.

4.	*In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*	☐	☐	☐	☒

Discussion:

Flood Hazards:

According to the Federal Emergency Management Agency (FEMA) National Flood Insurance Rate Map, dated May 16, 2012, no portion of the project site lies within a flood hazard zone, and there would be no impact.

Tsunami and Seiche Zones:

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

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

Seiches are recurrent waves oscillating back and forth in an enclosed or semi-enclosed body of water. They are typically caused by strong winds, storm fronts, or earthquakes.

The project site is located approximately two miles inland, which is approximately 6.5 miles beyond the effects of a tsunami. The project site is located approximately 1.5 miles from the Santa Cruz Small Craft Harbor and would not be affected by a seiche. Therefore, there would be no impact.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
5. *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*	☐	☐	☐	☒

Discussion: All County water agencies are experiencing a lack of sustainable water supply due to groundwater overdraft and diminished availability of streamflow. Because of this, coordinated water resource management has been of primary concern to the County and to the various water agencies. As required by state law, each of the County's water agencies serving more than 3,000 connections must update their Urban Water Management Plans (UWMPs) every five years, with the most recent updates completed in 2016.

County staff are working with the water agencies on various integrated regional water management programs to provide for sustainable water supply and protection of the environment. Effective water conservation programs have reduced overall water demand in the past 15 years, despite continuing growth. In August 2014, the Board of Supervisors and other agencies adopted the Santa Cruz Integrated Regional Water Management (IRWM) Plan Update 2014, which identifies various strategies and projects to address the current water resource challenges of the region. Other efforts underway or under consideration are stormwater management, groundwater recharge enhancement, increased wastewater reuse, and transfer of water among agencies to provide for more efficient and reliable use.

The County is also working closely with water agencies to implement the Sustainable Groundwater Management Act (SGMA) of 2014. By January 2020, Groundwater Sustainability Plans will be developed for two basins in Santa Cruz County that are designated as critically overdrafted, Santa Cruz Mid-County and Corralitos - Pajaro Valley. These plans will require management actions by all users of each basin to reduce pumping, develop supplemental supplies, and take management actions to achieve groundwater sustainability by 2040. A management plan for the Santa Margarita Basin will be completed by 2022, with sustainability to be achieved by 2042.

The project is located in Santa Cruz Mid-County. In 2016, Soquel Creek Water District (SqCWD), Central Water District (CWD), County, and City of Santa Cruz adopted a Joint Powers Agreement to form the Santa Cruz Mid-County Groundwater Agency for management of the Mid-County Basin under SGMA. SqCWD developed its own Community Water Plan and has been actively evaluating supplemental supply and demand reduction options.

Since the sustainable groundwater management plan is still being developed, the project will comply with SCCC Chapters 7.69 (Water Conservation), to ensure that it will not conflict with or obstruct implementation of current water quality control plans or sustainable groundwater management plans such as the Santa Cruz IRWMP and UWMP for

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

City of Santa Cruz Water District.

K. LAND USE AND PLANNING

Would the project:

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

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

2.	*Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*	☐	☐	☒	☐

Discussion: The project would not cause a significant environmental impact due to a conflict with any land use plan, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. The project includes requests for three sign exceptions to the County's sign ordinance (13.10.581 *et seq*). The exceptions are to allow for: more than three business signs, an illuminated sign facing a scenic corridor, and an increase in the total allowable sign area. In addition, the applicant requests an exception to Santa Cruz County Code 13.11.074(A)(1)(h) to reduce the five-foot landscape strip required between parking areas and driveways and property lines. In both cases, the Code makes a provision for exceptions. If the exceptions are granted, this will ensure that the project will not conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect (see also the discussion under A-1 and A-3, above). The impact would be less than significant.

In addition to the landscape and sign exceptions, the project proposes to install a drive-through. SCCC 13.10.700-D states that a drive-through use "...means any use which provides foods, goods, or service to occupants of automobiles passing continuously past a pick-up station...." Although SCCC 13.10.652 (Drive-through uses) states, "No drive-through uses as defined in SCCC 13.10.700-D shall be permitted," the County's Planning Commission interpreted the Code on December 10, 2014 that this proposed drive-through use does not meet the County Code definition of "drive-through use." Planning Commission determined that, because the CVS drive-through use only accounts for 3-4% of total store sales, the drive-through did not meet the test of being in "continuous" use. Given this interpretation, the proposed drive-through would not conflict with any land use plan, policy, or regulation.

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

L. MINERAL RESOURCES

Would the project:

1. *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*	☐	☐	☐	☒

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

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

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

M. NOISE

Would the project result in:

1. *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*	☐	☐	☒	☐

Discussion:

County of Santa Cruz General Plan

The County of Santa Cruz has not adopted noise thresholds for construction noise. The following applicable noise related policy is found in the Public Safety and Noise Element of the Santa Cruz County General Plan (Santa Cruz County 1994).

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

The General Plan also contains the following table, which specifies the maximum allowable noise exposure for stationary noise sources (operational or permanent noise sources) (Table 2).

Table 2: Maximum Allowable Noise Exposure for Stationary Noise Sources[1]

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

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

County of Santa Cruz Code

There are no County of Santa Cruz ordinances that specifically regulate construction or operational noise levels. However, Section 8.30.010 (Curfew—Offensive noise) of the SCCC contains the following language regarding noise impacts:

(A) No person shall make, cause, suffer, or permit to be made any offensive noise.

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

(C) The following factors shall be considered when determining whether a violation of the

provisions of this section exists:

(1) Loudness (Intensity) of the Sound.

(a) Day and Evening Hours. For purposes of this factor, a noise shall be automatically considered offensive if it occurs between the hours of 8:00 a.m. and 10:00 p.m. and it is:

(i) Clearly discernible at a distance of 150 feet from the property line of the property from which it is broadcast; or

(ii) In excess of 75 decibels at the edge of the property line of the property from which the sound is broadcast, as registered on a sound measuring instrument meeting the American National Standard Institute's Standard S1.4-1971 (or more recent revision thereof) for Type 1 or Type 2 sound level meters, or an instrument which provides equivalent data.

A noise not reaching this intensity of volume may still be found to be offensive depending on consideration of the other factors outlined below.

(b) Night Hours. For purposes of this factor, a noise shall be automatically considered offensive if it occurs between the hours of 10:00 p.m. and 8:00 a.m. and it is:

(i) Clearly discernible at a distance of 100 feet from the property line of the property from which it is broadcast; or

(ii) In excess of 60 decibels at the edge of the property line of the property from which the sound is broadcast, as registered on a sound measuring instrument meeting the American National Standard Institute's Standard S1.4-1971 (or more recent revision thereof) for Type 1 or Type 2 sound level meters, or an instrument which provides equivalent data.

A noise not reaching this intensity of volume may still be found to be offensive depending on consideration of the other factors outlined below.

(2) Pitch (frequency) of the sound, e.g., very low bass or high screech;

(3) Duration of the sound;

(4) Time of day or night;

(5) Necessity of the noise, e.g., garbage collecting, street repair, permitted construction activities;

(6) The level of customary background noise, e.g., residential neighborhood, commercial zoning district, etc.; and

(7) The proximity to any building regularly used for sleeping purposes. [Ord. 5205

§ 1, 2015; Ord. 4001 § 1, 1989]

Sensitive Receptors

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

The nearest sensitive receptors are patients of Dominican Hospital which is located across Soquel Drive, approximately 300 feet to the north of the project area.

Impacts

Potential Temporary Construction Noise Impacts

Table 3: Typical Noise Levels for Common Construction Equipment (at 50 feet)

Equipment	L_{max} (dBA)
Air Compressor	80
Backhoe	80
Chain Saw	85
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Saw	90
Crane	83
Dozer	85
Dump Truck	84
Excavator	85
Flat Bed Truck	84
Fork Lift	75
Generator	82
Grader	85
Hoe-ram	90
Jack Hammer	88
Loader	80
Paver	85
Pick-up Truck	55
Pneumatic Tool	85
Roller	85
Tree Chipper	87
Truck	84

Source: Federal Transit Authority, 2006, 2018.

The use of construction equipment to accomplish the project would result in noise in the project area, i.e., construction zone. Table 3 shows typical noise levels for common construction equipment. The sources of noise that are normally measured at 50 feet, are used to determine the noise levels at nearby sensitive receptors by attenuating 6 dB for each doubling of distance for point sources of noise such as operating construction equipment. Noise levels at the nearest sensitive receptors for each site were analyzed on a worst-case basis, using the equipment with the highest noise level expected to be used.

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

Construction activity would be expected to use equipment listed in Table 3. Based on the activities proposed for the project, the equipment with the loudest operating noise level that would be used often during activity would be an excavator, which would produce noise levels of 85 dBA at a distance of 50 feet. The nearest sensitive receptor is located approximately 300 feet from the construction site. At that distance, the decibel level is reduced by approximately 15.56 to 69.44 decibels. However, these impacts would also be temporary.

Noise generated during project construction would increase the ambient noise levels in

adjacent areas. Construction would be temporary, however, and given the limited duration of this impact it is considered to be less than significant with the incorporation of mitigation measures:

NOI-1 Require that all construction and maintenance equipment powered by gasoline or diesel engines have sound-control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation.

NOI-2 Prohibit gasoline or diesel engines from having unmuffled exhaust.

NOI-3 Use noise-reducing enclosures around stationary noise-generating equipment capable of 6 dB attenuation.

Potential Permanent Impacts

The project would not result in a permanent increase in the ambient noise level. The main source of ambient noise in the project area is traffic noise along Soquel Drive, Commercial Way, and Highway 1 as well as intermittent siren noise from ambulances destined for Dominican Hospital's Emergency Room. Although the project would generate additional trips, the additional noise impact would be negligible relative to the existing traffic noise environment which includes a highway and an arterial roadway. Impacts are expected to be less than significant.

2.	*Generation of excessive groundborne vibration or groundborne noise levels?*	☐	☐	☒	☐

Discussion: The use of construction and grading equipment would potentially generate periodic vibration in the project area. This impact would be temporary and periodic and is not expected to cause damage; therefore, impacts are not expected to be significant.

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

Discussion: The project is not in the vicinity of a private airstrip or within two miles of a public airport. The heliport at Dominican Hospital provides medical transportation. The use of the heliport is infrequent in comparison to an airport. Therefore, the project would not expose people residing or working in the project area to a significant noise impact. Given this, the impact would be less than significant.

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

N. POPULATION AND HOUSING

Would the project:

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

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

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

Discussion: The existing building on APN 025-071-05 contains one apartment. As a part of the project, that apartment would be demolished to facilitate the construction of the retail pharmacy. However, the project would not displace a substantial number of people, and impacts would be less than significant.

O. PUBLIC SERVICES

Would the project:

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

a. *Fire protection?*	☐	☐	☒	☐
b. *Police protection?*	☐	☐	☒	☐
c. *Schools?*	☐	☐	☐	☒
d. *Parks?*	☐	☐	☐	☒
e. *Other public facilities; including the maintenance of roads?*	☐	☐	☒	☐

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

***Discussion (a through e)*:** The project site is served by the Central Fire Protection District and County Sheriff. Nearby schools are Green Acres Elementary Schools, Delaveaga Elementary School, and Harbor High School. Parks in the vicinity include Santa Cruz Gardens County Park, Delaveaga County Park, and Jose Avenue County Park.

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

P. RECREATION

Would the project:

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

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

2.	*Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*	☐	☐	☐	☒

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

Q. TRANSPORTATION

Would the project:

1.	*Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*	☐	☐	☒	☐

***Discussion*:**

A traffic impact analysis (TIA) for the project was prepared by Kimley Horn, dated May 2019 (Attachment 4). The TIA provides both LOS and VMT analyses in acknowledgment of

SB 743 which requires that jurisdictions adopt vehicle miles travelled (VMT) for thresholds of significance by July 2020. Since the proposed retail pharmacy would not open until after July 2020, VMT is the appropriate method for evaluating environmental impacts resulting from traffic and is discussed in Q-2 below. In this context, LOS information provides an indication of operational impacts, but is not relied upon to identify environmental impacts under CEQA.

The project site has frontages along both Soquel Drive and Commercial Way. Soquel Drive is a four-lane east/west arterial roadway that connects the City of Santa Cruz and Aptos. Commercial Way runs east/west and its western extent connect with the Highway 1 northbound off-ramp which then connects to the Soquel Drive / Paul Sweet Road intersection. Highway 1 is located just south of the project site.

Using the Institute of Transportation Engineers (ITE) trip generation data, the TIA project calculated that the project would result in 1,286 daily trips of which 62 trips would occur during the afternoon peak (PM). Traffic impacts to seven study intersections are evaluated in the report; those intersections are:

(1) Soquel Drive and Soquel Avenue

(2) Soquel Drive and Paul Sweet Road / Commercial Way

(3) Soquel Drive and Hospital Drive / Project Driveway #1

(4) Soquel Drive and Hospital Drive / Commercial Crossing

(5) Soquel Drive and Mission Drive

(6) Soquel Drive and Thurber Lane

(7) Highway 1 northbound on/off ramps / Commercial Way and Project Driveway #2

These seven intersections were evaluated relative to the existing conditions and existing plus project for the following time periods: 2018, 2020 (near term), and 2035 (cumulative). The cumulative scenario is based upon an anticipated growth rate of 2.34% per year. This growth rate was applied to the 2018 calculated trips and impacts to the study intersections were then evaluated with and without the project (Attachment 4, page 35).

In the cumulative scenario, the project traffic engineer found that project traffic would result in a significant impact to the level of service (LOS) at three of the study intersections (Intersection 2, 5 and 7), as shown in the table below. LOS evaluates impacts based upon the control delay per motor vehicle (in seconds per vehicle) and is described on a scale of A through F, with LOS A representing free flow non-congested traffic conditions and an LOS F representing highly congested traffic conditions with what is commonly considered to be unacceptable delay at intersections.

Table 9 – Cumulative Plus Project Conditions Intersection Level of Service

#	Intersection	Maintaining Agency	Control Type	Cumulative Conditions						Cumulative Plus Project Conditions					
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
				Movement	Delay	LOS	Movement	Delay	LOS	Movement	Delay	LOS	Movement	Delay	LOS
1	Soquel Dr & Soquel Ave	SCC	Signal	Overall	64.9	E	Overall	70.0	E	Overall	65.0	E	Overall	70.7	E
2	Soquel Dr & Paul Sweet Rd / Commercial Way	Caltrans	Signal	Overall	126.0	F	Overall	76.1	E	Overall	126.7	F	Overall	79.0	F
3	Soquel Dr & Hospital Dr / Project Dwy #1	SCC	SSSC	Overall	1.2	A	Overall	1.3	A	Overall	1.2	A	Overall	1.0	A
	Worst Approach			SB	31.0	D	SB	41.8	E	SB	25.4	D	SB	27.1	D
4	Soquel Dr & Hospital Dr / Commercial Crossing	SCC	Signal	Overall	14.1	B	Overall	47.3	D	Overall	14.3	B	Overall	50.5	D
5	Soquel Dr & Mission Dr	SCC	Signal	Overall	28.8	C	Overall	78.5	E	Overall	29.9	C	Overall	79.5	E
6	Soquel Dr & Thurber Ln	SCC	Signal	Overall	58.3	E	Overall	23.3	C	Overall	58.6	E	Overall	24.1	C
7	Highway 1 NB On-Off Ramp / Commercial Way & Project Dwy #2	Caltrans	SSSC	Overall	37.7	E	Overall	26.5	D	Overall	47.4	E	Overall	46.0	E
	Worst Approach			SB	913.8	F	SB	413.7	F	SB	1020.7	F	SB	920.8	F

Intersections 2 and 7 are within California Department of Transportation (Caltrans) jurisdiction. Caltrans has identified LOS D as the acceptable service level for the Highway 1 & Soquel Avenue/Drive signalized intersections. Caltrans identifies impacts as occurring when the project causes a LOS E or worse or causes the existing measure of effectiveness to deteriorate at a State-operated intersection operating at LOS E or worse.

Caltrans plans to reconstruct the Highway 1 / Soquel Drive interchange of which Intersections 2 and 7 are a part. With the implementation of this plan, the LOS in the cumulative plus project scenario would improve to LOS D for Intersection 2 and LOS A for intersection 7. Although Caltrans has redesigned the interchange, the project is not yet funded. Caltrans has no mechanisms for accepting funds from a developer to mitigate a project's impact. The County has no authority over Intersections 2 and 7 and, therefore, must rely on Caltrans to resolve the low level of service in the cumulative scenarios.

Intersection 7 (Soquel Drive and Mission Drive) is within the County's jurisdiction and the County continues to use LOS to identify operational constraints at its intersections. The County's minimum acceptable LOS is D. In the cumulative and cumulative plus project scenarios PM peak, this intersection would function at LOS E and cause the critical movement volume to capacity ratio to increase by more than 1% (1.48%).

General Plan Policy 3.12.1. requires that proposed development projects "that would add traffic at intersections or on highway segments already at LOS E or F shall also be required to mitigate any traffic volume resulting in a 1% increase in the volume/capacity ratio of the sum of all critical movements." The 1% increase in the volume/capacity ratio of the sum of all critical movements threshold cited above in General Plan Policy 3.12.1, however, is no longer consider an appropriate threshold and is not used by the County due to past case law nullifying the ratio theory. As a result, the 1% threshold will not be applied to this project and a significant impact would not occur at intersection 7. Regardless, the Department of Public Works has reviewed the traffic study and established the implementation of a split phasing signal operation on the northbound and southbound approaches as a condition of approval for the project impacts. The project applicant would pay the project's proportion of the improvement which would be 1.9% of the improvement cost. With these measures

incorporated into the project, impacts would be less than significant.

In addition, the project design would comply with current road requirements, including the regulations under section 13.11.074 of the County Code, "Access, circulation and parking" to prevent potential hazards to motorists, bicyclists, and/or pedestrians, as well as the County of Santa Cruz Department of Public Works design criteria.

Santa Cruz County Code Section 15.12.030 states that all development projects shall pay a transportation and roadside improvement fee. The fee amount for non-residential developments is determined on a basis of project generated traffic as reported as end trips. Transportation and roadside improvement fees are paid into separate traffic and roadside improvement trust funds for each General Plan planning area. Fees for the proposed project—calculated at $268,410—will be paid into the trust fund for the Live Oak planning area.

In addition, the project will provide ADA compliant sidewalk facilities along project frontages along Soquel Drive and Commercial Way. Class II bicycle improvements are available along Soquel Drive, including the recently constructed green bike lanes at Paul Sweet Road and Commercial Way / Highway Northbound On-Off ramps. Within the project, accommodations have been made for pedestrian circulation and bicycle racks have been provided near the front of the store. Given all of these considerations, impacts would be less than significant.

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

Discussion: As noted above, in response to the passage of Senate Bill 743 in 2013 and other climate change strategies, the Governor's Office of Planning and Research (OPR) amended the CEQA Guidelines to replace LOS with vehicle miles traveled (VMT) as the measurement for traffic impacts. The "Technical Advisory on Evaluating Transportation Impacts in CEQA," prepared by the Office of Planning and Research (OPR) (2018) provides recommended thresholds and methodologies for assessing impacts of new developments using VMT. Tying significance thresholds to the State's GHG reduction goals, the guidance recommends a threshold reduction of 15% under current average VMT levels for residential projects (per capita) and office projects (per employee), and a tour-based[4] reduction from current trips for retail projects. Based on the latest estimates compiled from the Highway Performance Monitoring System, the average daily VMT in Santa Cruz County is 18.3 miles

[4] According to OPR's Technical Advisory, a "tour-based" assessment, "...counts the entire home-back-to-home tour that includes the project" (page 29).

per capita (Department of Finance [DOF] 2018; Caltrans 2018).

The project consists of a 13,111 square foot retail pharmacy located on Soquel Drive, a major arterial roadway in an urbanized portion of the County. The project is served by Santa Cruz METRO's (bus service) Route 71 which connects downtown Santa Cruz with Watsonville, and passes through the northern portion of Live Oak, Soquel, Aptos, and communities along Freedom Boulevard. A northbound bus stop is located almost directly across Soquel Drive from the project site and a southbound bus stop is located within a block's walk. Soquel Drive has both north and southbound bike lanes.

Kimley Horn provided a Traffic Impact Analysis (TIA) which, in addition to the LOS analysis described above, includes a VMT analysis (Attachment 4, page 51). The TIA's analysis is informed by the OPR's Technical Advisory. For local serving retail projects such as the one proposed, the Advisory states, "By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduced VMT. Thus, lead agencies generally may presume such development creates a less-than-significant transportation impact" (page 16). In other words, by increasing the density of the retail pharmacy opportunities, shorter trips will result, translating into fewer vehicle miles travelled. The proposed location fills a gap in the existing pharmacy distribution in the area (Attachment 4, Figure 17, page 53) where, other than the small hospital pharmacy located on the Dominican campus and the small pharmacy located within the Palo Alto Medical Foundation building located at the intersection Soquel Drive and Capitola Road, the nearest pharmacies to the project site are the Walgreens located at Hagemann Avenue and Soquel and the Safeway pharmacy located on 41st Avenue. In addition, the Sustainable Santa Cruz County Plan identifies the project site as being within the Medical District. A full-service retail pharmacy in this location will serve patients leaving the hospital or other medical providers in the area, reducing the overall number of vehicle miles travelled. Given these considerations, including the fact that the project would reduce the County's VMT, the project will result in a beneficial impact.

In addition, per General Plan Objective 3.1 Vehicle Miles, it is the County of Santa Cruz's objective to "limit the increase in Vehicle Miles Traveled (VMT) to achieve as a minimum, compliance with the current Air Quality Management Plan." The project would reduce VMT by virtue of it being a local-serving retail use. Impacts from project implementation would be less than significant.

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

Discussion: The project consists of the construction of new retail pharmacy and related

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

improvements such as a drive-through, parking lot, landscaping and signs. No increase in hazards would occur from project design or from incompatible uses. No impact would occur from project implementation.

4. Result in inadequate emergency access?	☐	☐	☐	☒

Discussion: The project's road access meets County standards and has been approved by the local fire agency or California Department of Forestry, as appropriate.

R. TRIBAL CULTURAL RESOURCES

1. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
A. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources Code section 5020.1(k), or	☐	☐	☐	☒
B. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

Discussion: Section 21080.3.1(b) of the California Public Resources Code (AB 52) requires a lead agency formally notify a California Native American tribe that is traditionally and culturally affiliated within the geographic area of the discretionary project when formally requested. As of this writing, no California Native American tribes traditionally and culturally affiliated with the Santa Cruz County region have formally requested a consultation with the County of Santa Cruz (as Lead Agency under CEQA) regarding Tribal Cultural Resources. However, no Tribal Cultural Resources are known to occur in or near the project area. Therefore, no impact to the significance of a Tribal Cultural Resource is anticipated from project implementation.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
S. UTILITIES AND SERVICE SYSTEMS Would the project:				
1. *Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*	☐	☐	☐	☒

Discussion:

Water

The project would connect to an existing municipal water supply. The City of Santa Cruz Water District has determined that adequate supplies are available to serve the project (Attachment 6), and no new facilities are required to serve the project. No impact would occur from project implementation.

Wastewater

Municipal wastewater treatment facilities are available and have capacity to serve the project. No new wastewater facilities are required to serve the project. No impact would occur from project implementation.

Stormwater

The drainage analysis for the project *Preliminary Stormwater Control Plan*, prepared by Kimley-Horn and Associates dated March 2019 concluded that the project would comply with the County's Design Criteria for project stormwater management (Attachment 7). The County Department of Public Works Stormwater Management staff have reviewed the drainage information and have determined that, with the exception of a drainage pipe located on the 76 gas station property, downstream storm facilities are adequate to handle the increase in drainage associated with the project. The applicant evaluated the drainage pipe located on the 76 gas station and found that condition and capacity issues that would require upgrading. The Department of Public Works has remedied this capacity limitation by increasing the detention volumes on the subject parcel to the 25-year storm while releasing at the pre-development (natural conditions) five year storm flows. Therefore, no additional drainage facilities would be required for the project. No impacts are expected to occur from the project.

Electric Power

Pacific Gas and Electric Company (PG&E) provides power to existing and new developments in the Santa Cruz County area. As of 2018, residents and businesses in the County were automatically enrolled in MBCP's community choice energy program, which

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

provides locally controlled, carbon-free electricity delivered on PGE's existing lines. The proposed site is already served by electric power, but additional improvements are necessary to serve the site. However, no substantial environmental impacts will result from the additional improvements; impacts will be less than significant.

Natural Gas

PG&E serves the urbanized portions of Santa Cruz County with natural gas. The proposed site is already served with natural gas, and no further improvements to serve the site are necessary; therefore, there will be no impact.

Telecommunications

Telecommunications, including telephone, wireless telephone, internet, and cable, are provided by a variety of organizations. AT&T is the major telephone provider, and its subsidiary, DirectTV provides television and internet services. Cable television services in Santa Cruz County are provided by Charter Communications in Watsonville and Comcast in other areas of the county. Wireless services are also provided by AT&T, as well as other service providers, such as Verizon.

No improvements related to telecommunications are required, and there will be no impact.

2.	*Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*	☐	☐	☒	☐

Discussion:

The City of Santa Cruz Water District has indicated that adequate water supplies are available to serve the project and has issued a will-serve letter for the project, subject to the payment of fees and charges in effect at the time of service (Attachment 6). The development would also be subject to the water conservation requirements in Chapter 7.69 (Water Conservation) and 13.13 (Water Conservation—Water Efficient Landscaping) of the County Code and the policies of section 7.18c (Water Conservation) of the General Plan. Therefore, existing water supplies would be sufficient to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts would be less than significant.

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

Discussion:

The County of Santa Cruz has indicated that adequate capacity in the sewer collection system is available to serve the project and has indicated that sewer service is available for the project, subject to the payment of fees and charges in effect at the time of service. Therefore, existing wastewater collection/treatment capacity would be sufficient to serve the project. No impact would occur from project implementation.

4.	*Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*	☐	☐	☒	☐

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

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

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

T. WILDFIRE

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

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

Discussion: The project is not located in a State Responsibility Area, a Very High Fire Hazard Severity Zone, or a County-mapped Critical Fire Hazard Area and will not conflict with emergency response or evacuation plans. Therefore, no impact would occur.

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

Discussion: The project is not located in a State Responsibility Areas, a Very High Fire Hazard Severity Zone, or a County-mapped Critical Fire Hazard Area. However, the project design incorporates all applicable fire safety code requirements and includes fire protection devices as required by the local fire agency and is unlikely to exacerbate wildfire

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

risks. Impacts would be less than significant.

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

Discussion: The project is not located in a State Responsibility Areas, a Very High Fire Hazard Severity Zone, or a County-mapped Critical Fire Hazard Area. Improvements associated with the project are unlikely to exacerbate wildfire risks. Impacts would be less than significant.

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

Discussion: The project is not located within a State Responsibility Areas, a Very High Fire Hazard Severity Zone, or a County-mapped Critical Fire Hazard Area. Downslope and downstream impacts associated with wildfires are unlikely to result from the project. Regardless, the project design incorporates all applicable fire safety code requirements and includes fire protection devices as required by the local fire agency. Impacts would be less than significant.

U. MANDATORY FINDINGS OF SIGNIFICANCE

1. *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal community or eliminate important examples of the major periods of California history or prehistory?*	☐	☐	☒	☐

Discussion: The potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal

community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory were considered in the response to each question in Section III (A through T) of this Initial Study. As a result of this evaluation, there is no substantial evidence that significant effects associated with this project would result. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

2.	*Does the project have impacts that are individually limited, but cumulatively considerable? ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*	☐	☐	☒	☐

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

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

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

IV. REFERENCES USED IN THE COMPLETION OF THIS INITIAL STUDY

California Department of Conservation, 1980

Farmland Mapping and Monitoring Program Soil Candidate Listing for Prime Farmland and Farmland of Statewide Importance Santa Cruz County U.S. Department of Agriculture, Natural Resources Conservation Service, soil surveys for Santa Cruz County, California, August 1980.

California Department of Fish and Wildlife, 2019

California Natural Diversity Database USGS 7.5 minute quadrangle; queried March 2, 2020.

CalFIRE, 2010

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

Caltrans, 2018

California Public Road Data 2017: Statistical Information Derived from the Highway Performance Monitoring System. Released by the State of California Department of Transportation November 2018.

County of Santa Cruz, 1994

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

County of Santa Cruz, 2013

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

County of Santa Cruz, 2015

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

DOF, 2018

E-5 Population and Housing Estimates for Cities, Counties and the State—January 1, 2011-2018. Released by the State of California Department of Finance May 2018.

Federal Transit Administration, 2006

Transit Noise and Vibration Impact Assessment Manual.

Federal Transit Administration, 2018

Transit Noise and Vibration Impact Assessment Manual. September 2018.

FEMA

Flood Insurance Rate Map, Federal Emergency Management Agency. Accessed on March 19, 2020.

MBUAPCD, 2008

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

MBUAPCD, 2013a

Monterey Bay Unified Air Pollution Control District, NCCAB (NCCAB) Area Designations and Attainment Status – January 2013. Available online at http://www.mbuapcd.org/mbuapcd/pdf/Planning/Attainment_Status_January_2013_2.pdf

MBUAPCD, 2013b

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

OPR, 2018

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

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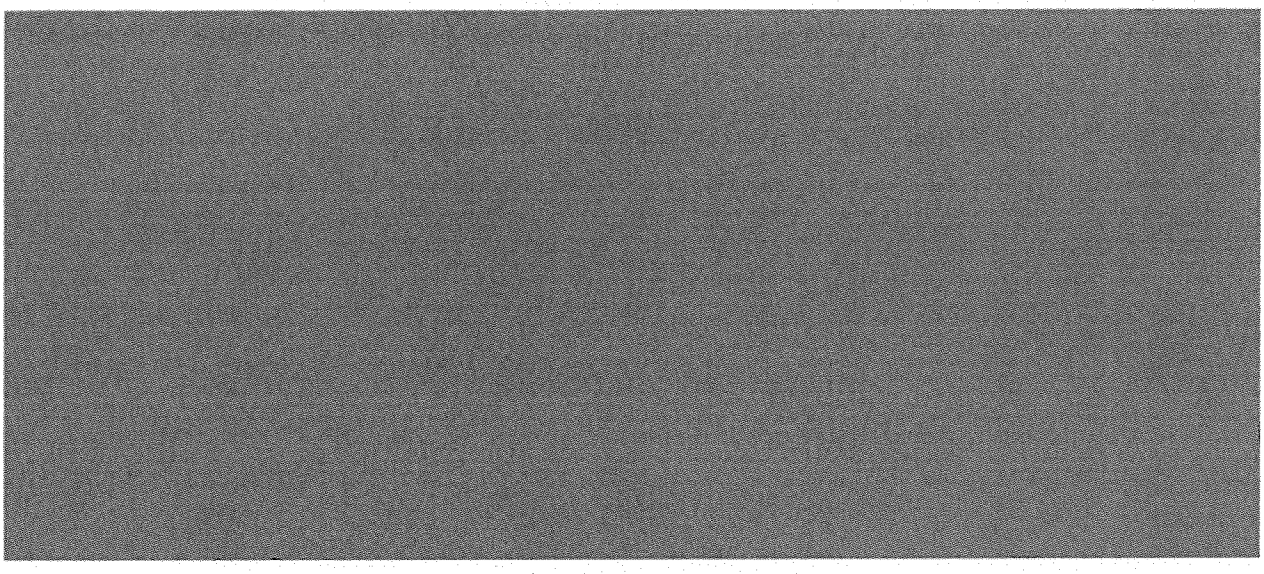
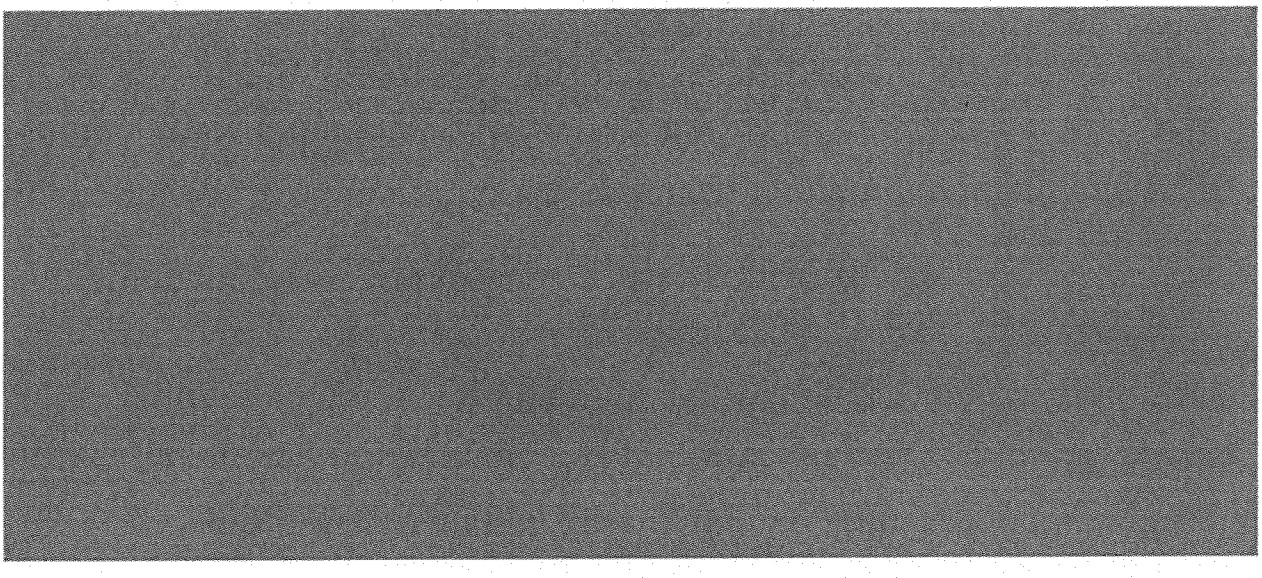


Attachment 1

Mitigation Monitoring and Reporting Program



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NAME: CVS
APPLICATION: 181576
A.P.N: 025-071-05 & -20

NEGATIVE DECLARATION MITIGATIONS

In order to reduce impacts from construction-related noise to a less than significant level, the following mitigations shall be required and shall be incorporated into the project conditions of approval:

NOI-1 Require that all construction and maintenance equipment powered by gasoline or diesel engines have sound-control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation.

NOI-2 Prohibit gasoline or diesel engines from having unmuffled exhaust.

NOI-3 Use noise-reducing enclosures around stationary noise-generating equipment capable of 6 dB attenuation.

It shall be the responsibility of the project building inspectors to ensure these mitigations are met through the standard inspection process and through response to complaints.

County of Santa Cruz

HEALTH SERVICES AGENCY

701 OCEAN STREET, ROOM 312, SANTA CRUZ, CA 95060-4073

(831) 454-2022 FAX: (831) 454-3128

http://www.co.santa-cruz.ca.us/

ENVIRONMENTAL HEALTH

December 11, 2017

Mr. Joe Appenrodt
Plymouth Grant LLC
4375 Capitola Road
Capitola, CA 95010
Email: appenrodt1@aol.com

SUBJECT: Automotive Wrecking and Dismantling Yard Case Closure, Bei-Scott Company, LLC (GeoTracker Global ID T10000006041), 1505 Commercial Way, Santa Cruz, California

Dear Mr. Appenrodt:

The County of Santa Cruz Environmental Health Division (CSCEHD) has reviewed the following document for the subject site: (1) *Remedial Excavation Completion Report & Request for No Further Action* (dated November 6, 2017, by Weber, Hayes & Associates [WHA]). Thank you for the submittal. Your consultant recommends this site for case closure. Our review of site conditions and the cited document suggests that no further assessment and/or remediation are needed for our agency at this time.

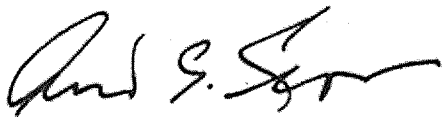
Our agency has a site-specific condition for this case closure. We note that lead and arsenic soil chemical concentrations remain above health and/or ecological risk-based screening levels at approximately 0.5 feet below the ground surface in a limited area along the northern and northeastern property boundary (soil samples SW-1 through SW-5). Although we understand the elevated chemical concentrations do not currently present an unacceptable health and/or ecological risk, acceptable risk levels could be exceeded if there were a change in the site configuration or use. Based on these considerations, prior to any grading, excavation, or dewatering in the impacted area or any changes to the site configuration or use, you are required to notify our agency for an evaluation of any special requirements that may be appropriate to protect human health and/or the environment.

Please recognize that our case-closure determination does not relieve you or future owners or operators of requirements from other agencies or of additional requirements from our agency if regulations or standards change or if further review, information, or site findings indicate that additional activities are warranted. If new information becomes available regarding soil or groundwater contamination at the site or if site use or site activities change such that possible exposure to a released hazardous material or waste may occur, this information must be reported to our agency. Any person who has knowledge of or observes a release of a hazardous material or waste that they suspect to be unauthorized is required to report the release immediately or as soon as practically possible to our agency.

Thank you for your cooperation in addressing this site mitigation case and for your commitment to the protection of water quality and environmental health in the County of Santa Cruz. If you have any comments or questions regarding this letter, you may contact John Gerbrandt at John.Gerbrandt@santacruzcounty.us or (831) 454-2731, 8:00 a.m. to 9:30 a.m., Monday through Friday.

ATTACHMENT 1

Sincerely,



Arnold Leff, M.D., R.E.H.S.
Director of Environmental Health

Cc: Mr. Jered Chaney, WHA (jered@weber-hayes.com)
Mr. John Gerbrandt, SCCEHD (John.Gerbrandt@santacruzcounty.us)

ATTACHMENT 1

SOIL MANAGEMENT PLAN

Proposed CVS Store No. 10395
Southeast Corner of Soquel Drive and Commercial Way
Santa Cruz, California

July 2014

The material and data were prepared under the supervision of the undersigned. This report was prepared consistent with current construction industry standards and environmental consulting principles and practices that are within the limitations provided herein.

Written and Approved by:

William A. Mitchell, PG
Senior Geologist

Reviewed by:

Ramil G. Reyes, REPA
Client Program Manager

ATTACHMENT 2

Table of Contents

List of Figures

1.0 Introduction

CB&I Environmental & Infrastructure, Inc. (CB&I), is pleased to present this Soil Management Plan (SMP), which has been developed for Armstrong Development Properties, Inc. (Armstrong) and CVS Pharmacy, Inc. (CVS) to address potential petroleum hydrocarbon exposures to construction workers, nearby residents, pedestrians and future users of the Site and to provide guidance to workers conducting ground disturbance actions required for redevelopment activities across the proposed CVS site area located on the Southeast Corner of Soquel Drive and Commercial Way in Santa Cruz, California (herein referred to as "Subject Property" or "Site"). The site location is depicted in **Figure 1** and a site plan is included as **Figure 2**.

1.1 Site Description

The Subject Property, approximately 1.19 acres of a rectangular-shaped parcel of land, is located at the southeast corner of Soquel Drive and Commercial Way in the City of Santa Cruz. The Subject Property is currently improved with two buildings. The western-most building located at 1505 Commercial Way consists of a one-story retail building occupied by "WorkSpace", an office furniture store. The eastern-most building located at 1515 Commercial Way is occupied by a two-story retail/residential building occupied by "Decor Furniture", a home-furnishing store, and an apartment located on the second floor of the building. The far western side of the Subject Property is leased to Lewis Plaster Service (LPS) and also addressed as 1505 Commercial Way. This business uses a portion of the Subject Property as an equipment/material storage yard. The remaining portions of the Subject Property are paved with asphalt and used for parking and drive areas.

Prior assessments have been conducted by CB&I on the Subject Property, including a prior Phase I Environmental Site Assessment (Phase I ESA) dated February 17, 2014 and two prior Phase II ESAs dated April 14, 2014 and June 4, 2014, respectively, that describes the nature and extent of known contamination that was identified at the Subject Property, which are further detailed in the sections presented below.

1.2 Findings of Prior Site Assessments and Investigations

Based on the findings of the Phase I ESA, further environmental response actions or investigation activities in connection with the Subject Property were deemed warranted including the following:

- CB&I recommended that the equipment/material storage yard be re-inspected once the materials and equipment are removed. The drums of waste oil and the container of waste oil filters, and the other potentially hazardous materials (coatings, vehicle fluid containers, aerosol cans), will also need to be properly removed and disposed of in accordance with applicable governmental regulations. The re-inspection would enable CB&I to further evaluate the extent of surface staining that was observed, which also may require further assessment depending on the findings.

- CB&I also noted that a geophysical survey was conducted concurrent to the Phase I site reconnaissance. Due to the abundant metallic equipment/objects stored in the area, the geophysical survey had severe limitations in the evaluation of potential buried underground storage tanks (USTs) or other objects such as buried drums. CB&I recommended that the geophysical survey be re-done in the area of the yard once it has been cleared.

- CB&I also noted that a prior soil and groundwater assessment was conducted within the LPS yard by another consultant back in 1992 following the departure of the former auto wrecking business. While no soil or groundwater impacts were identified during this assessment, a groundwater monitoring well was installed and a debris/fill area was noted. CB&I was not able to confirm in the Phase I assessment whether the well was properly abandoned, or whether the debris/fill area was removed. Further inspection of the yard area once cleared of the equipment/material may resolve these potential issues.

As a result of the findings from the Phase I ESA, CB&I subsequently conducted a Phase II ESA soil sampling assessment on the Subject Property. The objective of the Phase II ESA investigation was to determine the potential soil impacts associated with past on-site activities and to identify existing underground utility lines within the Subject Property area and to look for geophysical anomalies that may be indicative of USTs and/or other buried objects in the subsurface. The chemicals of potential concern included gasoline, diesel fuel, motor oil, volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), and metals.

The findings of the geophysical survey conducted during this Phase II assessment did not reveal evidence of anomalies characteristic of USTs; however, some fairly large anomalies that could potentially represent buried metallic objects of unknown origins were found. Based on the past use of this portion of the Subject Property as an auto wrecking yard, there was a potential that buried auto parts, drums, or other objects of potential environmental concern may have been buried beneath the Subject Property. Additionally, the location of the former groundwater monitoring well could not be confirmed in the field by visual or geophysical equipment.

The soil analytical results indicated a few hot spots of surficial shallow soil contamination (upper one foot). This included the area around Borings B-1 and B-3 where elevated concentrations of metals were identified, and the area around Boring B-4 where elevated concentrations of TPH-D and TPH-M were found. However, the deeper soil samples from these borings (at 2 and 5 feet bgs) revealed concentrations that were either below ESLs or within the normal background levels for soils in Northern California for metals. Please refer to **Figure 3** - Prior Phase II Boring Locations Map.

Based on the results of this Phase II ESA investigation, the following recommendations were made with the respect to the Subject Property:

- A backhoe should be utilized to further investigate the areas of the identified geophysical anomalies via trenching or pot holing. In the event that stained soil and/or metal debris/objects are found, soil samples should be collected for environmental analysis with the debris/objects removed from the Subject Property in accordance with applicable regulations and guidelines. The backhoe should also be utilized to collect shallow (1 to 5 feet) soil samples surrounding Borings B-1, B-3, and B-5 to further evaluate the horizontal extent of the identified soil impacts in these areas.
- During site redevelopment, shallow soils (upper 1 foot) excavated from the areas around Borings B-1, B-3, and B-4 should be separately stockpiled onsite for further characterization and possible disposal off site and not used as backfill material.
- A Soils Management Plan (SMP) should be developed prior to the development of the Subject Property in order to assist construction personnel with the management of potential impacted residual soil that may be encountered during site development.

As a result of the findings from the Phase II ESA, CB&I subsequently conducted an additional Phase II ESA soil sampling and backhoe investigation on the Subject Property. The scope of work for this additional Phase II ESA was conducted to meet the recommendations put forth above as a result of the findings from the initial Phase II ESA investigation.

The objective of the backhoe investigation was to further investigate the five geophysical anomalies identified in the prior Phase II ESA. The objective of the additional soil sampling portion of the Phase II ESA was to further evaluate the lateral and vertical extent of the previously identified soil impacts. The chemicals of potential concern included diesel fuel, motor oil, and metals.

Based on the findings of the prior Phase II ESA and this additional Phase II ESA, fill soils containing metallic debris (mostly abandoned auto parts), were found in the majority of the soil

sampling and trench locations within the equipment yard portion of the Subject Property. The fill soils were found in the borings/test pits, as well as in the five backhoe trenches excavated in each of the five geophysical anomalies identified in the prior geophysical survey within the equipment storage yard portion of the Subject Property. The fill soils generally extend from the ground surface to a depth of approximately 1.5 feet bgs; however, within the area of the trench T-4, up to 2 feet of fill was encountered. Underneath the fill soils was a silty sand that contained trace amounts of clay to the maximum depth explored.

The fill soils encountered in the trenches identified as "T-1 through T-4" contained abundant metal debris, including various automotive parts, metal frames, and a blade from a small tractor. Underneath the metallic debris fill was native soils. Accordingly, the geophysical anomalies found in these locations were due to the metallic debris in the fill and not from a buried UST or other subsurface structure.

In trench T-5, which was excavated in the far southwestern portion of the equipment yard, two steel utility pipes were found at depths between 1 and 2 feet bgs, which were the likely source of the small anomaly previously found in this location. Due to the presence of the utility pipes, CB&I could not excavate deeper than this depth.

In summary, the backhoe investigation did not identify evidence of a buried UST or a potential groundwater monitoring well.

The analytical soil results indicated that the majority of the fill soils in the equipment storage yard contain elevated concentrations of one or more metals, including Barium, Cadmium, Copper, Lead, Nickel, and Zinc. Some of the metal concentrations exceed Total Threshold Concentration Limits (TTLC) and therefore, classify the material as a "hazardous waste" upon excavation. A few of the soil samples also contained slightly elevated concentrations of TPH-D and TPH-M. No significant concentrations of metals, TPH-D, or TPH-M were found in the underlying native soils. Based on the data collected in the prior and additional Phase II assessments, CB&I concluded that that the identified metal, TPH-D, and TPH-M impacts found in the equipment yard are only restricted to the shallow fill soils. Please refer to **Figure 4** - Prior Additional Phase II Boring and Test Pit Locations Map and **Figure 5** – Prior Additional Phase II Trench Line Map.

Based on the results of the additional Phase II ESA investigation, the following recommendations were made:

- The impacted fill soils from the equipment yard portion of the Subject Property should be excavated and not re-used on site during future grading activities. Any impacted fill

material should be temporary stockpiled on the Subject Property for future offsite disposal pending full laboratory characterization.

- Local hazardous waste landfill facilities should be contacted and provided the analytical data collected during both Phase II assessments for evaluation of potential disposal options. Accepting landfill facilities should provide any additional characterization testing requirements in order to accept the waste. It is likely that composite soil samples will be required of the resulting stockpile(s) for additional analytical testing and profiling.
- Due to the widespread occurrence of metal and petroleum impacted fill soils (at shallow depths) over the equipment yard portion of the Subject Property, CB&I recommends that the prior and additional Phase II ESA reports be submitted to the local environmental health department for review and comment.

Based on the above referenced prior environmental reports and given the nature of past and current onsite operations, CB&I also recommended that a SMP be prepared prior to construction work taking place at the Subject Property.

1.3 Objective

The purpose of this SMP is to assist with the handling and disposal of potentially impacted soil that may be encountered during the proposed retail development activities planned for the Site. Implementation of the SMP will address residual soil impacts that may be potentially found in the areas of the equipment yard portion of the Subject Property and any other pockets of residual petroleum contamination found on other portions of the Site. Additionally, since groundwater beneath the Subject Property was reported to range from a depth of approximately 14 to 15 feet below ground surface (bgs), it is not likely to be encountered during proposed construction activities and therefore, not considered in the development of this SMP for the Subject Property.

The following sections below address these concerns as it relates to planned overall site development and the tasks associated with potential soil disturbances prior to construction of the proposed retail development.

2.0 Future Construction/Redevelopment on the Property

2.1 Potential Excavation Areas

In order to ensure that the majority of potentially impacted soils that have been identified from prior onsite investigations have been removed, CB&I recommends excavating both vertically and laterally in the area of any planned excavations that may take place as a result of future construction activities on the Subject Property. Any soils that would be possibly removed from any excavation area that is suspected to be potentially contaminated should be separately stockpiled onsite for characterization and disposal purposes.

Once soil samples collected from these excavations show that contamination is "non-detect" or at acceptable levels, CB&I recommends proceeding with backfilling the excavation with the stockpiled soils (if clean) or with imported material to bring the excavations to approximately the existing grade.

2.2 PPE Measures

Based on the findings of CB&I's two prior Phase II ESAs, no special Personal Protective Equipment (PPE) measures are needed. Dust protection is recommended. Project-specific Health and Safety Plans developed by the General Contractor or appropriate project personnel should be consulted for the proper level of PPE. Standard environmental health and safety (EHS) guidelines and procedures as well as industry-standard safety practices and procedures to prevent exposure during onsite field activities should be generally followed. Before initiating field work, a safety meeting should be conducted to address potential environmental and physical hazards associated with the history of the Subject Property.

2.3 Dust Control

Dust control measures are to be implemented to reduce exposure during excavation work. These measures are to include moisture-conditioning the soil, using dust suppressants, covering exposed soil and stockpiles with weighted plastic sheeting, or capping the site with buildings asphalt or at least two feet of clean imported fill.

The dust control plan shall include procedures to prevent visible dust from crossing the property line or from being tracked out to public streets and tire cleaning and road cleaning that include a tire shaker rumble pad, wet sweeping or vacuuming of any residual dirt tracked out onto City streets and a tire wash station for use during storm events or muddy conditions. City streets will be wet cleaned or vacuumed on a daily basis. Haulage trucks will be inspected before being released from the site, haulage and excavation areas will be kept sufficiently wet to prevent

visible dust clouds, and storage piles will be kept wet during active dumping and covered with plastic sheeting or Mirafi fabric.

Inactive stockpiles will be covered and covers will be secured in place. If any open excavations are inactive for seven days or more, they will be stabilized against wind erosion with plastic sheeting. Unpaved travel ways, parking lots and staging areas will be covered with a surface of gravel to at least a depth of three inches. Earthmoving, grading and excavation will be done on a surface that has been wet down prior to disturbance. If wind speeds develop that result in dust emissions approaching the property line, then hand watering will occur during excavation or the operation will be shut down. Two zones are to be set up to contain potential petroleum hydrocarbon contamination within the working site. Mist or spray water will be applied while loading transport vehicles. Transport vehicles will be covered with tarpaulins. Drop heights will be minimized while loading transport vehicles. During periods of high winds greater than 25 mph, activities will be minimized or stopped. All paved areas for equipment will be swept daily. Wind screens will be installed on boundary fences.

2.4 Soil Storage & Handling

Based on review of soils data, the area of the Subject Property is mapped as Holocene alluvial deposits. These deposits consist of gravel, sand, silt, and clay. According to information from the U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS), the area of the Subject Property has a "loam" soil surface texture. The soil profile in the area of the Subject Property is identified as consisting of loam from a depth of 0 - 18 inches below ground surface (bgs), followed by clay to 38 inches bgs, and then underlain by sand clay loam to a depth 62 inches bgs. More specifically, based on a review of soil data from CB&I's two prior Phase II ESAs, the shallow subsurface stratigraphy encountered during sampling consisted of fill soils made up of mostly sand/gravel, silty sand, and silty clay from the ground surface to a depth of approximately 1.5 feet bgs. Underneath the fill soils was a silty sand that contained trace amounts of clay to a depth of 5 feet bgs. Free groundwater was not encountered in any of the borings installed as part of the two prior Phase II investigations.

Soils that appear normal do not require special handling and may be graded, excavated and managed without special precautions. If odiferous, darkly discolored dark gray or black, or oily appearing soil is encountered, it should be stockpiled on an impermeable material, such as visqueen, and located away from drainage swales wherever possible until tested. The stockpiled material should also be protected with an impermeable cover, held down by weights. Alternatively, the excavated material can be stored in compatible Department of Transportation (DOT)-rated storage containers (55-gallon drums or roll-off bins). These soils should be tested and managed as recommended below.

Excavated soil that is impacted is to be disposed off-site after proper profiling for disposal. Since potentially contaminated shallow fill soils is to be excavated and disposed of off-site, there will be no risk of direct contact by future site users. It is not anticipated that groundwater will be encountered during construction. Based on the review of the groundwater monitoring report titled *Third and Fourth Quarter 2012 Groundwater Monitoring Report, 76 Service Station No. 6193, 1500 Soquel Drive, Santa Cruz, California*, prepared by Stantec and dated December 20, 2012, groundwater was found to range in depth between approximately 14.84 to 15.84 feet below top of casing with a southwesterly groundwater flow direction.

2.5 Activities Requiring Special Procedures/Hazard Communication

Subsurface excavation at the Site may require special procedures. Prior to on-site excavation or grading activities, onsite workers shall be notified of contaminant levels detected during prior subsurface investigations. In the event of an emergency, where the work is required to maintain the Site or prevent erosion of soils off-site, it may proceed and the appropriate regulatory agency shall be notified at the earliest opportunity.

Any worker involved in excavating soil at the Site should be informed of the following:

- Over the majority of the Site, excavation may expose soils containing residual Metals and Total Petroleum Hydrocarbons as Diesel Fuel (TPH-D) and Motor Oil (TPH-MO) below the level of concern for health risk.
- Any excavated soil that is discolored (dark gray or black) or oily in appearance should be handled as potentially hazardous until tested.
- Any soil to be removed from the Site shall be characterized prior to off-site transport and should be considered potentially hazardous until tested.

CB&I recommends that if unanticipated hazardous materials are encountered, the work is to stop and the site superintendent and CB&I are to be notified to conduct an inspection. If an undocumented and/or abandoned UST is encountered, a licensed UST removal contractor is to be contacted for the proper removal and disposal of the UST. Proper permits and notifications are to be applied for prior to the UST removal from the local environmental health department, the local fire department, and/or any other applicable regulatory agency. A site-specific health and safety plan (HASP) should be developed for the project, which should include air sampling and monitoring, as applicable. Upon completion of the project, a final report is to be submitted to the overseeing regulatory agency as required.

ATTACHMENT 2

3.0 Soil Testing and Observation

When darkly discolored or oily soil is encountered, excavated soil should be tested for potential contamination. Following are guidelines for soil testing.

3.1 Site Wide Grading

If during grading activities odiferous, discolored or oily soils are encountered, the soils management and testing protocols described in the following sections should be implemented.

For dust control purposes, soil should be wetted before grading activities begin. During wetting activities, the Site should not be over watered to the extent that run-off is generated. Site-wide grading activities should follow all applicable regulations under the California National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges associated with Construction Activities.

3.2 Near-surface Soil Disturbance

When subsurface excavation or soil disturbance activities are undertaken at the Site, no special soil management conditions are required unless odiferous, discolored or oily appearing soils are encountered. When odiferous, dark gray or black, or oily appearing soils are encountered during routine soil disturbance or excavation activities at the Site, the following soil tests are recommended:

- Any location throughout the Site where oily, discolored soils are encountered, they should be tested using the U.S. EPA SW-846 Methods 6020B/7471A for Title 22 Metals, EPA Method 8270C for SVOCs, EPA Method 8260 for VOCs/TPH-G, and EPA Method 8015B for TPH-D and TPH-MO.
- Based upon the total concentrations of the constituents, additional testing may be required to characterize the soils per California Code of Regulations (CCR) Title 22 Section 66261 and the Code of Federal Regulations (CFR) Title 40 Part 261.

4.0 Soil Disposal

Soils excavated to be removed off-site should be managed by the following soils handling procedures.

4.1 Non-hazardous Soil

Excavated soil to be removed off-site, that is characterized as "non-hazardous" by testing for the above noted analytes, may be transported to a municipal landfill, recycled, or returned to the excavation area.

4.2 Hazardous Soil

Excavated soil to be transported off-site that exceeds the hazardous threshold for the above noted analytes, must be handled in accordance with current state and federal hazardous waste laws. Unless prior approval is granted from the local environmental health department or any applicable regulatory oversight agency, the material must be stored in appropriate containers on-site for no more than 90 days, and it must be properly manifested, utilizing a Hazardous Waste Manifest and transported off-site by a licensed hazardous waste transporter to a licensed facility for appropriate treatment or disposal.

4.3 Soil Screening Criteria

Soil screening levels for soil are presented to help project management and field personnel manage impacted soil during excavation activities. Potential options for excavated soil are (1) on-site reuse, (2) off-site soil recycling or off-site disposal at a Class III facility, and (3) off-site disposal at Class I hazardous waste facility. The above options are primarily dependent on the concentrations of contaminants and approval of site-specific cleanup criteria by a lead regulatory agency. Soils with contaminants below California Health Hazard Screening Levels (CHHSLs) are considered acceptable for unrestricted uses (Cal/EPA, 2005).

Soil samples used for soil profiling will be compared to Total Threshold Limit Concentrations (TTLC) and Soluble Threshold Limit Concentration (STLC) as described in CCR Title 22 Section 666261.20. Soil that is less than TTLC criteria, but greater than 10 times STLC limits will be analyzed using the Waste Extraction Test (WET). If the result of the WET test is greater than the STLC limits, then the soil will be considered a "California Hazardous Waste" and therefore, the soil would be disposed of at a Class I facility.

5.0 References

California Code of Regulations (CCR), *Title 22 Chapter 11, Article 5 Categories of Hazardous Waste, Section 66261.113; Total Threshold Limit Concentration Values of Persistent and Bioaccumulative Toxic Substances in Extremely Hazardous Wastes.* http://www.dtsc.ca.gov/LawsRegsPolicies/Title22/OEARA_REG_Title22_Ch11.cfm

CCR, *Title 22 Chapter 11, Article 3, Section 22261.24-1, Table III List of Organic Persistent and Bioaccumulative Toxic Substances and Their Soluble Threshold Limit Concentration (STLC) and Total Threshold Limit Concentration (TTLC) Values.* http://www.dtsc.ca.gov/LawsRegsPolicies/Title22/OEARA_REG_Title22_Ch11.cfm

CCR, *Title 22 Chapter 11, Appendix II; Waste Extraction Test (WET) Procedures.* http://www.dtsc.ca.gov/LawsRegsPolicies/Title22/OEARA_REG_Title22_Ch11.cfm

California Environmental Protection Agency (Cal/EPA), 2005, *Use of California Human Health Screening Levels (CHHSLs) in Evaluation of Contaminated Properties*, January. http://www.calepa.ca.gov/Brownfields/documents/2005/CHHSLsGuide.pdf.

Code of Federal Regulations (CFR) *Title 40, Chapter I Environmental Protection, Part 261. Identification and Listing of Hazardous Waste.*

U.S. Environmental Protection Agency (EPA). 1986. *EPA Test Methods for Evaluating Solid Waste, Physical Chemical Methods, SW-846.* Third Edition and Final Updates, September.

Phase I Environmental Site Assessment, Proposed CVS Store No. 10395, Southeast Corner of Soquel Drive and Commercial Way, Santa Cruz, California, prepared by CB&I dated February 17, 2014.

Phase II ESA Soil Sampling Assessment, Southeast Corner of Soquel Drive and Commercial Way, Santa Cruz, California, Proposed CVS Store No. 10395, prepared by CB&I dated April 14, 2014.

Additional Phase II ESA Soil Sampling and Backhoe Investigation, Southeast Corner of Soquel Drive and Commercial Way, Santa Cruz, California, Proposed CVS Store No. 10395, prepared by CB&I dated June 4, 2014.

ATTACHMENT 2

Site Figures

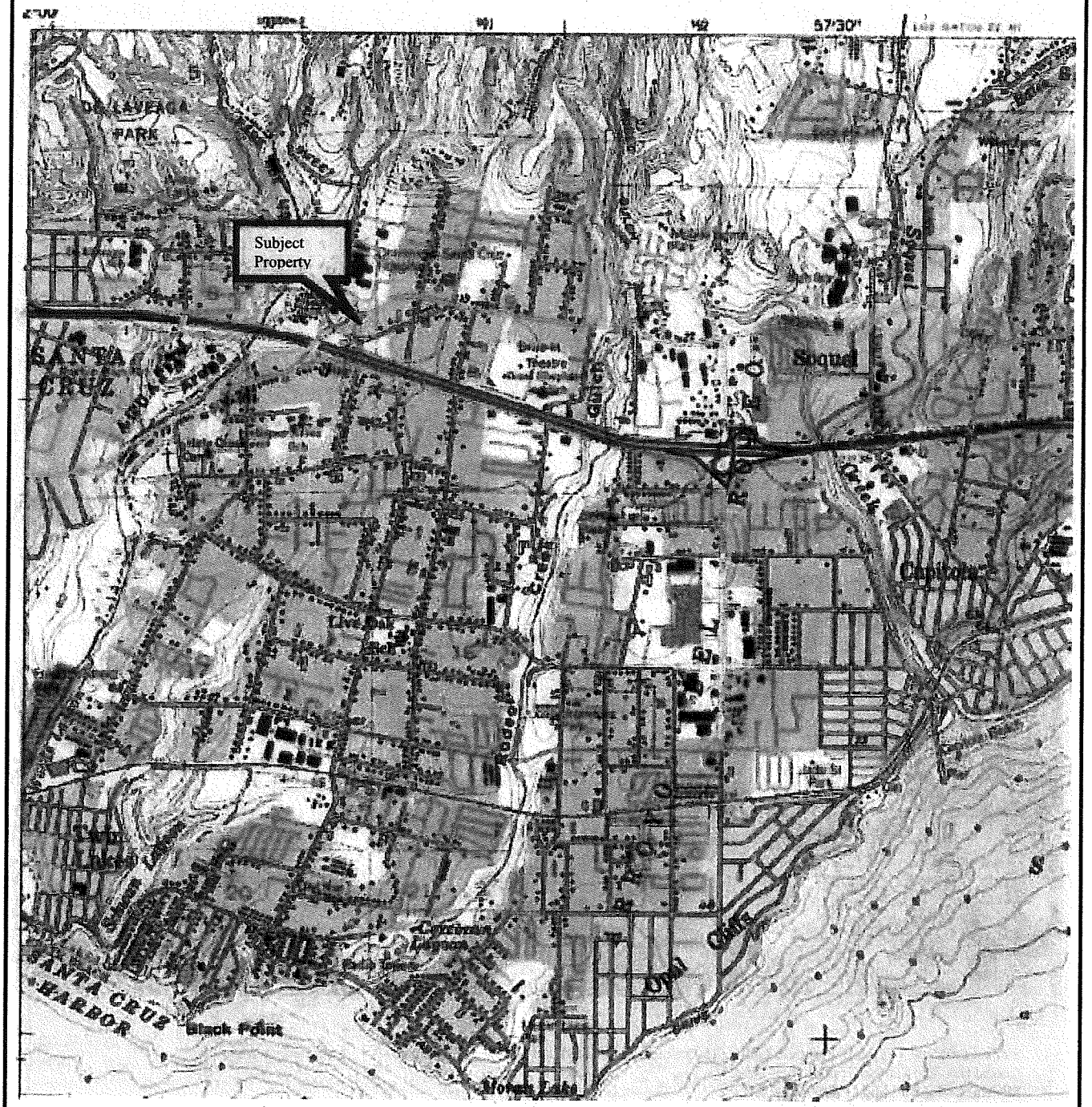


Figure 1: Site Location Map

CVS Store No. 10395
Southeast Corner of Soquel Drive and Commercial Way
Santa Cruz, CA 95065
Reference: Soquel, California USGS Topographic Map (1994)

ATTACHMENT 2

KEY:

1. Subject Property: 1A: SC41 Furniture Outlet (1505 Commercial Way) and 1B: Decor Furniture (1515 Commercial Way)
2. Unocal Gasoline Station (1500 Soquel Drive)
3. Medical Office Building (1505 Soquel Drive)
4. Dominican Hospital (1555 Soquel Drive)
5. Multi-Tenant Commercial Building (1570 Soquel Drive)
6. Mid-County Auto Center (1521 Commercial Way)
7. Redo Furniture Consignment 1523 Commercial Way)

P Parking Lot

V Vacant Land

CBI

Figure 2: Site Plan & Vicinity Map

CVS Store No. 10395
Southeast Corner of Soquel Drive and Commercial Way
Santa Cruz, CA 95065
Reference: Google Earth 2013 Aerial Photograph

ATTACHMENT 2

KEY:

B-1 Boring Location and Number

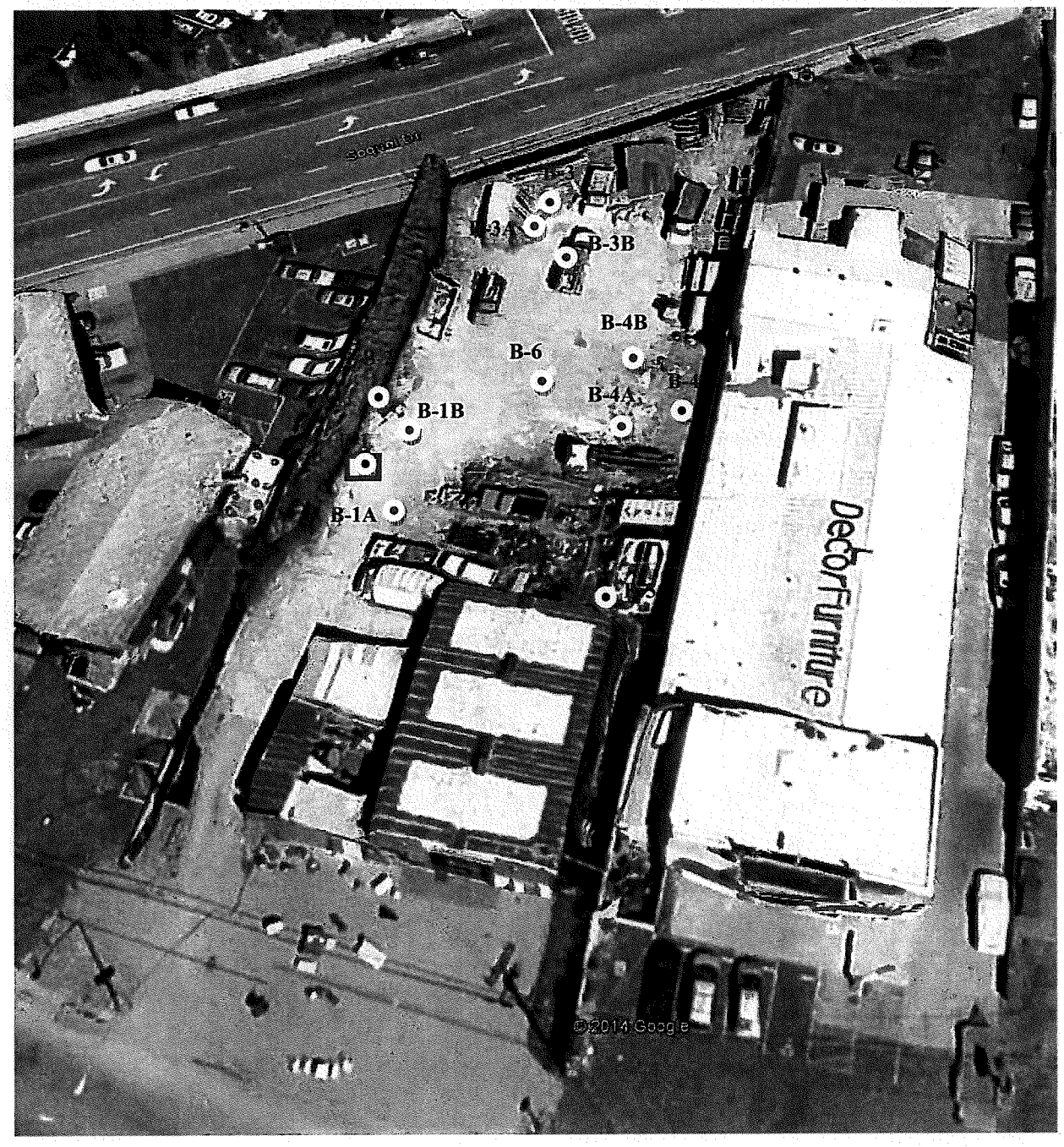
Former Waste Oil/Filter Drum Storage Area

CBI

Figure 3: Prior Ph. II Boring Location Map

CVS Store No. 10395
Southeast Corner of Soquel Drive and Commercial Way
Santa Cruz, CA 95065
Reference: Google Earth 2013 Aerial Photograph

ATTACHMENT 2



KEY:

Test Pit Location

Boring Location and Number (Prior Phase II ESA)

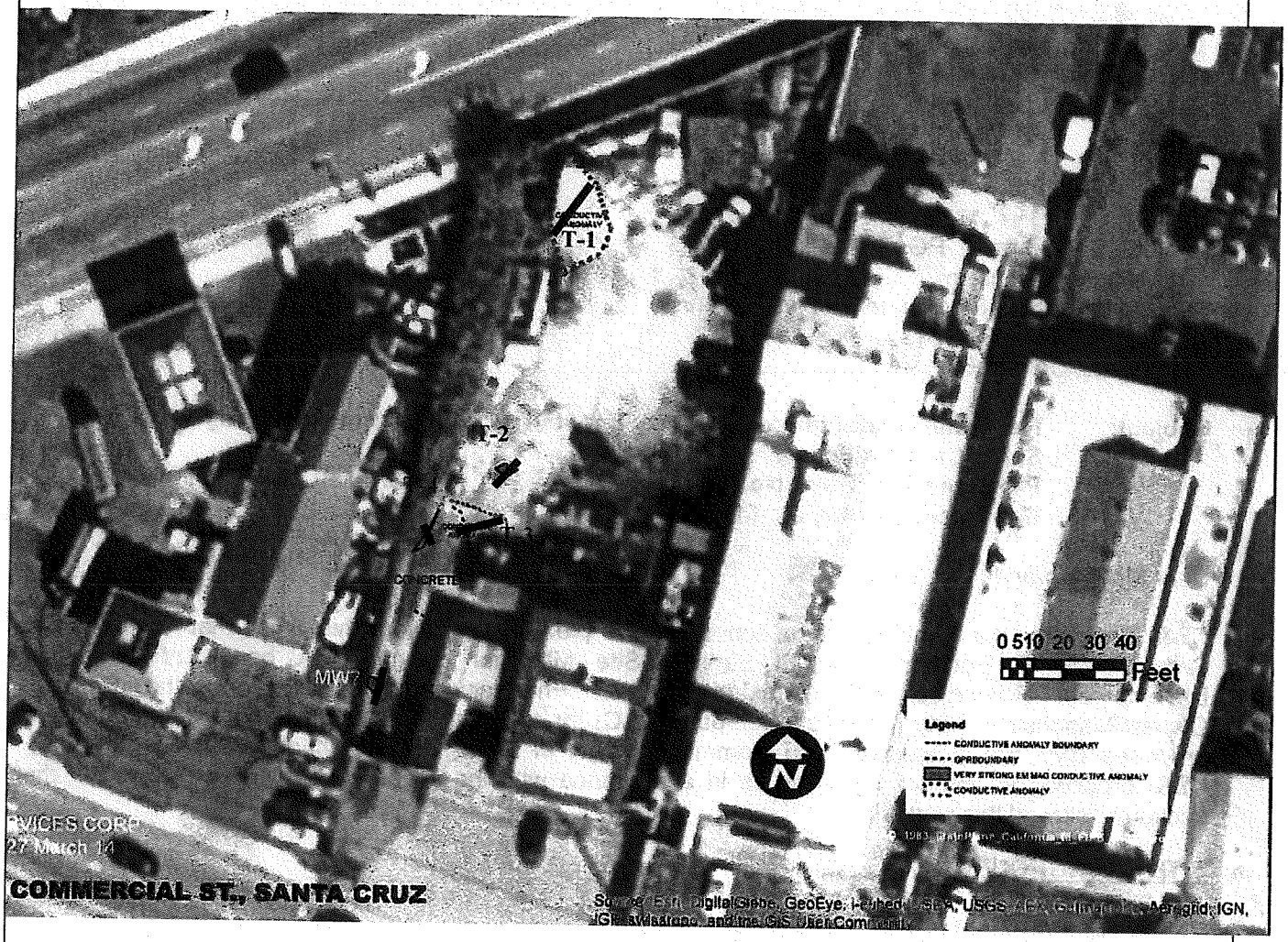
Former Waste Oil/Filter Drum Storage Area

CBI

Figure 4: Prior Addtitional Ph. II Boring and Test Pit Location Map

CVS Store No. 10395
Southeast Corner of Soquel Drive and Commercial Way
Santa Cruz, CA 95065
Reference: Google Earth 2013 Aerial Photograph

ATTACHMENT 2



KEY:

T-1 Trench Line and Number

Figure 5: Prior Additional Ph. II Trench Line Map

CVS Store No. 10395
Southeast Corner of Soquel Drive and Commercial Way
Santa Cruz, CA 95065
Reference: Client Provided Drawing

ATTACHMENT 2

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February 24, 2015

Mr. John B. Gerbrandt, PG, REHS
Site Mitigation Program
Santa Cruz County Environmental Health Service
701 Ocean Street, Rm. 312
Santa Cruz, CA 95060

Subject: **Remedial Work Plan for Property Located at 1505 Commercial Way**
Santa Cruz, California
Proposed CVS Store No. 10395
GeoTracker Global ID: T10000006041

Dear Mr. Gerbrandt:

CB&I Environmental & Infrastructure, Inc. (CB&I) is pleased to present this Work Plan to the Santa Cruz County Environmental Health Service, Site Mitigation Program on behalf of Armstrong Development Properties, Inc. (Armstrong), CVS Pharmacy, Inc. (CVS), and the Property Owner/Responsible Party (Bei-Scott Company, LLC) for remediation services to be conducted at the proposed CVS site located at 1505 Commercial Way in Santa Cruz, California (Subject Property). CB&I proposes to conduct the services in accordance with the scope of work as presented in the sections below of this work plan.

SITE BACKGROUND

Phase I Environmental Site Assessment

CB&I completed a prior Phase I Environmental Site Assessment (ESA) of the Subject Property (proposed CVS site) in a report dated February 17, 2014. At the time of the prior Phase I ESA, the Subject Property was improved with two retail furniture stores, an apartment, and an equipment/material storage yard for a plaster service company, Lewis Plaster Service (LPS). Based on the results and findings of the prior Phase I ESA, the following recommendations were noted for consideration:

- CB&I recommended that the equipment/material storage yard be re-inspected by CB&I once the materials and equipment were removed. The drums of waste oil and the container of waste oil filters, and the other potentially hazardous materials (coatings, vehicle fluid containers, aerosol cans) will also need to be properly removed and disposed of in accordance with applicable governmental regulations. The re-inspection will enable CB&I to further evaluate the extent of surface staining that is present, which also may require further assessment depending on the findings.
- CB&I also noted that a geophysical survey was conducted concurrent to the site reconnaissance. Due to the abundant metallic equipment/objects stored in the area, the geophysical survey had severe limitations in the evaluation of potential buried underground storage tanks (USTs) or other objects, such as buried drums. CB&I recommended that the geophysical survey be re-done in the area of the yard once it had been cleared.

ATTACHMENT 2

- CB&I noted that a prior soil and groundwater assessment was conducted within the Lewis Plaster Service (LPS) yard by another consultant back in 1992 following the departure of the former auto wrecking business. While no soil or groundwater impacts were identified during this assessment, a groundwater monitoring well was installed and a debris/fill area was noted. CB&I was not able to confirm whether the well is still onsite or if it was properly abandoned, or whether the debris/fill area was removed during the Phase I ESA. Further inspection of the yard area once cleared of the equipment/materials may resolve these potential issues.

Due to the noted concerns associated with the soil staining, CB&I was requested by the Client to prepare a Phase II ESA work plan to further investigate the extent of potential impacts. Subsequently, a Phase II ESA Soil Sampling Assessment followed, as summarized below.

Phase II ESA Soil Sampling Assessment

CB&I completed a prior Phase II ESA Soil Sampling Assessment of the Subject Property in a report dated April 14, 2014. The purpose of this assessment was to address the environmental concerns noted in CB&I's prior Phase I ESA discussed above. A summary of the key findings of the Phase II ESA Soil Sampling Assessment are discussed below.

- A new geophysical survey (survey) was conducted in the material/equipment storage yard (equipment yard). Prior to the survey, the occupant of the storage yard was able to move several of the metallic objects out of the survey area in order to obtain a better survey of the area. The findings of the survey found two large geophysical anomalies and three smaller anomalies (five anomalies total) over the surveyed area. It was reported by the geophysical consultant that the anomalies did not appear characteristic of USTs, but the possibility of buried drums, auto parts, or other potential environmental concerns could not be ruled out. No visual evidence of the noted groundwater monitoring well was found, and the geophysical survey found no conclusive evidence of this well in any of the identified anomalies.
- Based on the findings of the assessment, fill soils consisting of sand/gravel, silty sand, and silty clay, were identified in four of the five soil borings from the ground surface to a depth of approximately 1.5 feet below ground surface (bgs).
- CB&I concluded that the analytical results indicated a few hot spots for surficial soil contamination (upper one foot). This includes the area around Borings B-1 and B-3 where elevated concentrations of metals were identified, and the area around Boring B-4 where elevated concentrations of Total Petroleum Hydrocarbons as Diesel Fuel and Motor Oil (TPH-D and TPH-M, respectively) were found. See attached **Figure 2** from the prior Phase II ESA investigation for previous boring and test pit sampling locations.
- In conclusion, CB&I recommended that a backhoe be utilized to further investigate the areas of the identified geophysical anomalies. In the event that stained soil and/or metal debris are found, CB&I also recommended that soil samples should be collected for analysis. In addition, the backhoe should also be utilized to collect shallow soil samples surrounding Borings B-1, B-3, and B-5 to further evaluate the horizontal extent of the identified soil impacts in these areas.

Additional Phase II ESA Soil Sampling Assessment and Backhoe Investigation

CB&I also completed a prior Additional Phase II ESA Soil Sampling Assessment and Backhoe Investigation of the Subject Property in a report dated June 3, 2014. The purpose of this assessment was to address the recommendations made in CB&I's prior Phase II ESA Soil Sampling Assessment discussed above. A summary of the key findings of the referenced assessment are discussed below.

- CB&I utilized a backhoe to excavate seven shallow test pits to collect step-out soil samples from areas of the equipment yard where elevated concentrations of heavy metals and/or total petroleum hydrocarbons as diesel fuel and motor oil (TPH-D and TPH-M, respectively) were previously identified. Each of the test pits were excavated to a depth of 2 feet bgs, with soil samples collected at 1- and 2-feet bgs. Two step-out test pits were excavated adjacent to Borings B-1, B-3, and B-4. The test pits were identified as "B-1A, B-1B, B-3A, B-3B, B-4A, and B-4B". An additional test pit (B-6) was also excavated in the center of the equipment yard.
- The backhoe was used to excavate trenches across each of the five anomalies. Each of the five trenches were excavated to a depth of 5 feet bgs, and were identified as "T-1, T-2, T-3, T-4, and T-5".
- The fill soils encountered in T-1 through T-4 contained abundant metal debris, including various automotive parts, metal frames, and a blade from a small tractor. Underneath the metallic debris-laden fill was native soils. Accordingly, the geophysical anomalies found in these locations were due to the metallic debris in the fill and not from buried USTs or other subsurface structures.
- In T-5, which was excavated in the far southwestern portion of the equipment yard, two steel utility pipes were found at depths between 1 and 2 feet bgs, which were the likely source of the small anomaly previously found at this location. Due to the presence of the utility pipes, CB&I could not excavate deeper than this depth.
- CB&I concluded that the backhoe investigation did not identify evidence of a buried UST or a potential groundwater monitoring well. Additionally, the analytical results indicated that the majority of the fill soils in the LPS yard contained elevated concentrations of one or more metals, including Barium, Cadmium, Copper, Lead, Nickel, and Zinc. Some of the metal concentrations exceed Total Threshold Concentration Limit (TTLC) and therefore, classifies the material as a "hazardous waste" upon excavation. A few of the soil samples also contained slightly elevated concentrations of TPH-D and TPH-M. No significant concentrations of metals, TPH-D, or TPH-M were found in the underlying native soils. Based on the data collected in the prior and additional Phase II assessments, CB&I concluded that that the identified metal, TPH-D, and TPH-M impacts found in the equipment yard are likely restricted to the fill soils only. Accordingly, CB&I made the following recommendations:
    - The impacted fill soils from the equipment yard portion of the Subject Property should be excavated and not re-used on site during grading. The impacted fill material should be temporary stockpiled on the Subject Property (pending bulk assessment).
    - Local hazardous waste landfill facilities should be contacted and provided the analytical data collected during both assessments for evaluation of potential disposal options. Accepting landfill facilities should provide any additional characterization testing requirements in order to accept the waste. It is likely that composite soil samples will be required of the resulting stockpile(s) for additional analytical testing/profiling.
    - Due to the widespread occurrence of metal/petroleum impacted fill over the equipment yard portion of the Subject Property, CB&I recommended that the initial and subsequent additional Phase II ESA reports be submitted to the local environmental health department for review and comment.

Soil Management Plan

CB&I also completed a prior Soil Management Plan (SMP) of the Subject Property dated July 2014. The purpose of the SMP is to assist construction workers and/or other site personal with the handling and disposal of potentially impacted soil that may be encountered during the proposed retail development activities planned for the Site. The implementation of the SMP will address residual soil

impacts that may be potentially found in the areas of the equipment yard portion of the Subject Property and any other pockets of residual petroleum contamination found on other portions of the Site.

Regulatory Response

All of CB&I's prior environmental reports, including the SMP, were subsequently submitted to the Santa Cruz County Environmental Health Service (SCCEHS) for review. The SCCEHS responded back in a letter dated December 24, 2014 to Mr. Reid Schantz that outlines their comments and requirements for the Subject Property based on the review of all of CBI's prior reports titled *Response to Phase I Environmental Site Assessment, Phase II Environmental Site Assessment, and Soil Management Plan, Bei-Scott Company, LLC (GeoTracker Global D T10000006041), 1505 Commercial Way, Santa Cruz, California*. Mr. Schantz represents the Responsible Party (RP)/Property Owner, Bei-Scott Company, LLC.

Based on their review of the reports, the SCCEHS required that a work plan be prepared to remediate the impacted soil, or prepare a work plan to conduct additional investigation for characterizing chemical impacts and/or to further assess risks to human health and the environment. Additionally, the SCCEHS required the work plan to further investigate the location of the former on-site groundwater monitoring well, which had not been located during the previous assessments.

A copy of the Remedial Action Agreement dated August 8, 2014 between Bei-Scott Company, LLC and SCCEHS and a copy of the SCCEHS letter dated December 24, 2014 referenced above is included in **Attachment 2**.

SCOPE OF WORK

It is CB&I's opinion that the Subject Property has been adequately characterized to this point based on the prior assessments/investigations that have already been completed as summarized above and further assessment for characterization purposes is not deemed necessary at this time. Accordingly, this work plan includes the scope of work to remediate impacted soils and further investigate the location of the former on-site groundwater monitoring well on the Subject Property. CB&I will conduct the proposed remedial activities in accordance with the following scope of work:

Project Preparation, Setup, and completion of Work Plan

In this preliminary task, CB&I will prepare for this remediation project, including the coordination with all project subcontractors who will be assisting CB&I with the proposed work. CB&I, Armstrong and/or Bei-Scott Company intends to provide all the services, equipment, operators, and laboratory testing necessary for the soil removal work.

This remedial work plan has been approved by Armstrong/Bei-Scott Company and is being submitted to the SCCEHS on their behalf by the required due date of February 27, 2015 in accordance with the SCCEHS letter dated December 24, 2014. The work plan must be approved by SCCEHS prior to commencing with any project activities.

Health and Safety Plan

CB&I will prepare a health and safety plan (HASP) detailing appropriate safety precautions and hospital contact information prior to starting soil removal activities. CB&I will use standard Environmental Health and Safety (EHS) guidelines and procedures as well as industry-standard safety practices and procedures to prevent exposure during the field investigation. Before initiating the field work, a tail-gate safety meeting will be conducted to address the potential environmental and physical hazards associated with the history of the Subject Property and the requirements of the proposed project.

Impacted Soil Excavation

The impacted soil (estimated to be approximately 1,000 cubic yards) will be excavated from the Subject Property using a large backhoe (or similar construction equipment). See **Figure 1** for the Site Location Map and **Figure 2** for the approximate boundaries of the planned excavation area within the Subject Property (**Attachment 1**). The impacted soil will be either directly placed into dump trucks for appropriate off-site disposal or temporarily stockpiled on visqueen for later off-site disposal to an accepting landfill pending laboratory analysis/waste characterization results. In the event that the impacted soil is temporarily stockpiled, CB&I will assure that the impacted soil is completed covered with visqueen to prevent airborne release of its contents per the Monterey Bay Unified Air Pollution Control District requirements. CB&I assumes that the impacted soils will be restricted to the fill soils that were previously identified during our previous investigations, resulting in excavations from approximately 1 to 2 feet bgs across the entire yard per the locations of our prior sampling events. However, CB&I will direct the soil excavation remedial contractor to excavate deeper, if necessary, to remove all materials that appear to be fill soils. The selected soil excavation remedial contractor will provide adequate dust control systems to reduce the potential of dust exposure at the Subject Property and to the surrounding properties. CB&I will monitor for dust migration and will temporarily shut down operations if the provided dust mitigation methods are not adequately working. CB&I will also work with the soil excavation remedial contractor to assure that soil from the project site is not released onto the surrounding streets during the transport of the impacted soil.

Former On-Site Well Locating

In the process of removing the impacted soils over the LPS yard, CB&I will effectively also be providing additional oversight and investigation to look for evidence of the former on-site groundwater monitoring well as is required by the SCCEHS. In the event that evidence of the groundwater monitoring well is found during the excavation work, CB&I will immediately contact the SCCEHS to decide what further well abandonment/closure procedures would be required (if any).

Confirmation Soil Sampling

Following the removal of the impacted soils, CB&I will conduct confirmation soil sampling of the native soils to verify that the areas are free of impact or are at acceptable levels. CB&I plans to collect approximately up to 18 confirmation soil samples in an approximate grid-like pattern over the final excavation area. Soil samples will be obtained using a hand-driven, split-spoon sampling device, with the soil samples being retained in stainless steel tubes or the samples may also be collected directly from the bucket of the backhoe via hand sample collection and placed directly into laboratory-approved sample containers. The samples will be capped with Teflon-lined plastic end caps (if applicable), labeled, and placed in a chilled ice chest prior to delivery to McCampbell Analytical, Inc. in Pittsburg, California, a state-certified analytical laboratory for chemical characterization. The collected soil samples will be analyzed for TPH-G, TPH-D, TPH-M, VOCs, and CAM-17 Metals.

Hazardous waste sample analysis will also be completed as needed to determine if the excavated soils are considered "RCRA Direct Soil" or "RCRA Stabilization Soil". The tests associated with this hazardous waste determination are the "TCLP" and "STLC" in accordance with EPA Method 6010B/7000A. The excavated soils will be temporarily stockpiled onsite and sampled via composite sampling including up to four TCLP and four STLC analyses for heavy metals. Once the waste characterization determination is established, the waste soils from the project will be delivered to Buttonwillow Landfill located in Buttonwillow, California for final disposal.

For initial guidance on soil remediation goals, CB&I will compare the final site results to the current version of each of the following guidance screening concentrations for unrestricted (residential) land use and commercial/industrial land use: (1) Environmental Screening Levels (ESLs) where groundwater is a current or potential source of drinking water published by the California Regional Water Quality Control Board, San Francisco Bay Region (CRWQCB-SFBR, 2013) and (2) for

groundwater only (if applicable), the groundwater cleanup goals based on the Water Quality Control Plan (Basin Plan) established by the Central Coast Regional Water Quality Control Board (CCRWQCB). Chemicals not listed in these references should be compared with Regional Screening Levels (RSLs) for Chemical Contaminants at Superfund Sites developed by the US Environmental Protection Agency, Region 9.

Soil Remediation Report

At the conclusion of all field activities and after receipt of all analytical results, CB&I will prepare a Soil Remediation Report (with the objective to obtain a "No Further Action/Closure" letter) to be submitted to the SCCEHS and to the RWQCB (via GeoTracker upload as required) following Armstrong's/Bei-Scott Company's approval of the report.

CB&I is pleased to present this work plan to you. We look forward to your approval. If you have any questions, please contact me at 949-660-5494 or via email at ramil.reyes@cbi.com.

Sincerely,
CB&I Environmental & Infrastructure, Inc.

Ramil G. Reyes, REPA
Project Manager

William A. Mitchell, PG
Project Geologist

Cc: Mr. Josh Eisenhut, Armstrong
Mr. Chris Bernard, Armstrong

Attachments:

Attachment 1 – Site Figures
Attachment 2 – SCCEHS Correspondence Letters

ATTACHMENT 2

ATTACHMENT 1

Site Figures

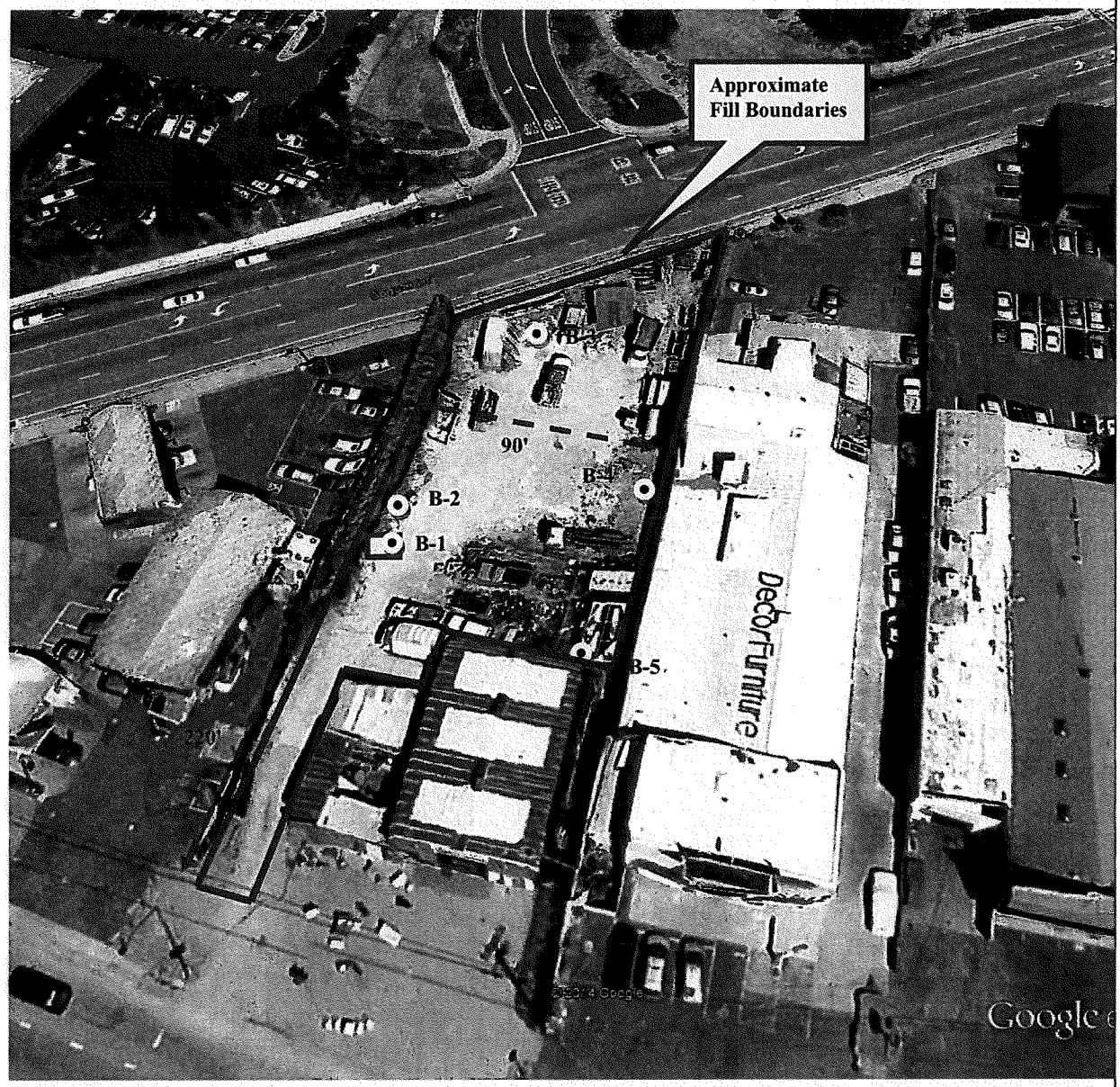
ATTACHMENT 2

CBI

Figure 1: Site Location Map

Proposed CVS Store No. 10395
1505 Commercial Way
Santa Cruz, CA 95065
Reference: Soquel, California USGS Topographic Map (1994)

ATTACHMENT 2



KEY:

B-1 Prior Boring Location and Sample Number

Former Waste Oil/Filter Drum Storage Area

CBI

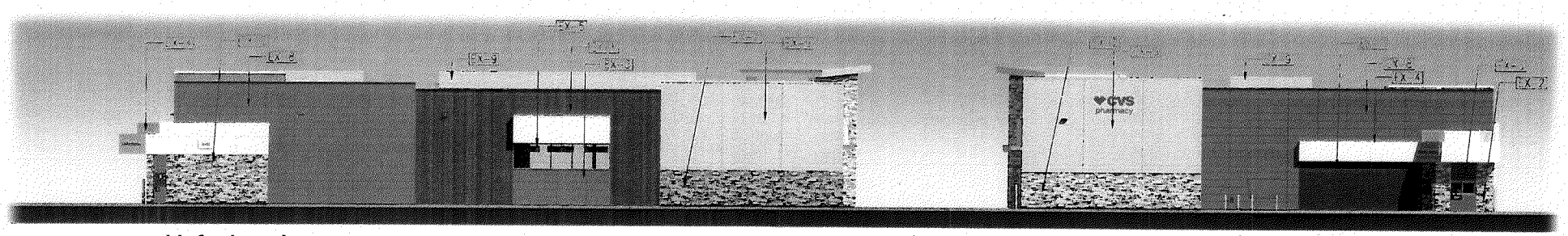
Figure 2: Site Plan

Proposed CVS Store No. 10395
1505 Commercial Way
Santa Cruz, CA 95065
Reference: Google Earth 2013 Aerial Photograph

ATTACHMENT 2

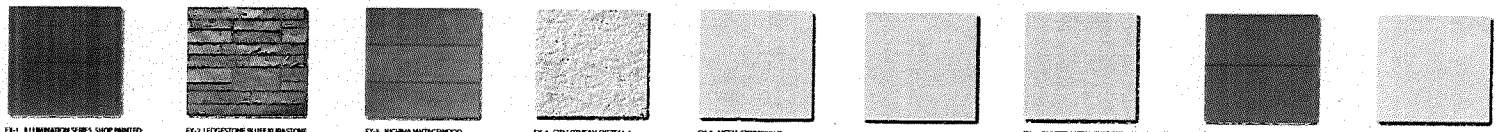
proposed front elevation

proposed right elevation



proposed left elevation

proposed rear elevation



EX-1 ILLUMINATION SERIES, SHOP PAINTED
BENJAMIN MOORE NORTH CREEK BROWN 1061
FINISH: SMOOTH, SIZE: 1ft"H X 10ft
CUT EDGES PAINTED IN FIELD TO MATCH

EX-2 LEDGESTONE BLUFF RUNASTONE,
COLOR: BLUFF, TEXTURED,
SIZE: 6"H X 24-58"L

EX-3 NICHIHA VINTAGEWOOD,
COLOR: CEDAR, FINISH: TEXTURED,
SIZE: 16"H X 10'-0"L

EX-4 STO LOTUSAN SYSTEM, 1
91 STOUT, LOUTUSAN 1.5, COLOR,
9633 #0 STO WHITE

EX-5 METAL STOREFRONT
ARCADIA #11 CLEAR AC-2

EX-6 ALUMINUM PANEL WITH
CLEAR ANODIZED COATING

EX-7 PAINTED METAL SUPPORT RODS PAINTED
BENJAMIN MOORE LIGHT GRAY

EX-8 ILLUMINATION SERIES, SHOP PAINTED
BENJAMIN MOORE COLOR TO MATCH
PPG 4004 CARYEL BROWN FINISH: SMOOTH,
SIZE: 16"H X 10ft, CUT EDGES
PAINTED IN FIELD TO MATCH

EX-9 TO LOTUSAN SYSTEM, 1
91 STOUT, LOUTUSAN 1.5, COLOR,
COLOR, 69 93330 CHAMPAGNE

wd
WDPARTNERS.COM
7007 DISCOVERY BLVD.
DUBLIN, OHIO 43017

CVS/Pharmacy - Color Elevations

Soquel Drive & Commercial Way - Santa Cruz, CA

CVS pharmacy

CVS Pharmacy – Santa Cruz
Transportation Impact Analysis

Prepared For:

BOOS DEVELOPMENT WEST, LLC

Prepared By:

Kimley»Horn

October 2019

ATTACHMENT 4

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EXECUTIVE SUMMARY

This report presents the results of the Transportation Impact Analysis (TIA) for the proposed Santa Cruz CVS (Project) located in Santa Cruz County, California (County).

PROJECT DESCRIPTION

The Project proposes to construct a new CVS located south of the intersection of Soquel Drive and Hospital Drive. Project site land uses includes one multifamily residential unit and a furniture store.

The Project is anticipated to be open to customers seven days a week from 8:00 AM to 12:00 AM. It will include 13,111 square feet of gross floor area and drive-through pharmacy window. The pharmacy drive through window will be open from 8:00am to 12:00am Monday through Sunday. Additionally, the CVS could include a minute clinic that would provide flu shots and similar services. The Project will accommodate on-site parking for bicycles and passenger vehicles and will construct one driveway along Soquel Drive and one driveway along Commercial Way.

The Project will be accessed via a full access driveway on Soquel Drive with exceptions that left-turn out movement from the main CVS driveway will be restricted throughout the day and the left-turn out movement from the Hospital driveway will be restricted during the AM and PM peak periods.

ANALYSIS METHODOLOGY

Impacts associated with the Project were evaluated for the weekday AM and PM peak one-hour periods, consistent with accepted County and Caltrans guidelines and criteria. Typically, peak periods extend over more than just the one hour analyzed, but this analysis presents the busiest one hour during each AM and PM peak period. Peak road network traffic in the study area was observed between 7:00am-9:00am in the AM and between 4:00pm-6:00pm in the PM. The TIA analysis was conducted for the one hour AM and one hour PM peaks for the following analysis scenarios:

- **Scenario 1: Existing (2018) Conditions**
  Based upon current traffic counts collected in March 2018 and existing roadway geometry and traffic control.
- **Scenario 2: Existing (2018) Plus Project Conditions**
  Based upon existing traffic volumes, existing roadway geometry, and traffic control and traffic generated by the Project.
- **Scenario 3: Near Term (2020) Conditions**
  Based upon future year traffic forecasts estimated for developments anticipated to occur at the time the Project is constructed in approximately the year 2020. These forecasts were determined by applying a historic average annual percent growth rate for two years after 2018, using Santa Cruz County Regional Transportation Commission (SCCRTC) ADT data.
- **Scenario 4: Near Term (2020) Plus Project Conditions**
  Based upon Project traffic added to the Near Term (2020) Conditions.
- **Scenario 5: Cumulative (2035) Conditions**
  Based upon future traffic forecasted for developments anticipated to occur through 2035. These forecasts were calculated by applying an average annual percent growth rate from year 2018 through year 2035, utilizing historic growth rates on Soquel Drive.
- **Scenario 6: Cumulative (2035) Plus Project Conditions**
  Based upon Project traffic added to the Cumulative year traffic volumes and 2035 Conditions.

STUDY INTERSECTIONS

Seven study intersections were analyzed based on the anticipated Project trip assignment and knowledge of the study area, as well as consultation with Santa Cruz County (SCC) and Caltrans staff. The following intersections were evaluated in this study:

1. Soquel Drive & Soquel Avenue
2. Soquel Drive & Paul Sweet Road / Commercial Way
3. Soquel Drive & Hospital Drive / Project Driveway #1
4. Soquel Drive & Hospital Drive / Commercial Crossing
5. Soquel Drive & Mission Drive
6. Soquel Drive & Thurber Lane
7. Highway 1 NB On-Off Ramps / Commercial Way & Project Driveway #2

TRIP GENERATION ESTIMATES

The Project is anticipated to generate approximately 50 gross AM peak hour trips, 135 gross PM peak hour trips, and 1,432 gross average daily trips on weekdays, based on Institute of Transportation Engineers (ITE) Trip Generation 10th Edition data and methodologies. Gross Project trips are reduced by 66 PM peak hour trips to account for pass-by trips, based ITE data and methodologies. ITE does not provide pass-by guidelines for AM peak hours, therefore, no pass-by reductions are applied to the AM peak trip generation estimates. Consistent with standard Santa Cruz County traffic engineering practices, the Project receives a trip credit for replacing the existing uses on the Project site, namely; 2,400 square feet of mini-warehousing, 1 apartment dwelling unit, and a 10,550-square foot furniture store resulting in a trip credit of 5 in the AM peak hour, 7 in the PM peak hour, and 80 average daily trips. **Therefore, the traffic analysis is based on the Project generating a net of 45 AM peak hour trips, 62 PM peak hour trips, and 1,286 daily trips.**

VEHICLE MILES TRAVELED (VMT) EVALUATION

The VMT analysis considered how the introduction of this store, its location, and the nature of services that it would provide, would affect customers' destination choices given existing travel patterns. Based on the results of this assessment, it was determined that the proposed CVS store would result in a net VMT reduction. Accordingly, it was determined that the proposed CVS store would not result in a significant transportation impact with respect to SB 743 VMT evaluation methodologies.

IMPACTS AND MITIGATION MEASURES

The Project will trigger impacts at study intersections identified below. Additionally, the Caltrans District 5 DEIR for highway 1 improvements identifies the construction of auxiliary lanes between Soquel and 41st and upgrades to the Soquel Drive interchange together with the construction of an HOV lane in the median. Construction of the auxiliary lanes is currently in the design phase. Improving the interchange is a long-term improvement.

Soquel Drive & Paul Sweet Road / Commercial Way (Intersection #2)

Soquel Drive & Paul Sweet Road / Commercial Way is a Caltrans District 5 intersection. The study intersection operates at unacceptable LOS during AM and PM peak hours during Cumulative and Cumulative plus Project study scenarios. As part of the planned Highway 1 / Soquel Drive & Soquel Avenue

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interchange improvements, Caltrans plans to construct the following improvements at this study intersection:

- Convert one westbound left turn lane to westbound through lane.
- Add one westbound shared through and right turn bay.
- Add one northbound left turn lane.
- Add one eastbound right turn bay

A detailed layout of this intersection is attached in **Appendix**.

Implementation of these improvements will result in LOS D during AM and PM peak hours for this intersection under Cumulative plus Project conditions. However, these improvements are currently unfunded and are not included in the County Capital Improvement Program (CIP). Caltrans does not have a fee program in place for collecting fair share impact fees and the planned interchange improvements are not under Santa Cruz County jurisdiction.

Soquel Drive & Mission Drive (Intersection #5)

Soquel Drive & Mission Drive is a Santa Cruz County intersection. The intersection will operate at an unacceptable LOS E during the PM peak during Cumulative and Cumulative plus Project conditions and addition of Project traffic will cause the critical movement volume to capacity ratio to increase by more than 1% (1.48%). Therefore, this intersection would be impacted by the Project. This impact would be mitigated by implementing split phasing signal operation on the northbound and southbound approaches. **The Project's proportional fair share payment for this impact is approximately 1.9%.** The engineering cost estimate for this improvement is $81,000 (included in the **Appendix).** Therefore, the Project's fair share cost would be approximately **$1,570.**

Highway 1 NB On-Off Ramp / Commercial Way & Project Driveway #2 (Intersection #7)

This is a Caltrans District 5 intersection. The study intersection operates at unacceptable LOS during AM and PM peak hours in Cumulative and Cumulative plus Project study scenarios. As part of the planned Highway 1 / Soquel Drive & Soquel Avenue interchange improvements, Caltrans plans to construct the improvements identified at intersection #2 above, as well as ramp realignment and a cul-de-sac at the Project driveway.

Implementation of these improvements would improve intersection operations to LOS A during AM and PM peak hours. However, these improvements are currently unfunded and are therefore not included in the County Capital Improvement Project (CIP). The Cumulative impact is thus significant and unavoidable until the improvement is constructed.

Traffic Improvement Area Fees

The Project is required to pay a Transportation Improvement Area (TIA) fee to Santa Cruz County based on daily net new trips generated. The ITE Trip Generation Manual uses a daily trip rate of 6.3 trips per 1,000 square feet for the existing furniture store and Santa Cruz County Fee Schedule allows max of 40 trips per 1,000 square feet for the proposed pharmacy land use categories. Additionally, the ITE trip schedule uses a daily rate of 1.51 trips per 1,000 square feet for the existing warehouse land use category. The existing apartment land use is credited based on units, not daily trips. Daily rates identified in the ITE Trip

Generation Manual and referenced in this section are used in the fee calculations only. Consistent with County policies, ITE trip generation data and methodologies are used in this study's impact and mitigation analysis.

A **total fee credit of $39,879** is estimated for the existing warehouse, apartment, and furniture land uses that will be demolished prior to construction of the proposed pharmacy. This includes Soquel Transportation Improvement fees ($19,939.50) and Soquel Roadside Improvement fees ($19,939.50). **The Project will be responsible to pay a total of $268,410.60** ($314,664 gross impact fee minus $39,879 fee credit = $268,410.60) in County improvement fees. These fees include Soquel Transportation Improvement fees and Soquel Roadside Improvement fees. These TIA fees are subject to change and are payable at the time the building permit is issued.

Through payment of the TIA fees and fair share payments identified above, the Project would mitigate all incremental Cumulative impacts.

Conclusion

Based on the above mitigation measures, the Project will be required to pay a total of $268,410.60 in traffic impact fees.

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1. INTRODUCTION

This TIA presents the findings of the traffic analysis for the proposed construction of a new Santa Cruz CVS (the Project), which will be located south of the intersection of Soquel Drive and Hospital Drive, in unincorporated Santa Cruz County. The site currently contains one multifamily residential unit and a furniture store. The Project is anticipated to be open to customers seven days a week from 8:00 AM to 12:00 AM. It will include 13,111 square feet of gross floor area and pharmacy drive-through. The pharmacy drive through window hours of operations are anticipated to be from 8:00am to 12:00am Monday through Sunday. Additionally, the CVS could include a minute clinic that would provide flu shots and similar services. The Project will accommodate on-site parking for 13 bicycles and 50 passenger vehicles (including 4 ADA spaces) and will construct one driveway along Soquel Drive and one driveway along Commercial Way.

Figure 1 shows the location of the Project site, study intersections, and the surrounding study area. **Figure 2** illustrates the Project site plan.

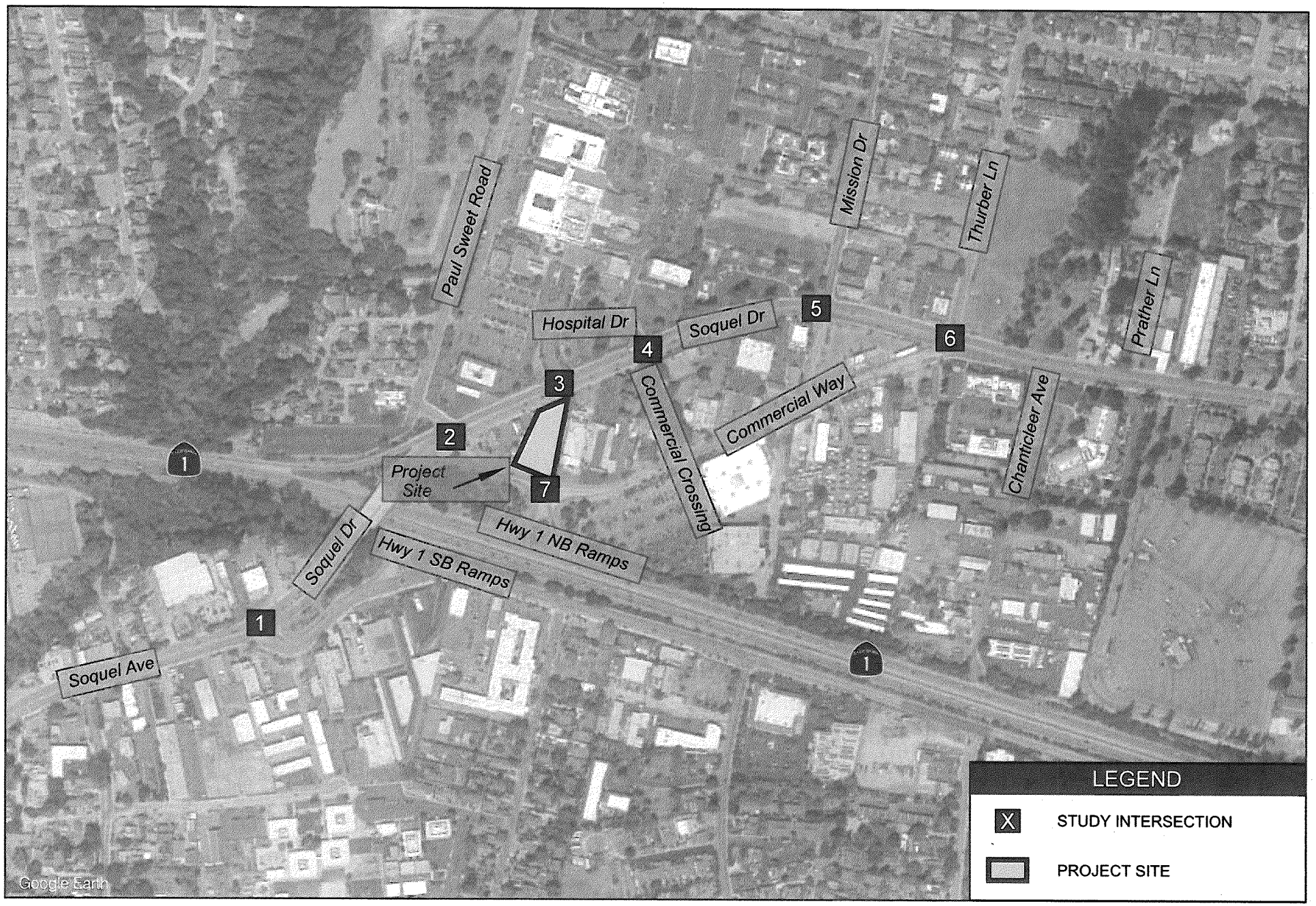
Based upon discussions with California Department of Transportation (Caltrans) Traffic Operation Staff at a meeting on January 4, 2018, it is anticipated that the existing Commercial Way connection to the Highway 1 northbound on and off ramp will be realigned once the interchange is improved. The new alignment will convert Commercial Way just west of the Project driveway into a cul-de-sac. The southern Project driveway onto Commercial way will then operate as a right-in, left-out only. This traffic analysis assumes these improvements will be constructed as part of the cumulative traffic modeling scenarios. This study complies with traffic impact analysis guidelines and criteria set forth by Santa Cruz County, the California Department of Transportation, and CEQA.

ANALYSIS METHODOLOGY

DEVELOPMENT CONDITIONS

This transportation impact analysis was based on the following development conditions:

- **Scenario 1: Existing (2018) Conditions**
  Based upon current traffic counts collected in March 2018 and existing roadway geometry and traffic control.
- **Scenario 2: Existing (2018) Plus Project Conditions**
  Based upon existing traffic volumes, existing roadway geometry, and traffic control and traffic generated by the Project.
- **Scenario 3: Near Term (2020) Conditions**
  Based upon future year traffic forecasts estimated for developments anticipated to occur at the time the Project is constructed in approximately the year 2020. These forecasts were determined by applying a historic average annual percent growth rate for two years after 2018, using Santa Cruz County Regional Transportation Commission (SCCRTC) ADT data.
- **Scenario 4: Near Term (2020) Plus Project Conditions**
  Based upon Project traffic added to the Near Term (2020) Conditions.
- **Scenario 5: Cumulative (2035) Conditions**
  Based upon future traffic forecasted for developments anticipated to occur through 2035. These forecasts were calculated by applying an average annual percent growth rate from year 2018 through year 2035, utilizing historic growth rates on Soquel Drive.
- **Scenario 6: Cumulative (2035) Plus Project Conditions**
  Based upon Project traffic added to the Cumulative year traffic volumes and 2035 Conditions.



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Expect More. Experience Better.

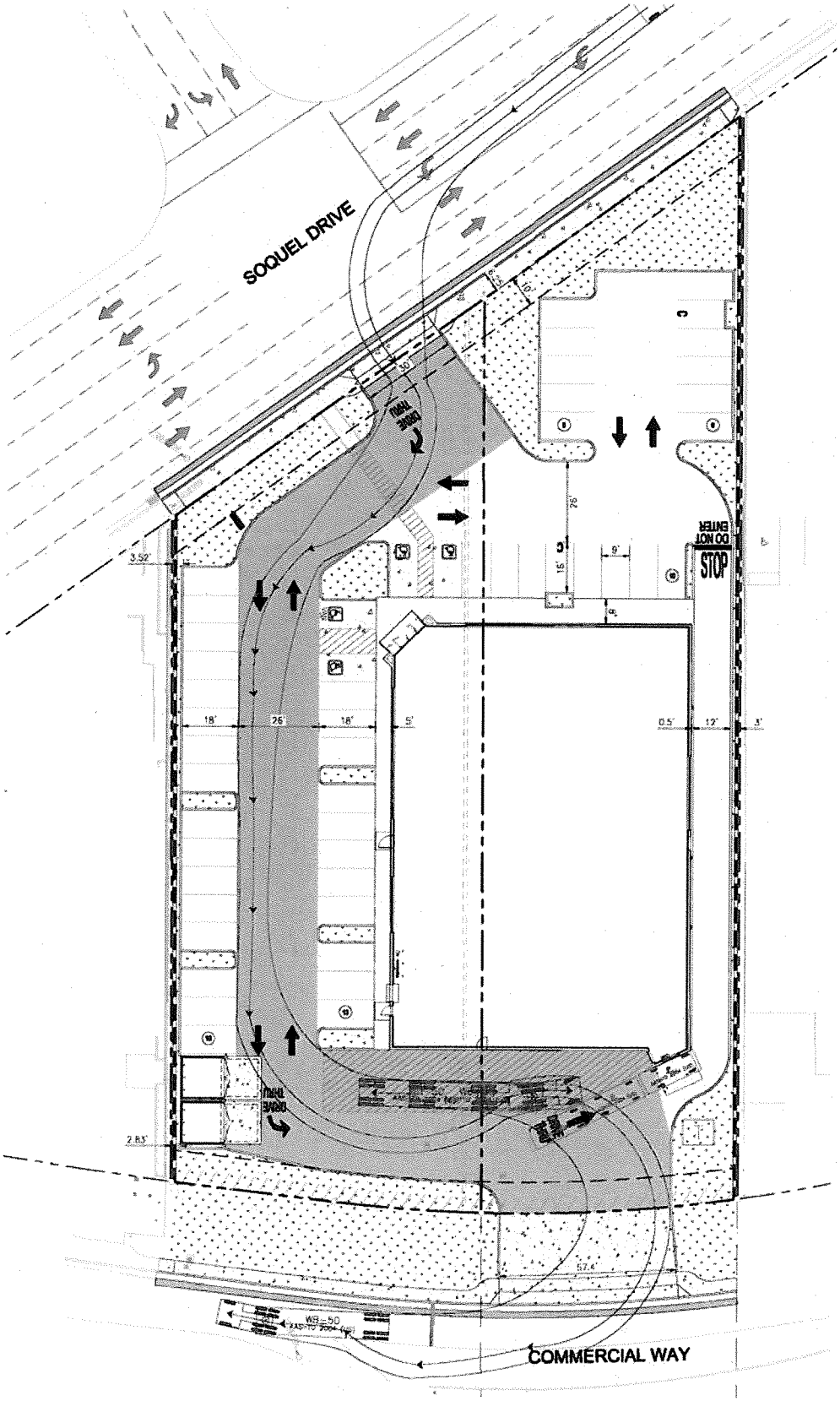
N

Santa Cruz CVS

Figure 1

Project Location and Study Intersections

ATTACHMENT 4



LEGEND

- PROPERTY BOUNDARY
- CENTERLINE
- HEAVY DUTY CONCRETE
- LANDSCAPE
- CONCRETE SIDEWALK
- HEAVY DUTY ASPHALT
- RETAINING WALL
- NEW TRANSFORMER
- NEW SIGN
- EXISTING TREE

SITE DATA	
APN	025-071-20 025-071-05
SITE AREA	1.19 AC
PARCEL AREA	51,904 S.F.
EXISTING BUILDING AREA	13,750 S.F.
PROPOSED BUILDING AREA	13,111 S.F.
PROPOSED BUILDING HEIGHT	28'-10"
PROPOSED LANDSCAPE AREA	10,494 S.F.
F.A.R.	25%
OPEN SPACE	20%

PARKING DATA		
	REQUIRED	PROVIDED
STANDARD SPACES	46	46
ADA SPACES	2	4
TOTAL	48	50
PARKING RATIO	1 SPACE/300 S.F.	1 SPACE/300 S.F.

PROJECT TEAM

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NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

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Santa Cruz CVS

Figure 2

Project Site Plan

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OPERATING CONDITIONS AND CRITERIA FOR INTERSECTIONS

Analysis of potential impacts at roadway intersections is based on the concept of Level of Service (LOS). The LOS of an intersection is a qualitative measure used to describe operational conditions. LOS ranges from A (best), which represents minimal delay, to F (worst), which represents heavy delay and a facility that is operating at or near its functional capacity. Levels of Service for this study were determined using methods defined in the *Highway Capacity Manual (HCM)* and *Synchro 9* traffic analysis software.

HCM methodologies include procedures for analyzing side-street stop-controlled (SSSC), all-way stop-controlled (AWSC), and signalized intersections. The SSSC procedure defines LOS as a function of average control delay for each minor street approach movement. Conversely, the AWSC and signalized intersection procedures define LOS as a function of average control delay for the overall intersection. **Table 1** relates the operational characteristics associated with each LOS category for signalized and unsignalized intersections.

Table 1 – Intersection Level of Service Definitions

Level of Service	Description	Signalized (Avg. control delay per vehicle sec/veh.)	Unsignalized (Avg. control delay per vehicle sec/veh.)
A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream	Less than 10	less than 10
B	Stable traffic. Traffic flows smoothly with few delays.	less than or equal to 10 to 20	less than or equal to 10 to 15
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	less than or equal to 20 to 35	less than or equal to 15 to 25
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	less than or equal to 35 to 55	less than or equal to 25 to 35
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	less than or equal to 55 to 80	less than or equal to 35 to 50
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.	greater than or equal to 80	greater than or equal to 50
Sources: Transportation Research Board, *Highway Capacity Manual 6*, National Research Council.			

ATTACHMENT 4

Project impacts are determined by comparing conditions without the proposed Project to those with the proposed Project. Significant impacts for intersections are created when traffic from the proposed Project causes the LOS to fall below the maintaining agency's LOS threshold or causes deficient intersections to deteriorate further per the criteria indicated below.

Santa Cruz County (SCC)

Consistent with the significant impact criteria documented in the Santa Cruz County General Plan, the County considers LOS C as the objective, but accepts LOS D as the minimum acceptable at both signalized and unsignalized study intersections where costs, right-of-way requirements, or environmental impacts of maintaining LOS under this policy are excessive, capacity enhancement may be considered infeasible. Therefore, the following conditions would result in a significant impact at a County intersection:

1. If the intersection operates at an acceptable LOS (i.e. LOS A, B, C, or D) without the Project during the weekday peak hour and degrades to an unacceptable LOS (i.e. LOS E or F) with the Project during the weekday peak hour.
2. If the intersection operates at an unacceptable LOS (i.e. LOS E or F) without the Project during the weekday peak hour, and the volume/capacity (v/c) ratio of the sum of all critical movements at the intersection increases by 1% or more.

California Department of Transportation (Caltrans)

Caltrans has identified the level of service objective LOS D as the acceptable service level for the Highway 1 & Soquel Avenue/Drive signalized intersections. Intersection impacts are defined to occur when the addition of Project traffic:

1. Causes operations to deteriorate from an acceptable level (LOS D) to an unacceptable level (LOS E or worse).
2. Causes the existing measure of effectiveness (average delay) to deteriorate at a State-operated intersection operating at LOS E or worse.

Under some circumstances, Caltrans will work with the maintaining agency to determine an acceptable LOS standard on a case-by-case basis when the study roadway facility is constrained.

STUDY INTERSECTIONS

The Project will generate new vehicular trips that will increase traffic volumes on the nearby street network. To assess changes in traffic conditions, the following intersections listed by jurisdiction, were selected in consultation with Santa Cruz County staff for evaluation:

1. Soquel Drive & Soquel Avenue (Signal Controlled) - SCC
2. Soquel Drive & Paul Sweet Road / Commercial Way (Signal Controlled) - Caltrans
3. Soquel Drive & Hospital Drive / Project Driveway (Side-Street Stop Controlled) - SCC
4. Soquel Drive & Hospital Drive / Commercial Crossing (Signal Controlled) - SCC
5. Soquel Drive & Mission Drive (Signal Controlled) - SCC
6. Soquel Drive & Thurber Lane (Signal Controlled) - SCC
7. Highway 1 NB On-Off Ramps / Commercial Way & Project Driveway #2 (Side-Street Stop Controlled) - Caltrans

**SCC = Maintained by Santa Cruz County*

***Caltrans = Maintained by California Department of Transportation*

These study intersections are illustrated in **Figure 1**.

REPORT ORGANIZATION

This transportation impact analysis includes the following chapters:

Chapter 2 describes the existing transportation system in the Project vicinity as well as current operating conditions at study intersections.

Chapter 3 discusses the Project's trip generation characteristics as well as methodologies used to estimate trip credits and net Project traffic added to Project roadways. Transportation improvements proposed by the Project are also presented.

Chapter 4 describes Existing Plus Project Conditions and analysis.

Chapter 5 discusses Near Term Conditions with and without the Project.

Chapter 6 discusses Cumulative Conditions with and without the Project.

Chapter 7 describes the Highway 1 cumulative evaluation, Highway Corridor Investment Program, and future funding of improvements.

Chapter 8 presents the Project's potential effects on pedestrian, bicycle, and transit mobility.

Chapter 9 discusses on-site vehicle and bicycle parking, site access points and circulation.

Chapter 10 presents the Transportation Impact Area fees and Project responsibilities based on net new daily trips.

A technical appendix is also attached containing traffic count data, traffic growth rate calculations, future Highway 1 improvement details, and intersection level of service analysis output sheets.

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2. EXISTING CONDITIONS

EXISTING ROADWAY NETWORK

Below is a description of the principal roadways within the study area:

Highway 1 is a four-lane divided freeway in the Project vicinity and extends along the California coast connecting major cities including San Francisco, Santa Cruz, Monterey, San Louis Obispo, and Los Angeles to coastal communities. In the Project vicinity, Highway 1 is a major commuter and tourist route and has a posted speed limit of 65 miles per hour.

Soquel Avenue / Drive is an east-west arterial roadway that begins as Soquel Avenue from Downtown Santa Cruz to the east and continues as Soquel Drive to Aptos in the west, providing access to Highway 1 and connecting residential, retail and commercial land uses in the City of Santa Cruz, Santa Cruz County, Soquel, and Aptos. Soquel Drive is known as Soquel Avenue west of Highway 1. In the Project vicinity, Soquel Drive has a 35 mile per hour posted speed limit, is a four-lane, undivided arterial and has a two-way left-turn lane between Thurber Lane and Paul Sweet Road. Soquel Drive is a four-lane, divided arterial with a raised median from Paul Sweet Road to Soquel Avenue. Soquel Drive is a four-lane, undivided arterial with two-way left-turn lanes east of Paul Sweet Road and Highway 1 northbound on ramps.

Thurber Lane is a north-south collector roadway that begins at Soquel Drive in the City of Santa Cruz and ends just north of Cabrillo Avenue, providing access to residential land uses. Thurber Lane is a two-lane undivided roadway with a 30 mile per hour posted speed limit south of Winkle Avenue and with a 25 mile per hour posted speed limit north of Winkle Avenue.

Commercial Way is an east-west collector roadway that extends from Soquel Drive / Soquel Avenue to Thurber Lane in Santa Cruz County. The roadway connects to the Highway 1 northbound on / off ramp with westbound stop control and is a two-lane undivided roadway with a 30 mile per hour assumed speed limit.

EXISTING STUDY INTERSECTIONS

Soquel Drive & Soquel Avenue is a four-legged, signal-controlled intersection with a marked crosswalk on the west leg. Westbound and eastbound left turn phasing are protected. Northbound and southbound approaches are split phase. The southbound leg is a private driveway serving local businesses.

Soquel Drive & Paul Sweet Road – Commercial Way is a four-legged, signal control with marked crosswalks on the north, east, and south leg. Westbound and eastbound left turn phasing are protected. Northbound and southbound approaches are split phase.

Soquel Drive & Hospital Drive / Project Driveway #1 is a three-legged, side-street stop controlled (SSSC) intersection with a marked crosswalk on the north leg. The north leg provides access to a private driveway serving the Dominican Hospital. The future project driveway is proposed on the southern leg of the intersection.

Soquel Drive & Hospital Drive / Commercial Crossing is a four-legged, signal-controlled intersection with marked crosswalks on all four legs. Westbound and eastbound left turn phasing are protected. Northbound and southbound left turn phasing is permissive.

Soquel Drive & Mission Drive is a four-legged, signal-controlled intersection with marked crosswalks on all four legs. Westbound and eastbound left turn phasing are protected. Northbound and southbound left turn phasing is permissive.

Soquel Drive & Thurber Lane is a three-legged, signal-controlled intersection with marked crosswalks on the north and west leg. The westbound left turn phasing is protected.

Highway 1 NB On - Off-Ramps / Commercial Way & Project Driveway #2 is a three-legged, side-street stop controlled (SSSC) intersection with no marked crosswalks.

A site visit was conducted while traffic count data was collected to observe operations. Existing lane geometries and traffic control for the study intersections are illustrated in **Figure 3**.

EXISTING PEAK-HOUR TURNING MOVEMENT VOLUMES

Weekday intersection turning movement volumes for the seven existing study intersections, not including the future Project driveways, were collected on March 6th, 2018. These counts included vehicles, bicycles, and pedestrians. Volumes for intersections were collected during the AM and PM peak periods of 7:00-9:00 AM and 4:00-6:00 PM, respectively. These traffic counts were collected when local schools were in session and the weather was fair. Peak hour volumes at each intersection's respective peak were conservatively used in this analysis, therefore, some volume imbalances were observed between study intersections. Where imbalances occurred, volumes were conservatively increased above what was counted and shown in the traffic count data sheets. Existing peak hour turning movement volumes are shown in **Figure 4.** Field observations were conducted when traffic count data was collected and queues were measured in the field.

The highest one-hour morning (AM) and one hour afternoon/evening (PM) peaks were selected for analysis, consistent with County and State guidelines. U-turns are analyzed (and illustrated in all figures) as left-turns since 6 HCM methodologies do not provide analyze U-turns. Intersection volume data sheets for all traffic counts are provided in the **Appendix**.

ATTACHMENT 4

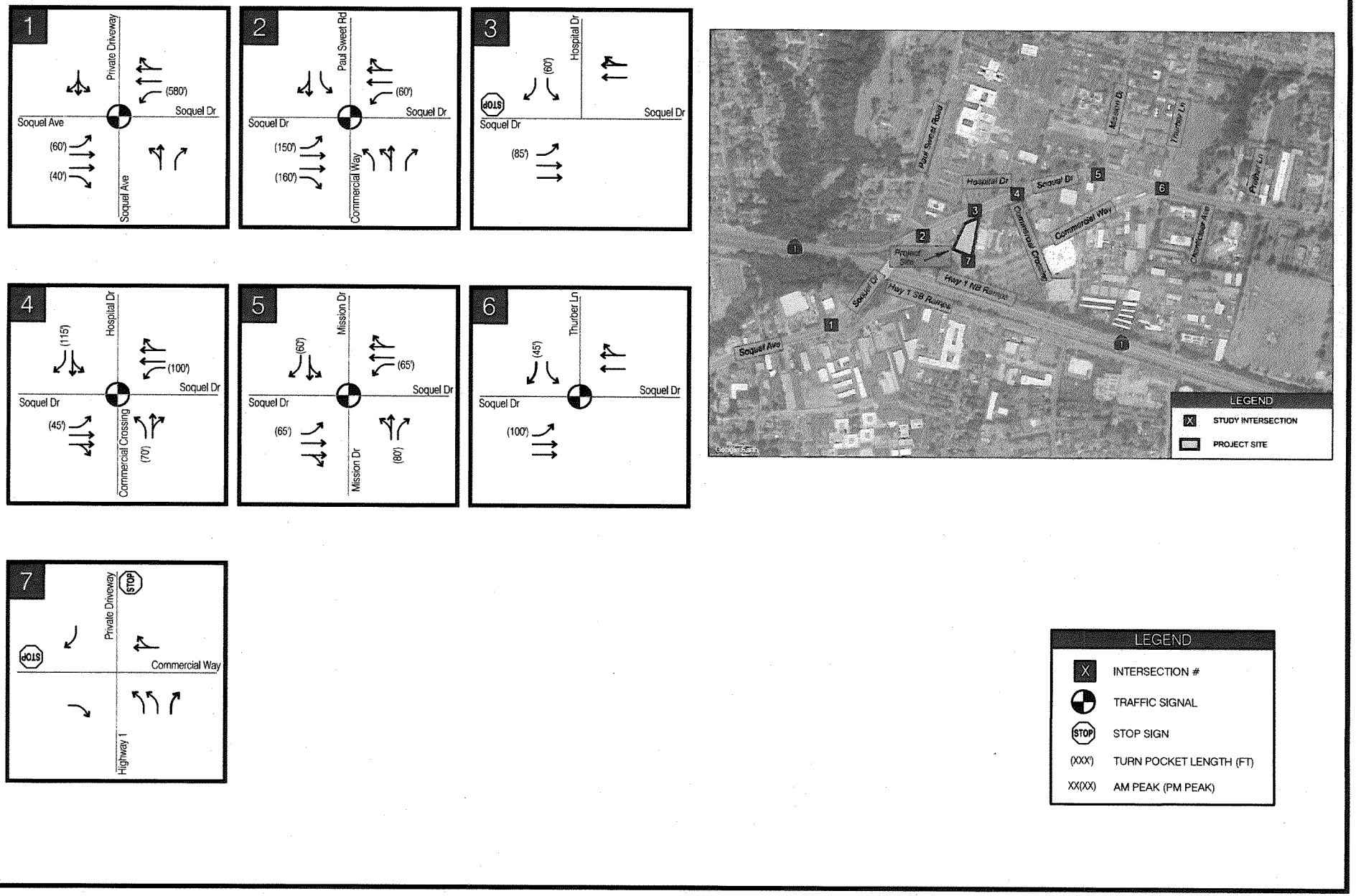

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Figure 3

Existing Lane Geometry and Traffic Control

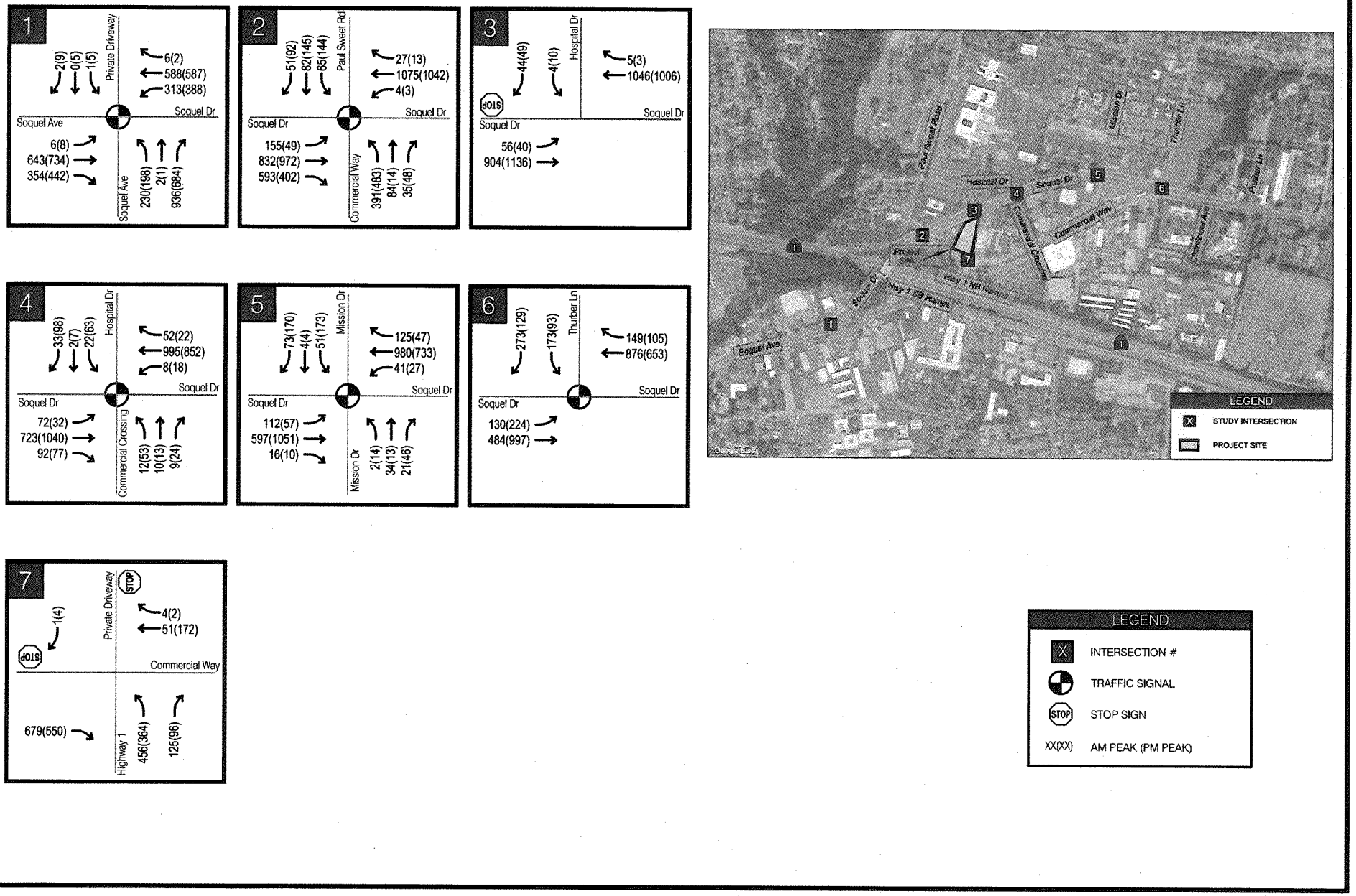

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Figure 4

Existing Peak Hour Turning Movement Volumes

EXISTING TRANSIT FACILITIES

The Santa Cruz Metropolitan Transit District (SCMTD) provides transit services throughout Santa Cruz County and between the Cities of Santa Cruz, Capitola, Watsonville, and Scotts Valley. The Monterey-Salinas Transit (MST) provides transit services throughout Monterey County, between the Cities of San Jose and Santa Cruz and between the Cities of Templeton and Big Sur. The Project lies in the service area for METRO Routes 71 and 91X and for MST Route 78. Descriptions of the three routes as well as the nearest stop locations relative to the Project site are described below:

- The ***Santa Cruz / Watsonville Route (Route 71)*** serves south Santa Cruz County and provides public transit to the Cities of Santa Cruz, Capitola and Watsonville. It operates along Soquel Drive in the Project vicinity. Stops near the Project Site are located near the Soquel Park and Ride lot (less than ¼ mile west of the Project Site), in front of the Dominican Hospital (less than ¼ mile east of the Project Site), and near the Santa Cruz Medical Clinic (less than ¼ mile east of the Project Site).
- The ***Presidio-Santa Cruz Express (Route 78)*** serves Monterey County as well as nearby cities including the City of Santa Cruz. It operates along Soquel Drive in the Project vicinity. A stop near the Project site is located in front of the Dominican Hospital (less than ¼ mile east of the Project Site).
- The ***Commuter Express Santa Cruz / Watsonville Route (Route 91X)*** serves south Santa Cruz County and provides express public transit to the Cities of Santa Cruz, Capitola and Watsonville. It operates along Soquel Drive in the Project vicinity. A stop near the Project site is in front of the Dominican Hospital (less than ¼ mile east of the Project Site).

As illustrated above, multiple bus stops serving commuter routes are located within ¼ of a mile of the Project site.

EXISTING PEDESTRIAN AND BICYCLE FACILITIES

PEDESTRIANS

In the immediate Project vicinity and within walking distance (¼ mile), sidewalks currently exist on both sides of Soquel Drive. The Project proposes to construct ADA compliant sidewalk along the Soquel Drive Project frontage.

BICYCLES

Existing Class I, II, and III bikeway facilities (within ½ mile of the Project) are discussed below:

Class I facilities are paved bicycle paths that are physically separated from the vehicular travel lane. No Class I facilities currently exist in the Project vicinity.

Class II facilities, which are striped bike lanes along the street, exist along both sides of Soquel Drive, along both sides of Commercial Way from west of Commercial Crossing to Mission Drive, and along both sides of Mission Drive from Commercial Way to Soquel Drive. The bike facilities along Soquel Drive are approximately five feet wide (based on google earth aerial measurements) and connect to Soquel Drive & Dominican Hospital and Soquel Drive & Paul Sweet Road SCMTD transit stops.

Class III bicycle facilities are bike routes denoted by signs that are shared with vehicles along the roadway. No Class III bicycle facilities currently exist in the Project vicinity.

EXISTING LEVEL OF SERVICE AT STUDY INTERSECTIONS

Traffic operations were evaluated at the study intersections based existing conditions lane geometry, traffic control, and peak hour traffic volumes.

All study intersections operate at an acceptable LOS under existing conditions.

Results of the analysis are presented in **Table 2** and Synchro output sheets are provided in the **Appendix**.

Table 2 – Existing Conditions Intersection Level of Service

#	Intersection	Maintaining Agency	Control Type	Existing Conditions					
				AM Peak Hour			PM Peak Hour		
				Movement	Delay	LOS	Movement	Delay	LOS
1	Soquel Dr & Soquel Ave	SCC	Signal	Overall	25.5	C	Overall	32.6	C
2	Soquel Dr & Paul Sweet Rd / Commercial Way	Caltrans	Signal	Overall	31.4	C	Overall	28.0	C
3	Soquel Dr & Hospital Dr / Project Dwy #1	SCC	SSSC	Overall	0.7	A	Overall	0.6	A
	Worst Approach			SB	15.3	C	SB	15.7	C
4	Soquel Dr & Hospital Dr / Commercial Crossing	SCC	Signal	Overall	3.4	A	Overall	5.7	A
5	Soquel Dr & Mission Dr	SCC	Signal	Overall	7.2	A	Overall	43.2	D
6	Soquel Dr & Thurber Ln	SCC	Signal	Overall	15.0	B	Overall	9.8	A
7	Highway 1 NB On-Off Ramp / Commercial Way & Project Dwy #2	Caltrans	SSSC	Overall	4.1	A	Overall	3.9	A
	Worst Approach			SB	12.3	B	SB	9.1	A

Notes:

1. Analysis performed using HCM 6 methodologies.

2. Delay indicated in seconds/vehicle.

3. SCC LOS standard is D. Caltrans LOS standard is D.

4. Intersections that operate below maintaining agency's LOS standard are highlighted and shown in ***bold.***

5. HCM and Synchro methodology is unable to estimate delays for Study Intersection #7 due to non-standard traffic control. A SimTraffic microsimulation analysis was conducted instead, to determine average vehicle delay estimates.

Source: Kimley Horn and Associates, 2018.

ATTACHMENT 4

3. PROPOSED PROJECT

PROJECT TRANSPORTATION IMPROVEMENTS

PROJECT SITE ACCESS AND PARKING

As part of the Project, new sidewalk, curb, and gutter frontage improvements will be constructed along Soquel Drive and Commercial Way. The Project proposes to construct one driveway onto Soquel Drive at the northwest corner of the site (Study Intersection #2) and one driveway onto Commercial Way at the south end of the site (Study Intersection #7). Both Project driveways will be side-street stop controlled (SSSC). Left-turn out of the Project driveway onto Soquel Drive will be restricted throughout the day, while left-turn out of the Hospital driveway onto Soquel Drive will be restricted during the AM and PM peak periods only (and 7:00am to 9:00am and 3:00pm to 6:00pm, respectively).

The Project will provide 50 vehicle parking stalls on-site (including 4 Americans with Disabilities Act (ADA) spaces) and 13 bicycle rack spaces. Vehicular parking will be allocated as follows:

- Employee, Customer, Etc. Spaces (50 total):
  - 46 – Employee / Customer Spaces
  - 4 – ADA Spaces

Project frontage improvements will be constructed consistent with ADA requirements. The Project site plan is illustrated shown in **Figure 2**.

SOQUEL DRIVE / PROJECT DRIVEWAY #1 (INTERSECTION #3)

The driveway that currently exists and provides access to the existing Decor Furniture store will be demolished and a new Project driveway will be constructed and aligned with the existing Dominican Hospital stop controlled driveway on Soquel Drive (Intersection #2) to create a four-leg intersection. The Project driveway will be stop-controlled and will restrict left-turns out of the driveway throughout the day. Westbound left-turns and eastbound right-turns will be permitted for motorists entering the Project site throughout the day. It is anticipated that the north driveway, that currently provides ingress and egress to Dominican Hospital users will continue to be stop-controlled and will restrict left-turns out from 7:00am to 9:00am and 3:00pm to 6:00pm once the CVS Project is constructed. This would result in acceptable levels of service during the AM and PM peak hours.

Westbound left-turn striping improvements along Soquel Drive at the Project Driveway will be constructed by the Project.

HIGHWAY 1 NB ON-OFF RAMP / COMMERCIAL WAY & PROJECT DRIVEWAY #2 (INTERSECTION #7)

The driveway that currently exists and is stop controlled, provides access to the existing mini-warehouse. The existing driveway will be demolished and a new Project driveway will be constructed on Highway 1 Northbound On-Off Ramps / Commercial Way (Intersection #7). Only right-turns in and right-turns out of this Project driveway will be permitted during Existing and Near Term Conditions. It is anticipated that the planned Caltrans ramp improvements, which will convert Commercial Way into a cul-de-sac and will no longer connect to the Highway 1 Ramp, will be constructed by future year 2035. It is expected that the Project driveway during Cumulative Conditions will be stop-controlled, will continue to have access to Commercial Way, and that right-turns in and left-turns out of the driveway will be permitted.

Concepts of the proposed intersection improvements, Project driveways, and Commercial Way cul-de-sac are shown in the **Appendix**.

TRIP GENERATION ESTIMATES

Trip generation was developed for this project using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. Pharmacy with Drive-Through Window (Land Use #881) average trip rates were used to determine project trips for the proposed 13,111-square foot pharmacy. The existing site currently has the following land uses:

- 2,400-square feet of warehouse storage (ITE Land Use 151)
- One (1) apartment unit (ITE Land Use 220)
- A 10,550-square foot furniture store (ITE Land Use 890)

The Project is anticipated to generate 1,432 gross daily trips, 50 gross AM Peak hour trips (27 IN / 23 OUT), and 135 gross PM Peak hour trips (68 IN / 67 OUT). The existing storage space, apartment unit, and furniture store generates 80 daily trips, 5 AM Peak hour trips (3 IN / 2 OUT), and 7 PM Peak hour trips (3 IN / 4 OUT). The existing land uses will be demolished with the construction of the Project; therefore, the existing trips are assumed as a trip credit.

Pass-by trip credits for the Project were calculated using ITE methodologies and data (Institute of Transportation Engineers Handbook, 3rd Edition, 2017), as well as knowledge of the area and the proposed development. ITE does not provide data for AM peak hour pass-by trips or daily pass-by trips and the proposed development isn't anticipated to generate a high number of pass-by trips during the AM Peak hour, therefore, pass-by trips are conservatively estimated at 0% for the AM Peak hour period and daily pass-by trips are conservatively assumed to be equivalent to the PM peak hour pass-by trips. ITE indicates a 49% pass-by trip proportion during the PM Peak hour for Land Use 881 (Pharmacy with Drive-Through Window). The Dominican Hospital is located directly north of the proposed CVS Pharmacy and it is anticipated that hospital trips will be linked with trips to the proposed CVS. Additionally, Soquel Drive/Avenue is a busy roadway connecting City and County residents to work and retail land uses; therefore, it is anticipated that a high number of pass-by trips will be generated by the proposed development, as represented by the 49% pass-by trip proportion. Diverted link trips are expected to be relatively low and no reductions are assumed as a conservative estimate.

Assuming the credit for existing uses and pass-by trips, **the net new trip generation for the proposed Project is 1,286 daily trips, 45 AM Peak hour trips (24 IN / 21 OUT), and 62 PM Peak hour trips (32 IN / 30 OUT)**. **Table 3** below shows the results of the trip generation analysis.

The CVS could include a minute clinic that would provide flu shots and similar services that can be provided by pharmacists and staff. This service is not anticipated to generate additional trips and will be a service provided to the local community. This service is typical of what is provided by most pharmacies.

Table 3 – Project Trip Generation Estimates

Land Use	Size	Units	Daily Trip Rate	Daily Trips	AM Peak Hour Rate	AM Peak Hour Trips (IN/OUT)	PM Peak Hour Rate	PM Peak Hour Trips (IN/OUT)
Existing Conditions[1]								
Mini-Warehousing (LU 151)	2.400	KSF[3]	1.51	4	0.10	1 (1/0)	0.17	1 (0/1)
Apartment (LU 220)	1	DU	7.32	8	0.46	1 (0/1)	0.56	1 (1/0)
Furniture Store (LU 890)	10.550	KSF[3]	6.30	68	0.26	3 (2/1)	0.52	5 (2/3)
Total Existing Trip Credit	-	-	-	**-80**	-	**-5 (-3/-2)**	-	**-7 (-3/-4)**
Proposed Conditions[1]								
Pharmacy with Drive-Through Window (LU 881)	13.111	KSF[3]	109.16	1,432	3.84	50 (27/23)	10.29	135 (68/67)
Pass-By Reduction[1]								
Retail Pass-By Reduction (PM: 49%)[2]	-	-	-	**-66**	-	**0 (0/0)**	-	**-66 (-33/-33)**
Net Trip Generation	-	-	-	**1,286**	-	**45 (24/21)**	-	**62 (32/30)**

Source: *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition (2017)*

1. Trip generation estimates based on ITE average rates.
2. Pass-by trip reduction based on ITE data. Diverted link trip reductions were conservatively not assumed in this trip generation estimate.
3. KSF = 1,000 Square Feet

TRIP DISTRIBUTION AND ASSIGNMENT

The Project trip distribution was developed based on consultation with Santa Cruz County staff, traffic patterns in the study area, the local travel demand model, and knowledge of the study area.

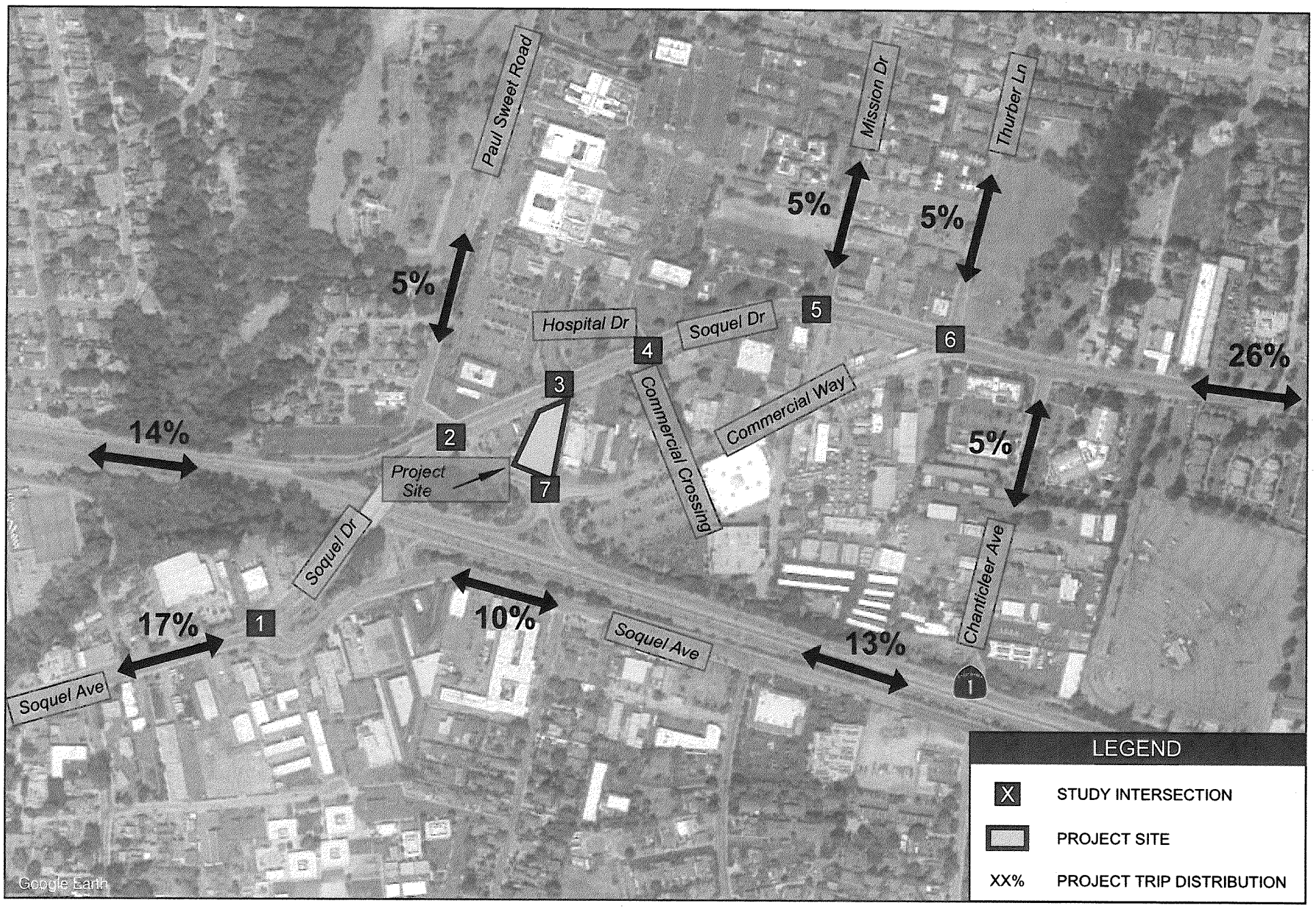
Due to the existing and proposed land use types, the same trip distribution was used for Project trips and existing use trip credits. Trips are expected to travel to and from the site via Highway 1, with 14% of Project trips traveling on North Highway 1 and 13% of Project trips traveling south on Highway 1. 17% of Project trips are expected travel to and from Soquel Avenue west of the site. 26% of Project trips are expected to travel to and from Soquel Drive east of the site and 10% of trips are expected to travel to and from Soquel Avenue south of the site. Approximately, 5% of Project trips are anticipated to travel to and from Paul Sweet Road, Mission Drive, Thurber Lane, and Chanticleer Avenue. **Figure 5** graphically illustrates the assumed distribution in relation to the Project site and study intersections.

Left-turns out of the Project Driveway #1 (Intersection #3) will be restricted throughout the day and left-turns out of the Hospital driveway will be restricted during the AM and PM peak periods only. All left-turn restrictions will be accomplished using signage. Consequently, motorists that wish to travel west on Soquel Drive during Existing and Near Term Conditions will to either:

- Make a right-turn out of Project Driveway #1 and then make a u-turn at the signal controlled Soquel Drive & Commercial Crossing / Hospital Drive (Intersection #4); or
- Make a right-turn out of Project Driveway #2 onto Highway 1 Northbound On-Off Ramps / Commercial Way.

For Cumulative Conditions, it is anticipated that all motorists that desire to go westbound on Soquel Drive will make a right-turn out of Project Driveway #1 and then make a u-turn at the Soquel Drive & Commercial Crossing / Hospital Drive (Intersection #4).

Figure 6 shows the net Project trip assignment for AM and PM peak hour periods during Existing and Near Term Conditions at study intersections. The Cumulative Conditions trip assignment was refined to account for the future construction of a cul-de-sac on Commercial Way.



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CVS Pharmacy Santa Cruz

Figure 1

Study Intersections and Project Trip Distribution

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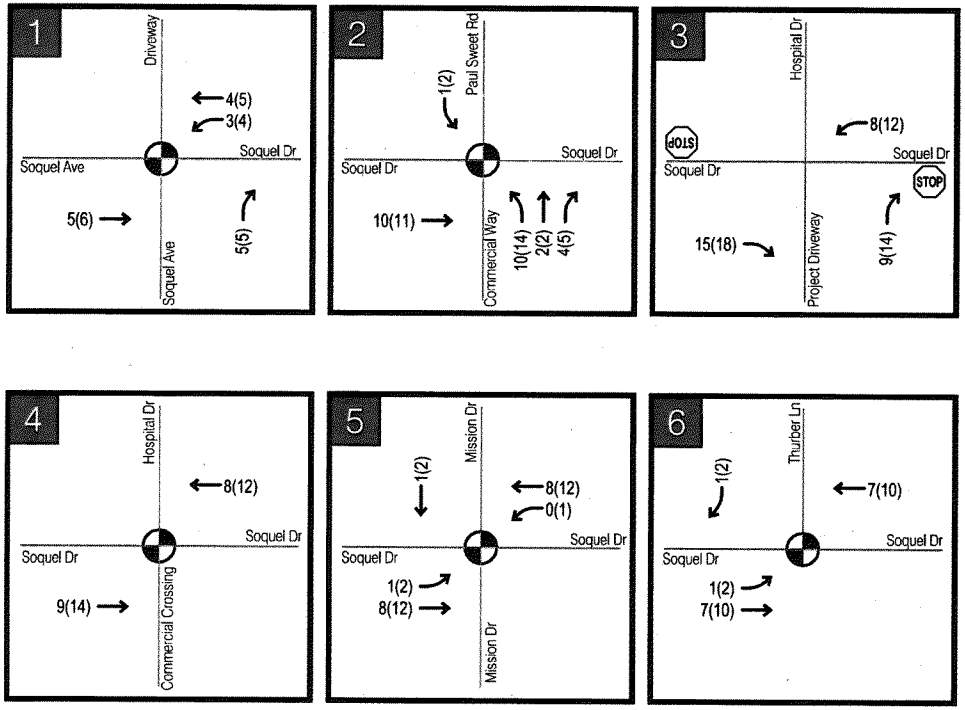

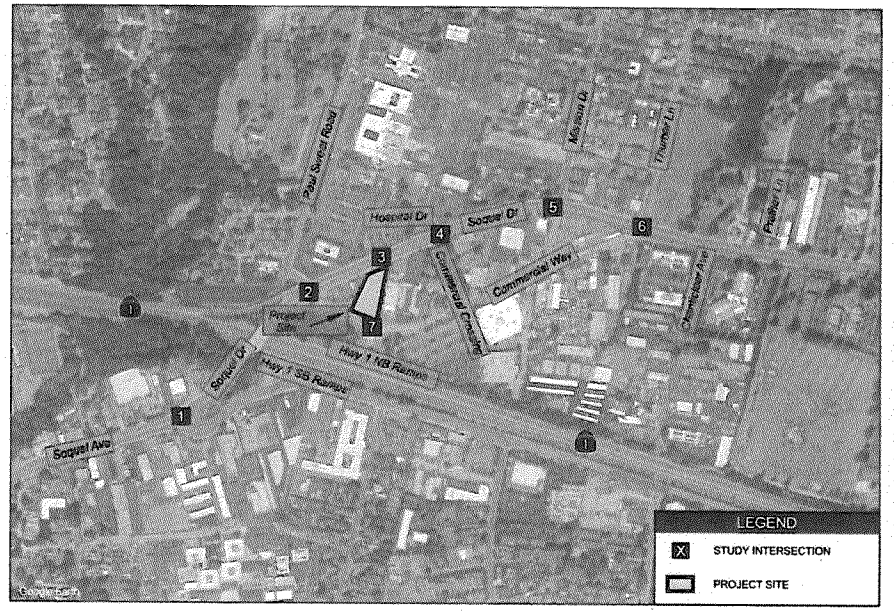

LEGEND

- X — INTERSECTION #
- TRAFFIC SIGNAL
- STOP — STOP SIGN
- XX(XX) — AM PEAK (PM PEAK)

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Figure 6

Project Peak Hour Trip Assignment

4. EXISTING PLUS PROJECT CONDITIONS

Traffic operations were evaluated at the study intersections under Existing plus Project conditions. **Figure 7** shows the Existing Plus Project lane geometry and traffic control and **Figure 8** shows the Existing Plus Project peak hour traffic volumes.

Existing Plus Project analysis results are presented in **Table 4**. As shown in the table, all study intersections will continue to operate at acceptable levels of service.

Synchro output sheets are provided in the **Appendix**.

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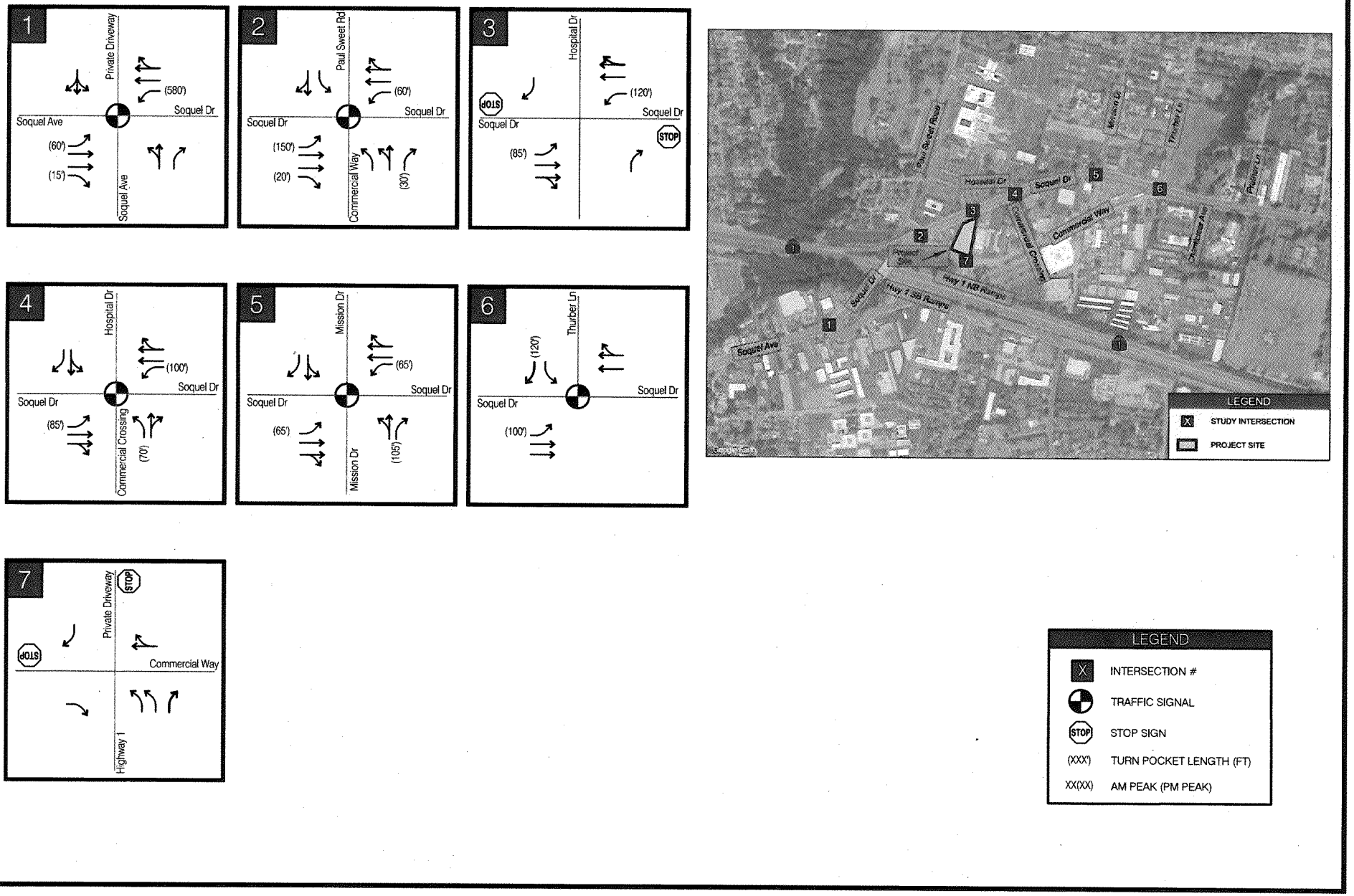

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Figure 7

Existing Plus Project Lane Geometry and Traffic Control

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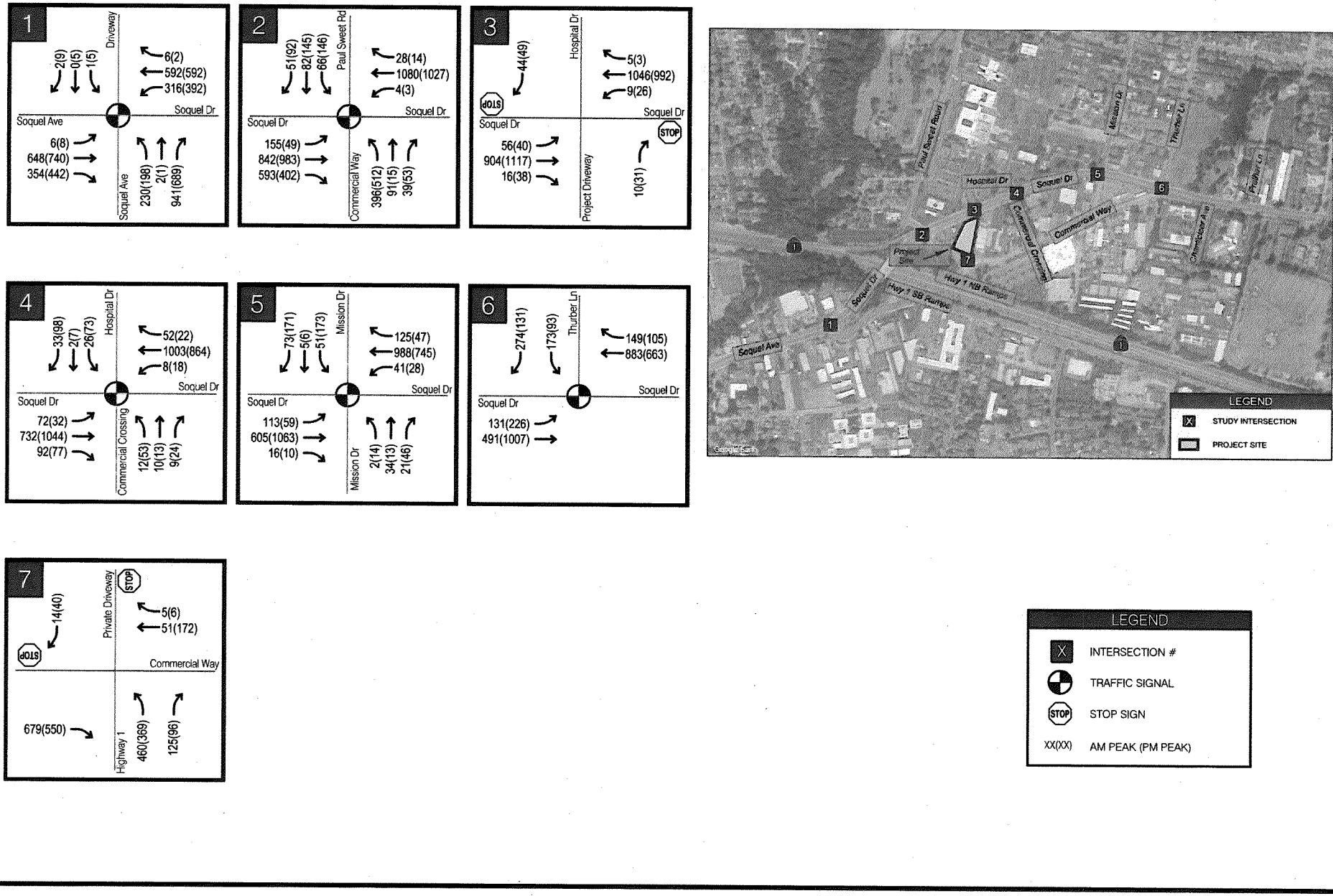

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Figure 8

Existing Plus Project Peak Hour Turning Movement Volumes

Table 4 – Existing Plus Project Conditions Intersection Level of Service

#	Intersection	Maintaining Agency	Control Type	Existing Conditions						Existing Plus Project Conditions					
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
				Movement	Delay	LOS	Movement	Delay	LOS	Movement	Delay	LOS	Movement	Delay	LOS
1	Soquel Dr & Soquel Ave	SCC	Signal	Overall	25.5	C	Overall	32.6	C	Overall	25.6	C	Overall	32.7	C
2	Soquel Dr & Paul Sweet Rd / Commercial Way	Caltrans	Signal	Overall	31.4	C	Overall	28.0	C	Overall	31.8	C	Overall	28.9	C
3	Soquel Dr & Hospital Dr / Project Dwy #1	SCC	SSSC	Overall	0.7	A	Overall	0.6	A	Overall	0.7	A	Overall	0.8	A
	Worst Approach			SB	15.3	C	SB	15.7	C	SB	14.1	B	NB	14.2	B
4	Soquel Dr & Hospital Dr / Commercial Crossing	SCC	Signal	Overall	3.4	A	Overall	5.7	A	Overall	3.5	A	Overall	5.8	A
5	Soquel Dr & Mission Dr	SCC	Signal	Overall	7.2	A	Overall	43.2	D	Overall	7.2	A	Overall	44.2	D
6	Soquel Dr & Thurber Ln	SCC	Signal	Overall	15.0	B	Overall	9.8	A	Overall	15.0	B	Overall	9.9	A
7	Highway 1 NB On-Off Ramp / Commercial Way & Project Dwy #2	Caltrans	SSSC	Overall	4.1	A	Overall	3.9	A	Overall	4.4	A	Overall	4.4	A
	Worst Approach			SB	12.3	B	SB	9.1	A	SB	16.0	C	SB	11.2	B

Notes:

1. Analysis performed using HCM 6 methodologies.

2. Delay indicated in seconds/vehicle.

3. SCC LOS standard is D. Caltrans LOS standard is D.

4. Intersections that operate below maintaining agency's LOS standard are highlighted and shown in ***bold.***

5. HCM and Synchro methodology is unable to estimate delays for Study Intersection #7 due to non-standard traffic control. A SimTraffic microsimulation analysis was conducted instead, to determine average vehicle delay estimates.

Source: Kimley Horn and Associates, 2018.

5. NEAR TERM CONDITIONS

Traffic operations were evaluated under the following development conditions:

- Near Term (2020) Conditions
- Near Term (2020) plus Project Conditions

NEAR TERM TRANSPORTATION IMPROVEMENTS

Per discussions with the County, and as documented in the County's 2014 Regional Transportation Plan (RTP), there are no near term (on or before future year 2020) programmed network improvements in the Project study area nor are there any intersections expected to be constructed prior to opening the Project that have not already been completed.

Figure 9 illustrates the intersection geometry and traffic control assumed in the Near-Term 2020 analysis, which are the same as Existing Conditions. Also, no future (near term) signalization is planned for any of the study intersections.

NEAR TERM TRAFFIC VOLUMES

NEAR TERM TRAFFIC VOLUME GROWTH RATES

Near Term describes the approximate year and conditions when the Project would open its doors to the public. For purposes of this analysis, Near Term Conditions is assumed to be in the year 2020. Near Term Conditions can be calculated by either identifying the approved, but not yet constructed projects that would add traffic to the road network by 2020 or by estimating traffic growth, based on historical and future projections.

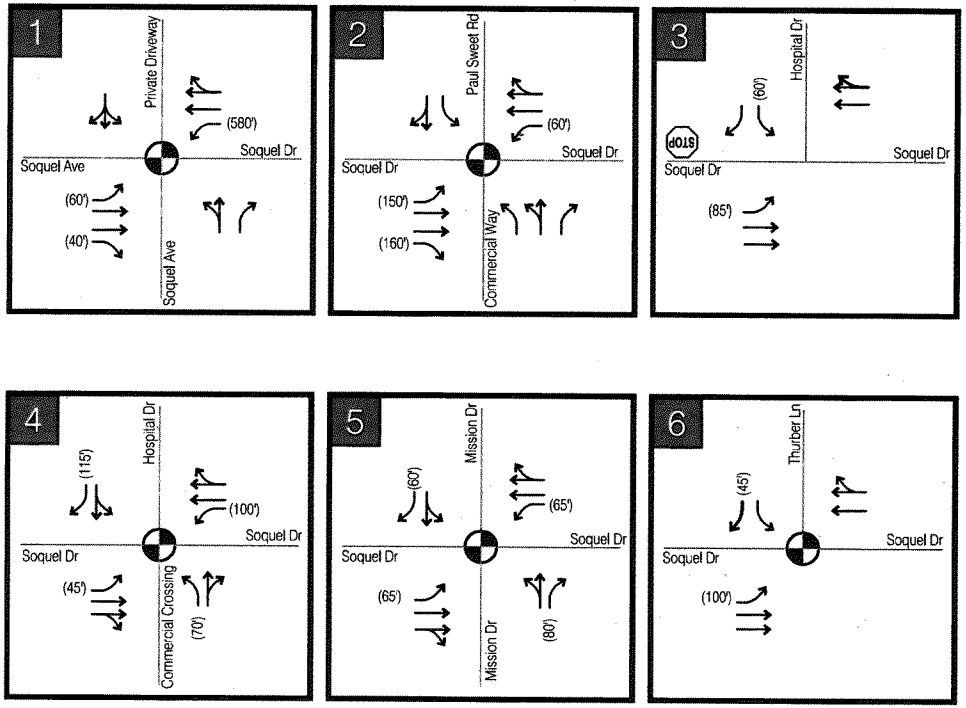
Kimley-Horn coordinated with County staff to determine if there were any development projects near the Project site that are in various stages of planning, approval, or development. No specific projects were identified by County Staff during these communications. Therefore, historical average daily traffic volumes (ADTs), obtained from the Santa Cruz County Regional Transportation Commission (SCCRTC), were used to estimate the growth from potential projects for the Near-Term 2020 conditions as discussed below.

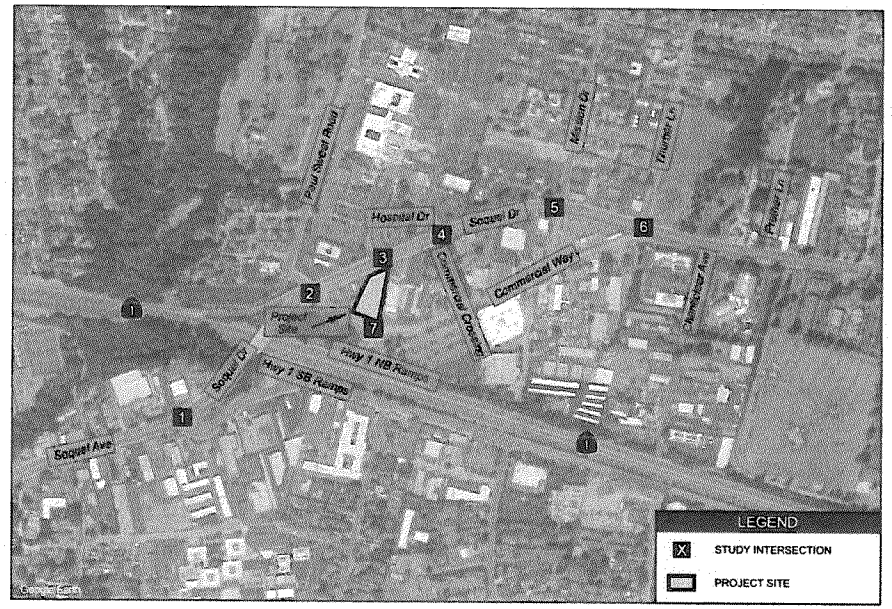
The most recent bi-directional ADTs, with years varying across roadway segments in the County, were compared against historical ADTs of applicable roadways. Year 2020 turning movement volumes were calculated by adding the growth increment to the current year (2018) traffic count to calculate the final adjusted roadway link forecast volume. It was calculated that volumes along Soquel Drive and Soquel Avenue within the Project vicinity would increase by approximately 2.34% per annum. This growth rate is approximately the same as travel demand forecasts in the Santa Cruz Regional Transportation Commission travel demand models. The estimated growth rates were applied to both main and side street movements. Values and calculations to support this growth rate are shown in **Table 5**.

Table 5 – Growth Rate Calculations

Roadway Segment		Most Recent		Oldest AADT		Growth Rate (taken over period of time)	Annual Growth Rate
		Year	AADT	Year	AADT		
Soquel Dr	W/O Mission Dr (Jul. 2015-Nov. 2008)	2011	22,541	2007	20,551	1.097	2.34%

Data Source: Santa Cruz County Regional Transportation Commission, Average Daily Traffic Bi-directional Volumes (2007 – 2011).





LEGEND

X	INTERSECTION #
	TRAFFIC SIGNAL
STOP	STOP SIGN
(XXX')	TURN POCKET LENGTH (FT)
XX(XX)	AM PEAK (PM PEAK)

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Figure 9

Near Term Lane Geometry and Traffic Control

ATTACHMENT 4

NEAR TERM TRAFFIC VOLUME DEVELOPMENT

Near Term (2020) volumes were calculated by using the annual growth rates determined based on historical volume data and were applied to main street and minor street movements of the study roadways. The application of the growth rates to minor street movements assumes that study intersection side-street volumes will grow at the same rate as main street volumes from which the growth rates were derived, which is a conservative estimate. The growth rates were applied to the existing counts in 2018 and grown to 2020 for Near Term analysis scenarios. Peak hour volumes are presented in **Figure 10**.

NEAR TERM INTERSECTION LEVEL OF SERVICE

Near Term (Year 2020) conditions were evaluated at the study intersections based on lane geometry and traffic control illustrated in **Figure 9** and peak hour volumes in

All study intersections would operate at acceptable LOS during near term conditions.

Results of the analysis are presented in **Table 6** and Synchro output sheets are provided in the **Appendix**.

Table 6 – Near Term Conditions Intersection Level of Service

#	Intersection	Maintaining Agency	Control Type	Near Term Conditions					
				AM Peak Hour			PM Peak Hour		
				Movement	Delay	LOS	Movement	Delay	LOS
1	Soquel Dr & Soquel Ave	SCC	Signal	Overall	28.3	C	Overall	33.5	C
2	Soquel Dr & Paul Sweet Rd / Commercial Way	Caltrans	Signal	Overall	33.0	C	Overall	28.8	C
3	Soquel Dr & Hospital Dr / Project Dwy #1	SCC	SSSC	Overall	0.7	A	Overall	0.6	A
	Worst Approach			SB	15.9	C	SB	16.3	C
4	Soquel Dr & Hospital Dr / Commercial Crossing	SCC	Signal	Overall	3.5	A	Overall	5.8	A
5	Soquel Dr & Mission Dr	SCC	Signal	Overall	7.4	A	Overall	46.4	D
6	Soquel Dr & Thurber Ln	SCC	Signal	Overall	16.0	B	Overall	10.1	B
7	Highway 1 NB On-Off Ramp / Commercial Way & Project Dwy #2	Caltrans	SSSC	Overall	4.1	A	Overall	4.6	A
	Worst Approach			SB	12.7	D	SB	12.5	B

Notes:

1. Analysis performed using HCM 6 methodologies.

2. Delay indicated in seconds/vehicle.

3. SCC LOS standard is D. Caltrans LOS standard is D.

*4. Intersections that operate below maintaining agency's LOS standard are highlighted and shown in **bold.***

5. HCM and Synchro methodology is unable to estimate delays for Study Intersection #7 due to non-standard traffic control. A SimTraffic microsimulation analysis was conducted instead, to determine average vehicle delay estimates.

Source: Kimley Horn and Associates, 2018.

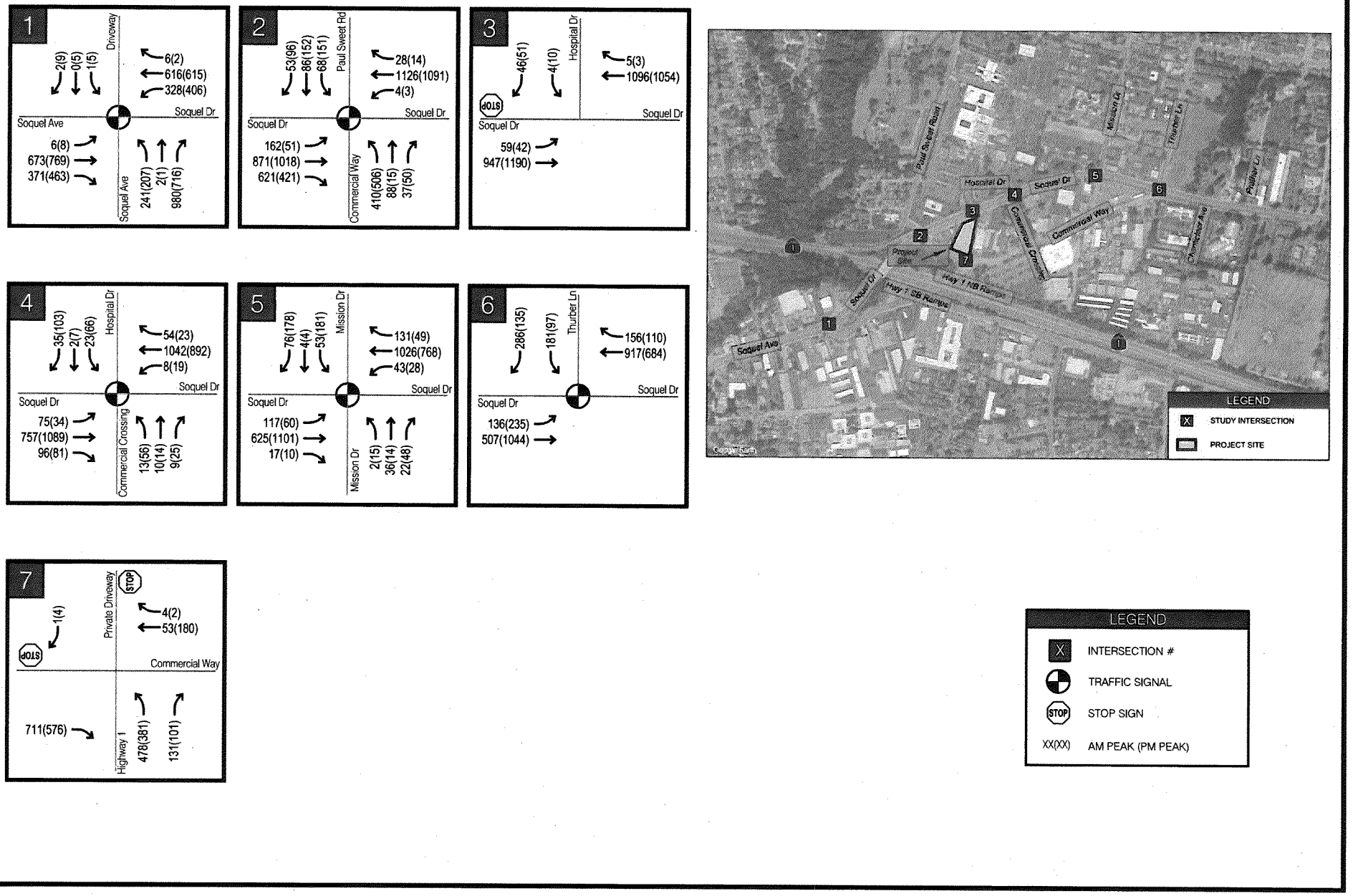

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Figure 10

Near Term Peak Hour Turning Movement Volumes

ATTACHMENT 4

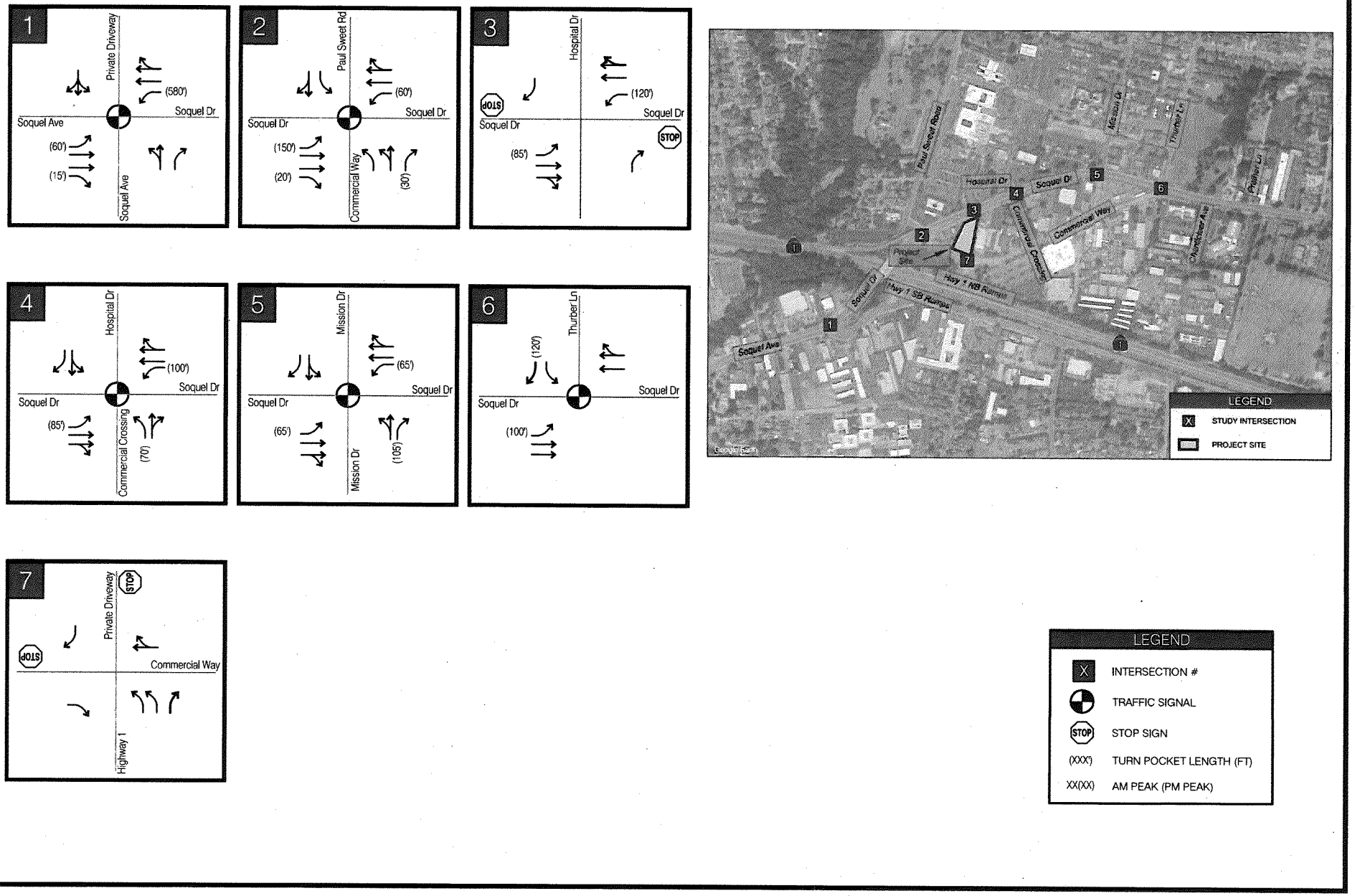
NEAR TERM PLUS PROJECT INTERSECTION LEVEL OF SERVICE

Traffic operations were evaluated at the study intersections based on Near Term plus Project conditions. Near Term Plus Project lane geometry and traffic control is shown in **Figure 11** and Near Term Plus Project peak hour traffic volumes are shown in **Figure 12**.

Near Term plus Project analysis results are presented in **Table 7**. As shown in the table, all study intersections would continue to operate at acceptable levels of service under Near Term plus Project conditions.

Synchro output sheets are provided in the **Appendix**.

ATTACHMENT 4



ATTACHMENT 4

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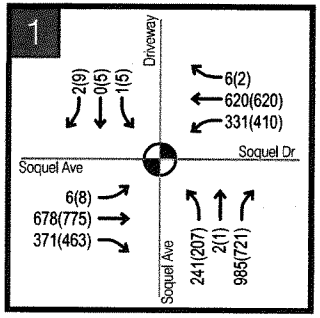
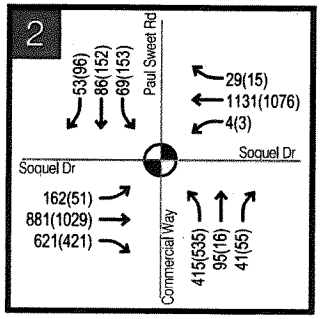
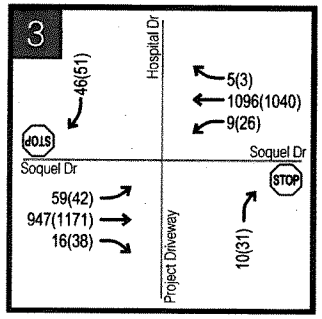
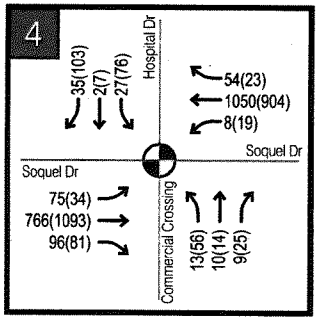
Figure 11

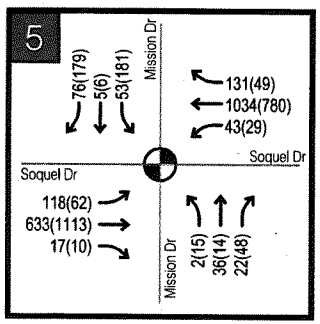
Near Term Plus Project Lane Geometry and Traffic Control

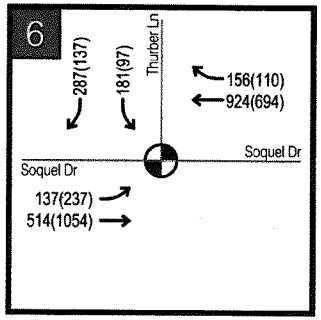


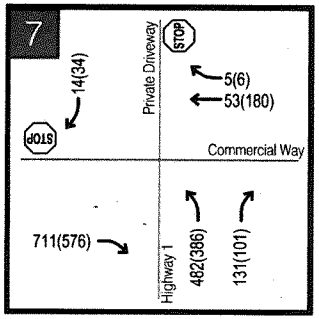


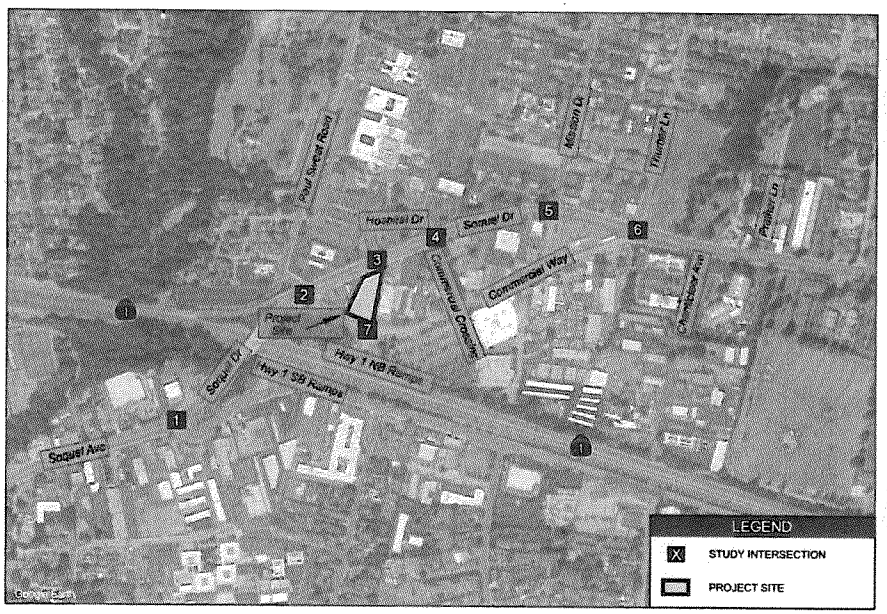












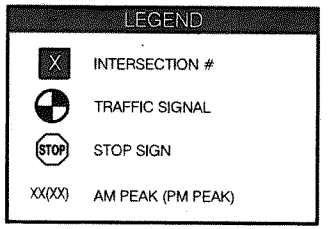


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Figure 12

Near Term Plus Project Peak Hour Turning Movement Volumes

ATTACHMENT 4

Table 7 – Near Term Plus Project Conditions Intersection Level of Service

#	Intersection	Maintaining Agency	Control Type	Near Term Conditions						Near Term Plus Project Conditions					
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
				Movement	Delay	LOS	Movement	Delay	LOS	Movement	Delay	LOS	Movement	Delay	LOS
1	Soquel Dr & Soquel Ave	SCC	Signal	Overall	28.3	C	Overall	33.5	C	Overall	28.3	C	Overall	33.6	C
2	Soquel Dr & Paul Sweet Rd / Commercial Way	Caltrans	Signal	Overall	33.0	C	Overall	28.8	C	Overall	33.8	C	Overall	29.9	C
3	Soquel Dr & Hospital Dr / Project Dwy #1	SCC	SSSC	Overall	0.7	A	Overall	0.6	A	Overall	0.7	A	Overall	0.8	A
	Worst Approach			SB	15.9	C	SB	16.3	C	SB	14.6	B	NB	14.6	B
4	Soquel Dr & Hospital Dr / Commercial Crossing	SCC	Signal	Overall	3.5	A	Overall	5.8	A	Overall	3.5	A	Overall	5.9	A
5	Soquel Dr & Mission Dr	SCC	Signal	Overall	7.4	A	Overall	46.4	D	Overall	7.5	A	Overall	47.4	D
6	Soquel Dr & Thurber Ln	SCC	Signal	Overall	16.0	B	Overall	10.1	B	Overall	16.1	B	Overall	10.2	B
7	Highway 1 NB On-Off Ramp / Commercial Way & Project Dwy #2	Caltrans	SSSC	Overall	4.1	A	Overall	4.6	A	Overall	4.8	A	Overall	4.8	A
				SB	12.7	D	SB	12.5	B	Worst Approach	18.6	C	Worst Approach	13.0	B

Notes:

1. Analysis performed using HCM 6 methodologies.

2. Delay indicated in seconds/vehicle.

3. SCC LOS standard is D. Caltrans LOS standard is D.

4. Intersections that operate below maintaining agency's LOS standard are highlighted and shown in ***bold.***

5. HCM and Synchro methodology is unable to estimate delays for Study Intersection #7 due to non-standard traffic control. A SimTraffic microsimulation analysis was conducted instead, to determine average vehicle delay estimates.

Source: Kimley Horn and Associates, 2018.

6. CUMULATIVE CONDITIONS

Traffic operations were evaluated under the following cumulative conditions:

- Cumulative (2035) Conditions
- Cumulative (2035) Plus Project Conditions

Figure 13 illustrates the intersection geometry and traffic control anticipated in Cumulative (2035) conditions, which assumes the realignment of northbound Highway 1 On / Off ramps and closure of Commercial Way (east of southern Project driveway). All other study intersection geometries are anticipated to remain unchanged from Existing and Near Term Conditions.

It is assumed that cycle lengths, offsets, and split signal timings will be updated to account for future traffic volumes on the study corridor prior to 2035. Minor refinements to signal timings in the Cumulative Conditions Synchro models were made accordingly.

Santa Cruz County and Caltrans staff, along with Kimley-Horn determined that future year 2035 would be representative of Cumulative Conditions and analysis was conducted accordingly. Since determination of Cumulative Conditions and capacity analysis for this Project, AMBAG and SCCRTC have released updated models that project volumes to future year 2040.

CUMULATIVE VOLUMES

Year 2035 roadway link volumes were calculated in a similar method to the Near-term 2020 volumes.

ADTs were obtained from the Santa Cruz County Regional Transportation Commission (SCCRTC) and were used to estimate the growth from potential projects for the Cumulative 2035 conditions as discussed below. Volume data used to estimate growth rates can be found in the **Appendix**.

The most recent available bi-directional ADTs, whose years vary across roadway segments in the County, were compared historical ADTs for applicable roadways. Year 2035 turning movement volumes were calculated by adding the growth increment to the existing year (2018) traffic count to calculate the final adjusted forecasted movement volume. Under these methods, it was calculated that volumes in the Project vicinity would increase by 2.34% per annum. The derived growth rates were applied to both main and side street movements on respective corridors. Cumulative peak hour traffic volumes are shown in **Figure 14**.

CUMULATIVE INTERSECTION LEVEL OF SERVICE

The Caltrans District 5 DEIR for Highway 1 improvements identifies the construction of auxiliary lanes between Soquel and 41st and upgrades to the Soquel Drive interchange together with the construction of an HOV lane in the median. Construction of the auxiliary lanes is currently in the design phase. Improving the interchange is a long-term improvement. The full improvements are currently unfunded and are therefore not assumed in the baseline Cumulative Conditions level of service analysis. Based on discussions with Caltrans District 5 staff, this analysis does assume that Commercial Way will be converted to a cul-de-sac at the Highway 1 northbound Off-Ramp.

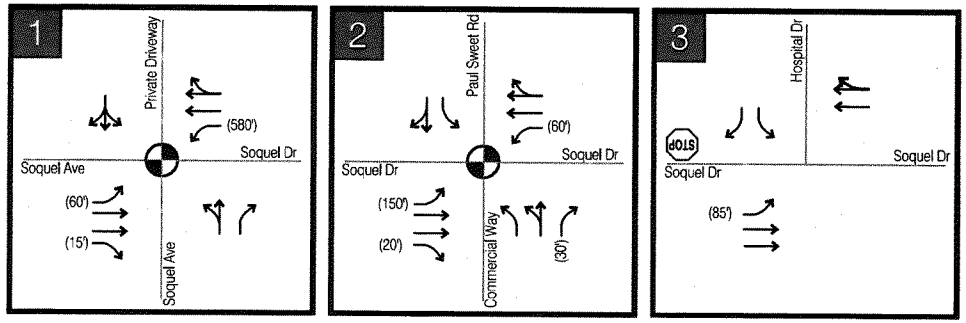
Traffic operations were evaluated at the study intersections based on Cumulative lane geometry and traffic control as shown in **Figure 13** and Cumulative peak hour traffic volumes as shown in **Figure 14**.

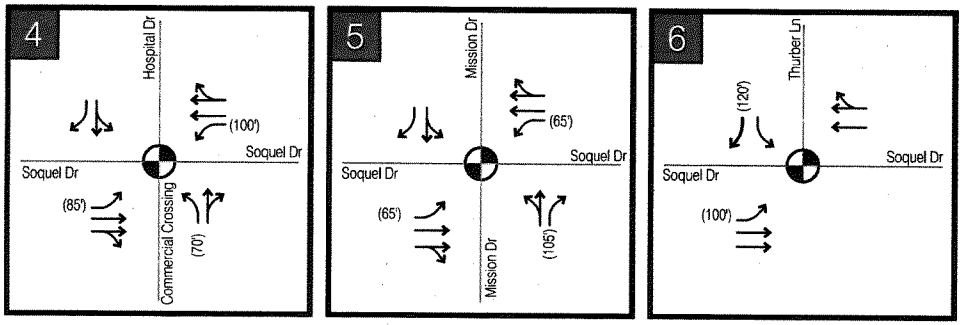
The following intersections will operate at an unacceptable LOS during Cumulative conditions:

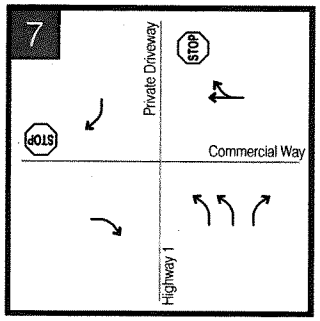
- Soquel Drive & Soquel Avenue (Intersection #1) (AM & PM peak hours)
- Soquel Drive & Paul Sweet Road / Commercial Way (Intersection #2) (AM & PM peak hours)
- Soquel Drive & Hospital Drive / Project Dwy #1 (Intersection #3) (PM peak hours)
- Soquel Drive & Mission Drive (Intersection #5) (PM peak hour)
- Soquel Drive & Thurber Lane (Intersection #6) (AM peak hour)
- Highway 1 NB On-Off Ramp / Commercial Way & Project Driveway #2 (Intersection #7) (AM & PM peak hours)

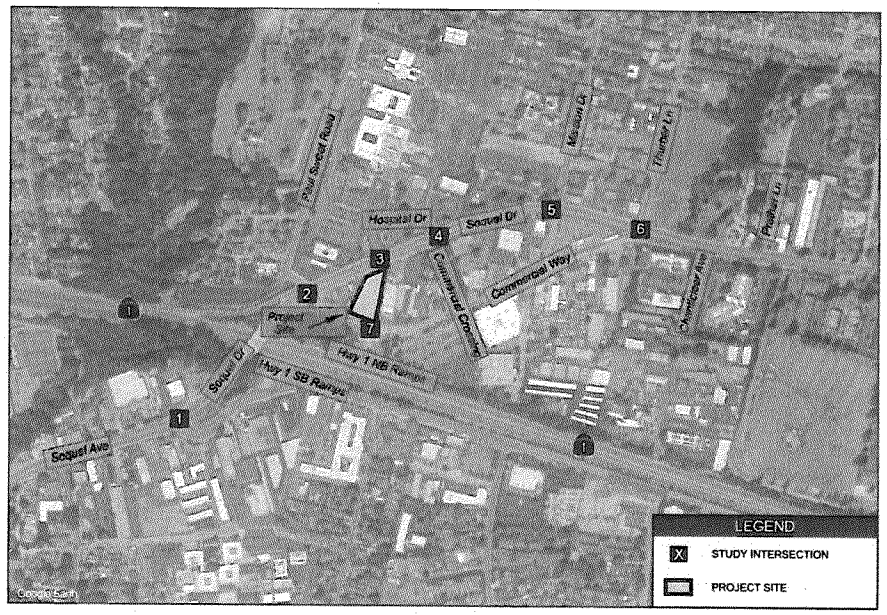
Results of the analysis are presented in **Table 8** and Synchro output sheets are provided in the **Appendix**.

ATTACHMENT 4









LEGEND

X	INTERSECTION #
	TRAFFIC SIGNAL
STOP	STOP SIGN
(XXX')	TURN POCKET LENGTH (FT)
XX(XX)	AM PEAK (PM PEAK)

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Figure 13

Cumulative Lane Geometry and Traffic Control

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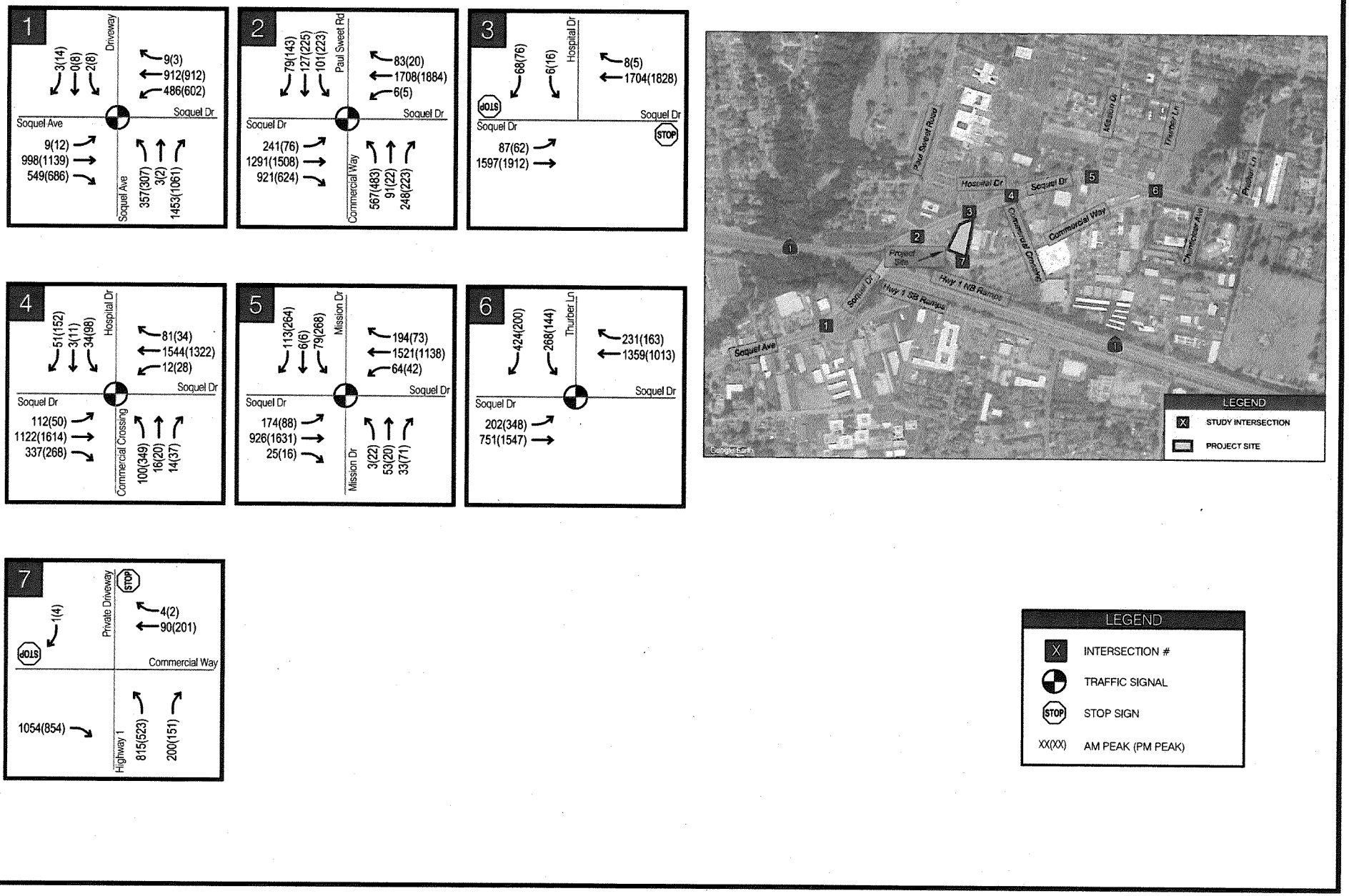

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Figure 14

Cumulative Peak Hour Turning Movement Volumes

ATTACHMENT 4

Table 8 – Cumulative Conditions Intersection Level of Service

#	Intersection	Maintaining Agency	Control Type	Cumulative Conditions					
				AM Peak Hour			PM Peak Hour		
				Movement	Delay	LOS	Movement	Delay	LOS
1	Soquel Dr & Soquel Ave	SCC	Signal	Overall	**64.9**	**E**	Overall	**70.0**	**E**
2	Soquel Dr & Paul Sweet Rd / Commercial Way	Caltrans	Signal	Overall	**126.0**	**F**	Overall	**76.1**	**E**
3	Soquel Dr & Hospital Dr / Project Dwy #1	SCC	SSSC	Overall	1.2	A	Overall	1.3	A
	Worst Approach			SB	31.0	D	SB	**41.8**	**E**
4	Soquel Dr & Hospital Dr / Commercial Crossing	SCC	Signal	Overall	14.1	B	Overall	47.3	D
5	Soquel Dr & Mission Dr	SCC	Signal	Overall	28.8	C	Overall	**78.5**	**E**
6	Soquel Dr & Thurber Ln	SCC	Signal	Overall	**58.3**	**E**	Overall	23.3	C
7	Highway 1 NB On-Off Ramp / Commercial Way & Project Dwy #2	Caltrans	SSSC	Overall	**37.7**	**E**	Overall	26.5	D
	Worst Approach			SB	**913.8**	**F**	SB	**413.7**	**F**

Notes:

1. Analysis performed using HCM 6 methodologies.

2. Delay indicated in seconds/vehicle.

3. SCC LOS standard is D. Caltrans LOS standard is D.

*4. Intersections that operate below maintaining agency's LOS standard are highlighted and shown in **bold**.*

5. HCM and Synchro methodology is unable to estimate delays for Study Intersection #7 due to non-standard traffic control. A SimTraffic microsimulation analysis was conducted instead, to determine average vehicle delay estimates.

Source: Kimley Horn and Associates, 2018.

CUMULATIVE PLUS PROJECT INTERSECTION LEVEL OF SERVICE

Traffic operations were evaluated at the study intersections based on Cumulative Plus Project conditions. Cumulative Plus Project lane geometry and traffic control is shown in **Figure 15** and Cumulative Plus Project peak hour traffic volumes are shown in **Figure 16**.

Cumulative Plus Project analysis results are presented in **Table 9**. The following study intersections would operate at unacceptable levels of service in Cumulative plus Project Conditions:

- Soquel Drive & Soquel Avenue (Intersection #1) (AM & PM peak hours)*

AM Peak				
Condition	EBLT+WBT	WBLT+EBT	NBLT+SBT	SBLT+NBT
Cumulative (v/c)	0.964	1.698	1.538	1.538
Cumulative + Project (v/c)	0.965	1.704	1.538	1.538
v/c Change	***0.10%***	***0.35%***	***0.00%***	***0.00%***
PM Peak				
Condition	EBLT+WBT	WBLT+EBT	NBLT+SBT	SBLT+NBT
Cumulative (v/c)	1.011	2.080	1.687	1.687
Cumulative + Project (v/c)	1.013	2.092	1.687	1.687
v/c Change	***0.20%***	***0.58%***	***0.00%***	***0.00%***

- Soquel Drive & Paul Sweet Road / Commercial Way (Intersection #2) (AM & PM peak hours)

AM Peak				
Condition	EBLT+WBT	WBLT+EBT	NBLT+SBT	SBLT+NBT
Cumulative (v/c)	2.658	1.227	1.936	0.427
Cumulative + Project (v/c)	2.658	1.234	1.955	0.431
v/c Change	***0.00%***	***0.57%***	***0.98%***	***0.94%***
PM Peak				
Condition	EBLT+WBT	WBLT+EBT	NBLT+SBT	SBLT+NBT
Cumulative (v/c)	2.000	1.309	2.021	0.685
Cumulative + Project (v/c)	2.012	1.323	2.025	0.691
v/c Change	***0.60%***	***1.07%***	***0.20%***	***0.88%***

- Soquel Drive & Mission Drive (Intersection #5) (PM peak hour)

PM Peak				
Condition	EBLT+WBT	WBLT+EBT	NBLT+SBT	SBLT+NBT
Cumulative (v/c)	1.345	1.687	0.957	3.216
Cumulative + Project (v/c)	1.366	1.692	0.957	3.225
v/c Change	***1.56%***	***0.30%***	***0.00%***	***0.28%***

- Soquel Drive & Thurber Lane (Intersection #6) (AM peak hour)**

AM Peak				
Condition	EBLT+WBT	WBLT+EBT	NBLT+SBT	SBLT+NBT
Cumulative (v/c)	1.695	0.322	-	0.679
Cumulative + Project (v/c)	1.703	0.325	-	0.679
v/c Change	***0.47%***	***0.93%***	***0.00%***	***0.00%***

- Highway 1 NB On-Off Ramp / Commercial Way & Project Driveway #2 (Intersection #7) (AM & PM peak hours)
    - Intersection #7 geometry is non-standard and critical v/c outputs are not available via Synchro software.

**The volume to capacity (v/c) ratio of all critical lanes for the deficient County intersections (Intersections #1, #2, #5, & #6) were calculated and shown in the table above. Based on the analysis, the change in critical v/c results in a less than 1% increase for intersections #1 & #6. Therefore, these intersections are not significantly impacted by the Project. The critical v/c increases by more than 1% for intersections #2 and #5, therefore, it would be significantly impacted by the Project. Mitigation recommendations are discussed below.*

ATTACHMENT 4

Addition of Project traffic would contribute to an increase in delay at the Caltrans intersection (Intersection #2). The following improvements would mitigate all potential significant impacts to County and Caltrans study intersections:

- Intersection #2: Caltrans plans to widen Highway 1/Soquel Drive interchange. The westbound left turn lane will be converted to the through lane. One westbound right turn lane, northbound left turn lane, and an eastbound right turn bay will be installed at this intersection. A detailed layout is shown in **Appendix**. Implementation of these improvements would improve intersection operations to LOS D during AM and PM peak hours. However, these improvements are currently unfunded and are therefore not included in the County Capital Improvement Project (CIP). The Cumulative impact is thus significant and unavoidable until the improvement is constructed.

- Intersection #5: implement northbound and southbound split phasing signal operation and optimize splits.

- Intersection #7: implement interchange improvements identified for Intersection #2, ramp realignment, and cul-de-sac construction. Implementation of these improvements would improve intersection operations to LOS A during AM and PM peak hours. However, these improvements are currently unfunded and are therefore not included in the County Capital Improvement Project (CIP). The Cumulative impact is thus significant and unavoidable until the improvement is constructed.

Mitigated Cumulative Plus Project analysis results are shown in **Table 10**.

Synchro output sheets are provided in the **Appendix**.

ATTACHMENT 4

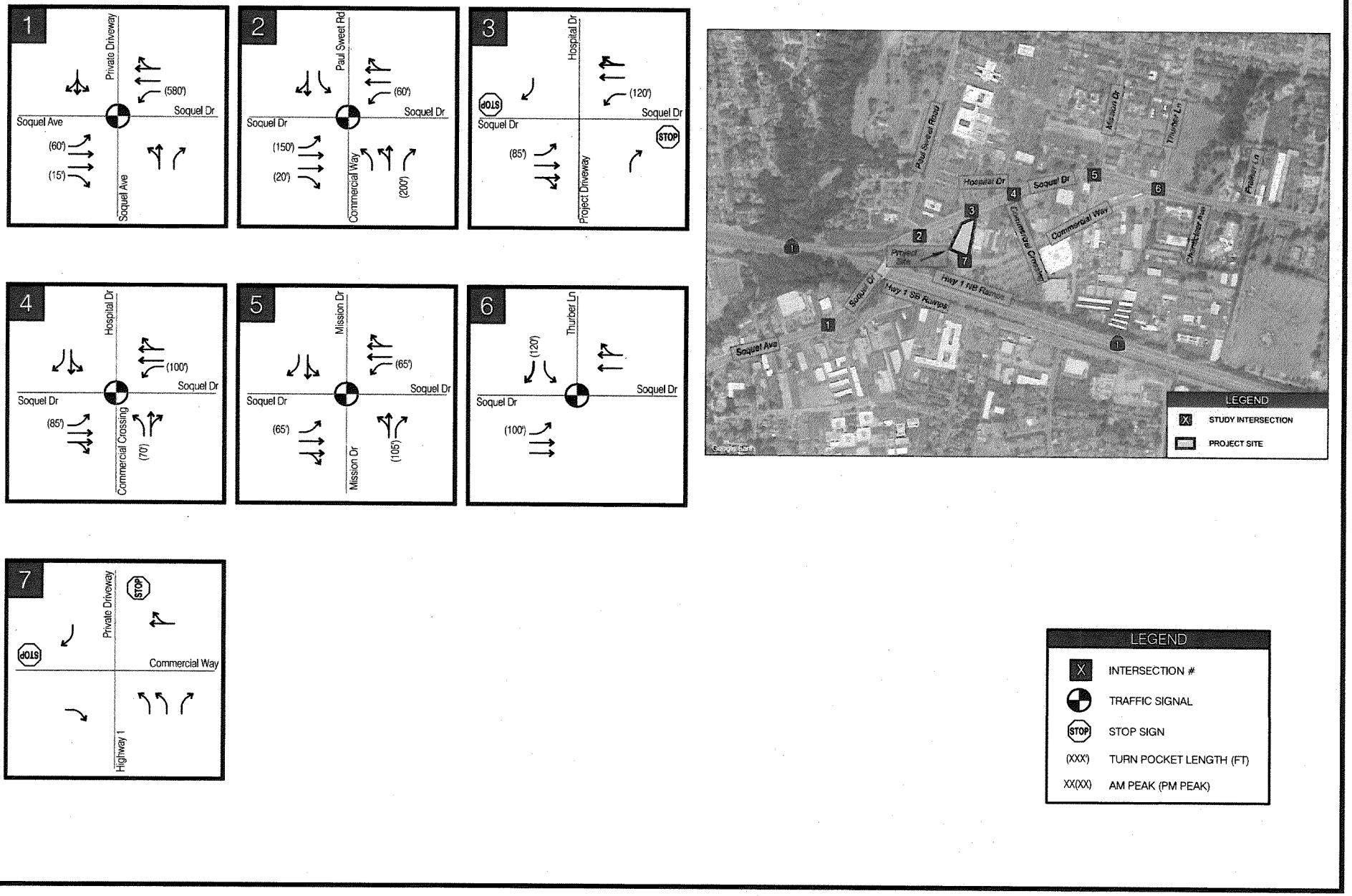

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Figure 15

Cumulative Plus Project Lane Geometry and Traffic Control

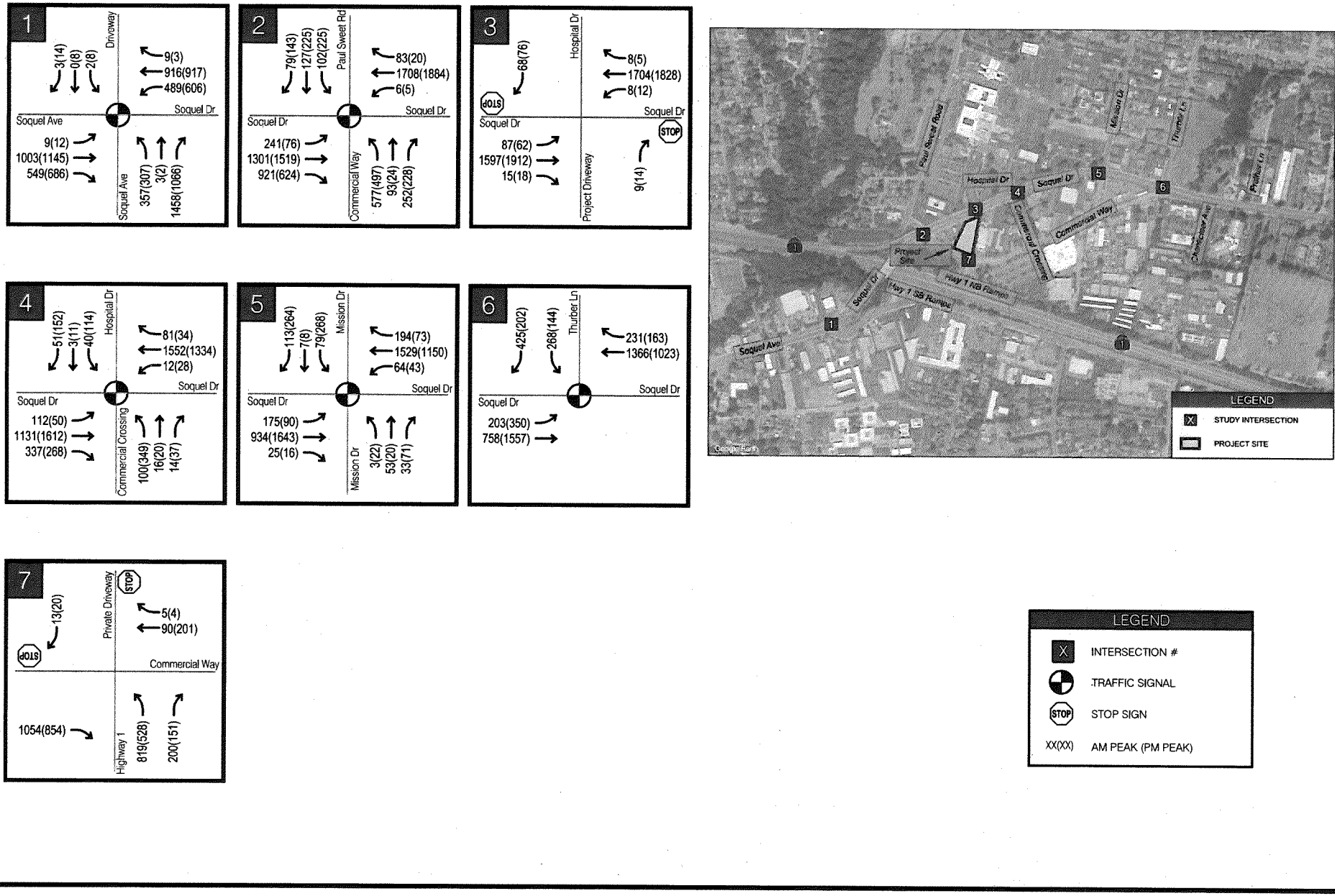

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Figure 16

Cumulative Plus Project Peak Hour Turning Movement Volumes

ATTACHMENT 4

Table 9 – Cumulative Plus Project Conditions Intersection Level of Service

#	Intersection	Maintaining Agency	Control Type	Cumulative Conditions						Cumulative Plus Project Conditions					
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
				Movement	Delay	LOS	Movement	Delay	LOS	Movement	Delay	LOS	Movement	Delay	LOS
1	Soquel Dr & Soquel Ave	SCC	Signal	Overall	**64.9**	**E**	Overall	**70.0**	**E**	Overall	**65.0**	**E**	Overall	**70.7**	**E**
2	Soquel Dr & Paul Sweet Rd / Commercial Way	Caltrans	Signal	Overall	**126.0**	**F**	Overall	**76.1**	**E**	Overall	**126.7**	**F**	Overall	**79.0**	**F**
3	Soquel Dr & Hospital Dr / Project Dwy #1	SCC	SSSC	Overall	1.2	A	Overall	1.3	A	Overall	1.2	A	Overall	1.0	A
	Worst Approach			SB	31.0	D	SB	**41.8**	**E**	SB	25.4	D	SB	27.1	D
4	Soquel Dr & Hospital Dr / Commercial Crossing	SCC	Signal	Overall	14.1	B	Overall	47.3	D	Overall	14.3	B	Overall	50.5	D
5	Soquel Dr & Mission Dr	SCC	Signal	Overall	28.8	C	Overall	**78.5**	**E**	Overall	29.9	C	Overall	**79.5**	**E**
6	Soquel Dr & Thurber Ln	SCC	Signal	Overall	**58.3**	**E**	Overall	23.3	C	Overall	**58.6**	**E**	Overall	24.1	C
7	Highway 1 NB On-Off Ramp / Commercial Way & Project Dwy #2	Caltrans	SSSC	Overall	**37.7**	**E**	Overall	26.5	D	Overall	**47.4**	**E**	Overall	**46.0**	**E**
	Worst Approach			SB	**913.8**	**F**	SB	**413.7**	**F**	SB	**1020.7**	**F**	SB	**920.8**	**F**

Notes:

1. Analysis performed using HCM 6 methodologies.

2. Delay indicated in seconds/vehicle.

3. SCC LOS standard is D. Caltrans LOS standard is D.

4. Intersections that operate below maintaining agency's LOS standard are highlighted and shown in ***bold.***

5. HCM and Synchro methodology is unable to estimate delays for Study Intersection #7 due to non-standard traffic control. A SimTraffic microsimulation analysis was conducted instead, to determine average vehicle delay estimates.

Source: Kimley Horn and Associates, 2018.

ATTACHMENT 4

Table 10 – Mitigated Cumulative Plus Project Conditions Intersection Level of Service

#	Intersection	Maintaining Agency	Cumulative Plus Project Conditions						Mitigated Cumulative Plus Project Conditions					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			Movement	Delay	LOS	Movement	Delay	LOS	Movement	Delay	LOS	Movement	Delay	LOS
2	Soquel Dr & Paul Sweet Rd / Commercial Way[1]	Caltrans	Overall	**126.7**	**F**	Overall	**79.0**	**F**	Overall	49.5	D	Overall	41.3	D
5	Soquel Dr / Mission Drive[1]	SCC	Overall	29.9	C	Overall	**79.5**	**E**	Overall	30.0	C	Overall	38.1	D
7	Highway 1 NB On-Off Ramp / Commercial Way & Project Dwy #2	Caltrans	Overall	**47.4**	**E**	Overall	**46.0**	**E**	Overall	2.3	A	Overall	2.9	A
	Worst Approach		SB	**1020.7**	**F**	SB	**920.8**	**F**	SB	3.3	A	SB	3.5	A

Notes:

1. Analysis performed using HCM 6 methodologies.

2. Delay indicated in seconds/vehicle.

3. SCC level of service (LOS) standard is D. Caltrans LOS standard is D.

*4. Intersections that operate below maintaining agency's LOS standard are highlighted and shown in **bold**.*

Source: Kimley Horn and Associates, 2017.

7. HIGHWAY 1

The proposed Project would add trips to Sate Route Highway 1, which is already operating at unacceptable levels of service during both the AM and PM peak hour conditions.

Existing Conditions

Based on morning and evening data from the Caltrans Traffic Operations Report (2012) as described in the Highway 1 Corridor Investment Program DEIR, baseline measures of effectiveness (MOEs) on Highway 1 are as follows:

Table 11 – Highway 1 Baseline Measures of Effectiveness

	Northbound		Southbound	
	Morning	Evening	Morning	Evening
Travel Speeds (mph)	30	39	60	26
Travel Time (minutes/vehicle)	23	15	10	27
Vehicle Hours Traveled	1,274	823	507	1,391
Vehicle Miles Traveled	38,517	32,349	30,348	35,661
Delay (minutes/vehicle)	14	6	0	15

Source: SSCRTC Traffic Operations Report, 2012.

This data shows that Highway 1 traffic volumes in the Project vicinity are directional, with high traffic volumes/delay in the northbound direction during morning hours and high traffic volumes/delay in the southbound direction during evening hours.

CVS PROJECT TRIPS ON HIGHWAY 1

The proposed Project will generate net new trips totaling 45 AM peak hour, 62 PM peak hour, and 1,286 daily trips.

Highway 1 Segment North/West of Soquel Drive

Based on the trip generation and trip distribution, approximately six net new trips will travel on this segment of Highway 1 in the AM peak hour and nine net new trips will travel on this segment of Highway 1 in the PM peak hour.

Highway 1 Segment South/East of Soquel Drive

Based on the trip generation and trip distribution, approximately six net new trips will travel on this segment of Highway 1 in the AM peak hour and eight net new trips will travel on this segment of Highway 1 in the PM peak hour.

Summary

The net new Project trips estimated to travel on Highway 1 segments will be relatively low in comparison to the existing and future capacity as well as the existing and future baseline volumes. Therefore, the Project is not anticipated to have a material or noticeable effect on Highway 1 operations.

ATTACHMENT 4

HIGHWAY 1 PLANNED IMPROVEMENTS

Currently, Caltrans has no impact fee program in place to help mitigate traffic impacts. However, Santa Cruz County Regional Transportation Commission (RTC), in cooperation with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), is managing the Highway 1 Corridor Investment Program. The purpose of the project is to analyze alternative investments to relieve congestion on Highway 1 between San Andreas/Larkin Valley Road and Morrissey Boulevard. The goal of the Highway 1 Corridor Investment Program is to address several different needs in the existing transportation system:

- Bottlenecks along Highway 1 in both the southbound and northbound direction that cause congestion on a regular basis during peak travel periods.
- Travel time delays that are experienced by commuters, commerce, visitors, and emergency vehicles at various times of the day.
- "Cut-through" traffic, or traffic on local streets, that occurs and is increasing because drivers seek to avoid congestion on the highway in search of "short-cuts".
- Limited opportunities for pedestrians and bicyclists to cross Highway 1 within the project corridor.
- Recognize the limited funding available from state and federal sources and to be prepared to compete for discretionary funding opportunities when it periodically occurs at the state or federal level.

The environmental evaluation of the Corridor Investment Program is referred to as the Highway 1 Tier I/Tier II Draft Environmental Impact Report/Environmental Assessment (DEIR/EA) and meets both state and federal environmental requirements. For purposes of environmental analysis, the project is divided into two components:

▪ Tier I – A long term, program level analysis for the future of the Highway 1 corridor between Santa Cruz and Aptos. The Tier I concept for the corridor would be built over time through a series of smaller incremental projects (referred to as Tier II projects).

▪ Tier II – Project level analysis of a smaller incremental project within the Tier I corridor which would move forward based on available funding. Each of the Tier II projects would have independent utility and benefit to the public and Highway 1 operations.

The Tiered approach to the project represents a significant shift from the initial approach seeking environmental approval to construct the entire project at one time. This shift was necessitated by both the lack of state and federal funding, and the cost estimates of the full project- well beyond what could be generated locally and dedicated to the highway corridor. The current plan allows for a balanced approach to address the range of needs in the county; including local street and road maintenance and repair, school traffic safety projects, bus service and elderly/disabled transportation, pedestrian, and bicycle projects, and preservation of the rail corridor.

Three scenarios are being evaluated as part of the Tier I program level environmental analysis to identify the long-term vision for the Corridor:

- The High Occupancy Vehicle (HOV) Lane Alternative – adds a bus and carpool lane in both the north and south bound direction for the nine-mile corridor; includes auxiliary lanes

(connecting on-ramps with the next off-ramps) between most interchanges and metering lights on the on-ramps

- The Transportation System Management (TSM) Alternative – includes auxiliary lanes (connecting on-ramps with the next off-ramps) between most interchanges and metering lights on the on-ramps
- The No Build Alternative

The No Build project alternative forecasts future conditions along the corridor in the event no capacity or significant operational improvements are made to the highway. The No Build baseline condition of the corridor is then compared with the two-project build (the HOV and TSM) alternatives to identify both adverse and beneficial impacts along the Highway 1 Corridor.

The Tier I project scenario chosen as the long-term corridor plan will be implemented as funding allows, through smaller Tier II projects of independent utility and benefit to the public and Highway 1 operations.

The current Tier II project under environmental review includes northbound and southbound auxiliary lanes between 41st Avenue and Soquel Drive and a bike/pedestrian overcrossing of Highway 1 at Chanticleer Avenue. This project is compatible with either Tier I project build alternative (the HOV and TSM project alternatives). Construction of this project could begin as early as Fiscal Year 2020-2021, depending on funding availability. Preliminary design and environmental analysis began on a second Tier II project in Fall 2016 for the construction of a pedestrian/bicycle overcrossing of Highway 1 at Mar Vista Drive in Aptos. This project will have a separate environmental document for public review and comment later in 2017.

Future Tier II projects will be subject to separate project level environmental analysis as part of the project development process and will be consistent with the long term (Tier I) vision chosen for the Highway 1 Corridor.

A more detailed discussion of Highway 1 improvements is included in the **Appendix**.

FUNDING FOR HIGHWAY 1 IMPROVEMENTS

Measure D was a proposed ½ cent local sales tax increase included on the November 2016 ballot in Santa Cruz County. The Measure, which will focus on transportation safety upgrades, roadway repairs, traffic relief, and transit augmentation, was approved by voters via a super majority (over 67% voting "yes").

The improvement plan will provide steady and direct funding to Santa Cruz County and all Cities within the County to improve the transportation network, including Highway 1. Transportation improvements will include improvements of local streets, road maintenance, bicycle and pedestrian projects, transit and paratransit service upgrades, as well as implementation of many other projects and programs. These improvements are voter approved and by default law, and must be implemented.

Measure D funding will provide the following improvements in the Project vicinity:

- $97 million for auxiliary lanes between:
  - Soquel Drive and 41st Avenue
  - Bay Avenue/Porter Street and Park Avenue
  - Park Avenue and State Park Drive

- $7 million for 2 new bicycle and pedestrian bridges over Highway 1
    - In Live Oak at Chanticleer Avenue
    - In Seacliff/Aptos at Mar Vista Drive
- $21 million for ongoing safety and operational service

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8. POTENTIAL IMPACTS ON PEDESTRIAN, BICYCLE, AND TRANSIT MOBILITY

The Project was evaluated to determine if it would adversely affect adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks) or generate pedestrian, bicycle, or transit travel demand that would not be accommodated by transit, bicycle, or pedestrian facilities and plans.

PEDESTRIAN MOBILITY

Employees and patrons choosing to walk to the site would not be adversely impacted based on pedestrian mobility, accessibility, or safety at the Project site once frontage improvements are constructed. The Project will provide ADA compliant sidewalk facilities along Soquel Drive and Commercial Way Project frontages. Only a few pedestrian and/or bicycle trips, both in the weekday AM peak period and weekday PM peak period, are anticipated for the Project. Per the current site plan, ADA compliant sidewalks, driveways, and landscaping setbacks, will constructed as shown in **Figure 2**.

Internal pedestrian connections will link the proposed site's entrance with the parking areas, as well as the Soquel Drive frontage.

BICYCLE MOBILITY

Employees and patrons choosing to bike to the site from Soquel Drive would not be adversely impacted based on bicyclist mobility, accessibility, or safety. Only a few pedestrian and/or bicycle trips both in the weekday AM peak period and weekday PM peak period are anticipated for the Project. Existing Class II bicycle facilities along Soquel Drive, including the recently constructed green bike lanes at Paul Sweet Road and Commercial Way / Highway Northbound On-Off Ramps, provides bicycle access to the site.

TRANSIT MOBILITY

Employees and patrons of the development have the option of driving, taking transit, walking, or bicycling. Those that choose to take transit have the option of three transit lines that operate along Soquel Drive with bus stops near the Project site. According to 2011-2012 California Household Travel Survey for Santa Cruz County data, approximately 3% of Santa Cruz County residents use transit to travel to work. This typically represents the highest level of transit ridership during the day, with other periods being lower. If it is conservatively assumed (from the standpoint of transit demand) that 3% percent of the employees and patrons of the development use transit during the peak hours of the day, it represents approximately two new passengers in both the weekday AM peak period and weekday PM peak period, which has negligible adverse impact on transit mobility, accessibility, or safety at any of the study intersections. Bus stops are located within 500 feet from the Project site. Service routes and stops are discussed in detail in the **Existing Transit Facilities** section of this report.

SUMMARY OF POTENTIAL IMPACTS

Figure 2 identifies sidewalks, walkways, bicycle parking, and other amenities that will be constructed in compliance with adopted County standards; thus, the Project's impact on pedestrian, bicycle, and/or transit facilities is less than significant.

ATTACHMENT 4

9. VEHICLE MILES TRAVELED EVALUATION

This section documents a Vehicle Miles Traveled (VMT) assessment for the proposed 13,100 square-foot CVS retail store. With the passage of SB 743, VMT has become an important indicator for determining if a new development will result in a "significant transportation impact", as required by the California Environmental Quality Act (CEQA). While SB 743 will not be enforced until July 1, 2020, once enforceable, jurisdictions (lead agencies) will have to adopt VMT-related thresholds of significance and fully implement the requirements of SB 743. It is increasingly becoming a best practice to provide this information prior to the enforcement date to clarify a development's potential VMT-related impact even if a jurisdiction has yet to set specific VMT significance thresholds.

BACKGROUND

SB 743 is part of a long-standing policy effort by the California legislature to improve California's sustainability and reduce greenhouse gas emissions through denser infill development, a reduction in single occupancy vehicles, improved mass transit, and other actions. Recognizing that the current environmental analysis techniques are, at times, encouraging development that is inconsistent with this vision, the legislature has taken the extraordinary step to change the basis of environmental analysis for transportation impacts from Level of Service (LOS) to Vehicle Miles Travelled (VMT). VMT is understood to be a good proxy for evaluating air quality and other transportation related impacts that the State is actively trying to mitigate. While the use of VMT to determine significant transportation impacts has only been considered recently, it is by no means a new performance metric and has long been used as the basis for transportation system evaluations, as well as an important metric for evaluating the performance of Travel Demand Models (TDM).

While there are several ways to assess VMT, TDMs are typically considered the gold standard for VMT evaluation. TDMs are used primarily because when compared to other VMT calculation tools, they require fewer assumptions and are far more effective at evaluating land uses that are sensitive to the proximity of other land uses. In addition, TDMs consider other spatial and contextual considerations that other tools do not. Many of the sketch planning tools that are being promoted for use in evaluating VMT either rely heavily on TDM data or have broad assumptions that can result in incorrect findings if the practitioner does not fully understand those assumptions. A good discussion is provided within the most recent release of the VMT Technical Advisory[1] produced by the State's Office of Planning and Research (OPR) as to the importance of using tools that are sensitive to the aspects described above (adjacent land use interactions, special, and contextual considerations) when determining VMT. It is not to say, however, that TDMs are without their limitations, especially when you are evaluating a relatively small land use change in a regional context. An important, yet easy to overlook aspect of the *Technical Advisory* is that it recognizes that each land use type has a unique contribution to VMT for the region. This point is critical when evaluating the VMT performance of a local serving retail store such as the proposed CVS.

ANALYSIS METHODOLOGY

Page 16 of the *Technical Advisory* specifically addresses some of the key issues surrounding how a local serving retail store, particularly in an urban context, should be evaluated in terms of its VMT impact. As described, the threshold for significance is "a net increase." This means that if a proposed store produces one additional VMT, it would result in a finding of significance. However, the document further explains that local retail stores in an urban context, as is the case with this CVS location, can be determined to result in an overall VMT reduction by the lead agency. This is consistent with the desire to develop more sustainable communities that have fewer transportation impacts.

Local commercial uses, particularly in urban contexts, primarily serve pre-existing needs (i.e. they do not generate new trips because they meet existing demand). Because of this, local commercial uses can be presumed to reduce trip lengths when a new store is proposed. Essentially, the assumption is that someone will travel to a newly constructed local serving store because of its proximity, rather than the proposed store fulfilling an unmet need (i.e. the person had an existing need that was met by a store located further away and is now traveling to the new store because it is closer to the person's origin location). This results in an existing trip on the roadway network becoming shorter, rather than a new trip being added to the roadway network which results in an impact to the overall transportation system. Conversely, residential and office land uses often drive new trips given that they introduce new participants to the transportation system. However, a CVS store does not truly generate new trips that are added to the transportation system. As such this means that the impact to the transportation system will be reduced by the introduction of a new retail store that is primarily local/regional in its service focus.

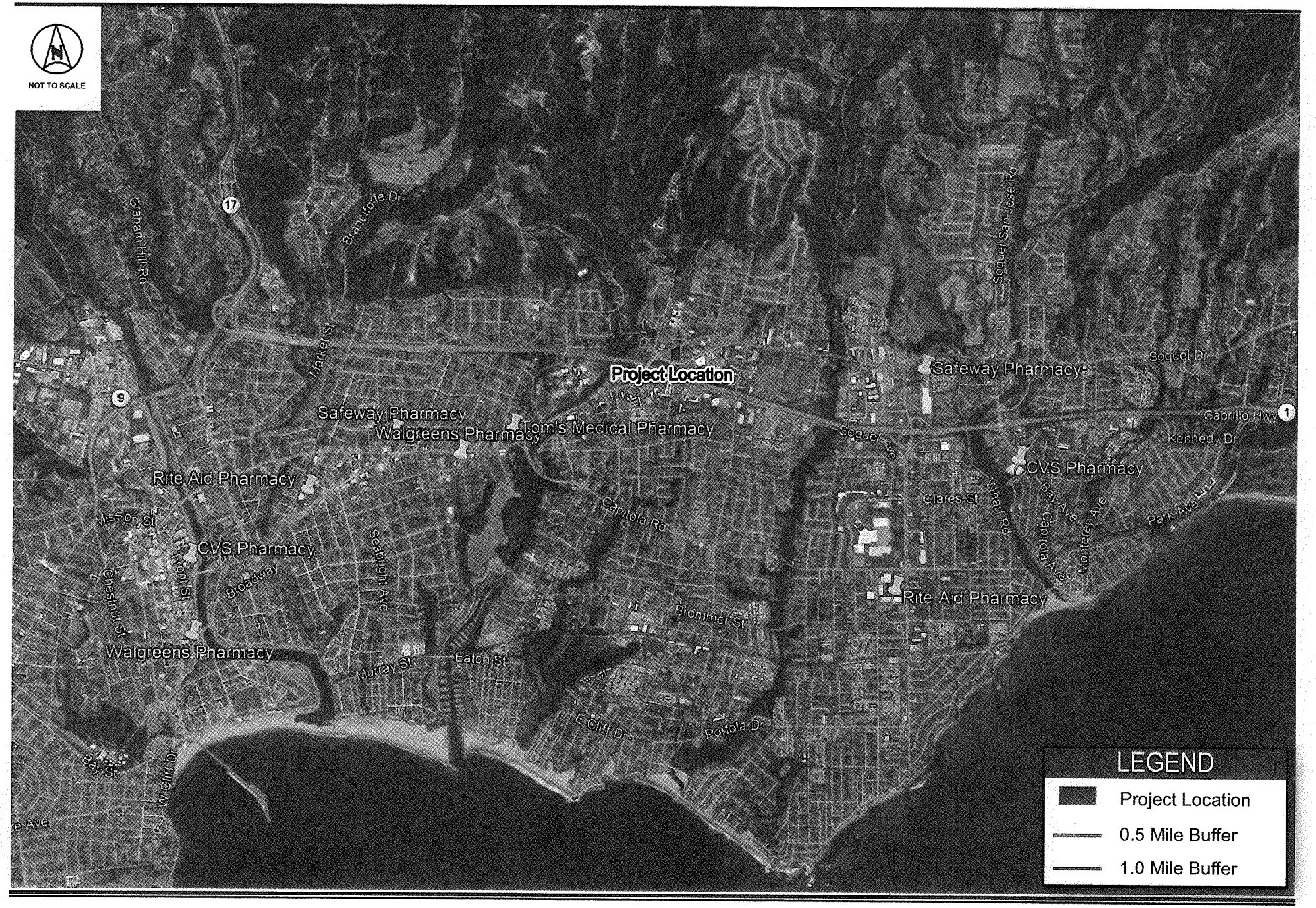
The *Technical Advisory* provides for a general threshold of 50,000 square-feet as an indicator as to whether a retail store can be considered local serving or not. As described above, this is an important consideration in terms of a VMT-related significant impact determination. As the proposed CVS store would be 13,100 square-feet, and based upon the typical profile of a CVS store, it is clearly local serving. The *Technical Advisory* also provides that a less than significant finding can be further substantiated by showing the proximity of other similar uses. Although a specific market study is not being provided as part of this memorandum, a map showing the proximity of other similar stores is provided as **Figure 17.** As shown in **Figure 17**, this CVS store will reduce trip lengths by "adding retail opportunities into the urban fabric further improving retail destination proximity"[1]. Accordingly, it is appropriate that the proposed CVS store be presumed, in accordance with the *Technical Advisory*, that it will result in a VMT reduction and support the goals of SB 743.

FINDINGS

This analysis considered how the introduction of this store, its location, and the nature of services that it provides, would affect customers' destination choices given existing travel patterns. Based on the results of this assessment, it was determined that the proposed CVS store would result in a net VMT reduction. Accordingly, it was determined that the proposed CVS store would not result in a significant transportation impact with respect to SB 743 VMT evaluation methodologies.

[1] *Technical Advisory on Evaluating Transportation Impacts in CEQA*. Governor's Office of Planning and Research, State of California. December 2018.

ATTACHMENT 4



Kimley»Horn

Figure 17
Proximity of Similar Retail Stores

10. OTHER TRANSPORTATION EVALUATIONS

The following sections discuss proposed site access and circulation, on-site parking supply, Measure D relevance to the Project, and existing/future Highway 1 operations.

ON-SITE PARKING

The Santa Cruz County Municipal Code (13.10.552) requires one vehicle space per 300 square feet of gross building floor area and 1 bicycle space per 1,000 square feet of gross building floor area. Based on the Project's gross building floor area of 13,111 square feet, 44 vehicle parking spaces are required and 13 bicycle parking spaces are required. The County requires a maximum of two ADA spaces for between 26 and 50 total spaces required. This requirement would entail typical "retail" uses for staff and customer parking.

The Project will construct 50 vehicle parking spaces on-site (including 4 ADA stalls) for employees and customers, as well as 13 bicycle rack spaces. The proposed parking supply is summarized as follows:

- Employee, customer, etc. spaces (50 total):
  - 46 – Employee / Customer Spaces
  - 4 – ADA Spaces

The Project's proposed 50 vehicle parking spaces and 13 bicycle parking spaces exceed the County requirement of 48 vehicle parking spaces and is equal to the 13-bicycle parking space requirement. Therefore, the proposed parking supply is sufficient.

SITE ACCESS AND CIRCULATION

On site circulation was evaluated at the Project's two driveways, which will be located on Soquel Drive (Intersection #3) and Commercial Way (Intersection #7).

SOQUEL DRIVE / PROJECT DRIVEWAY #1 (INTERSECTION #3)

The driveway that currently exists and provides access to the existing Decor Furniture store will be demolished and a new Project driveway will be constructed and aligned with the existing Dominican Hospital stop controlled driveway on Soquel Drive (Intersection #2) to create a four-leg intersection. The Project driveway will be stop-controlled and will restrict left-turns out of the driveway through-out the day. Westbound left-turns and eastbound right-turns will be permitted for motorists entering the Project site throughout the day. It is anticipated that the north driveway, that currently provides ingress and egress to Dominican Hospital users will continue to be stop-controlled and will restrict left-turns out from 7:00am to 9:00am and 3:00pm to 6:00pm once the CVS Project is constructed. This would result in acceptable levels of service during the AM and PM peak hours.

Westbound left-turn striping improvements along Soquel Drive at the Project Driveway will be constructed by the Project.

HIGHWAY 1 NB ON-OFF RAMP / COMMERCIAL WAY & PROJECT DRIVEWAY #2 (INTERSECTION #7)

The driveway that currently exists and is stop controlled, provides access to the existing mini-warehouse. The existing driveway will be demolished, and a new Project driveway will be constructed on Highway 1

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Northbound On-Off Ramps / Commercial Way (Intersection #7). Only right-turns in and right-turns out of this Project driveway will be permitted during Existing and Near Term Conditions. It is anticipated that the planned Caltrans ramp improvements, which will convert Commercial Way into a cul-de-sac and will no longer connect to the Highway 1 Ramp, will be constructed by future year 2035. It is expected that the Project driveway during Cumulative Conditions will be stop-controlled, will continue to have access to Commercial Way, and that right-turns in and left-turns out of the driveway will be permitted.

Concepts of the proposed intersection improvements, Project driveways, and Commercial Way cul-de-sac are shown in the **Appendix**.

QUEUE ANALYSIS AT HIGHWAY 1 NB ON-OFF RAMP / COMMERCIAL WAY

Queue lengths for the Highway 1 Northbound On-Off Ramp under Existing, Near Term, and Cumulative baseline conditions, as well as all Plus Project scenarios, are shown in **Table 12**. Queue length exceeding available storage lengths are highlighted. The queue length outputs are included in the **Appendix**.

Table 12 – Queue Analysis (Existing, Near Term, and Cumulative Conditions)

Scenarios		Northbound Queue Length (ft)
Existing	AM	355
	PM	360
Existing+ P	AM	366
	PM	383
Near Term	AM	380
	PM	377
Near Term+ P	AM	388
	PM	420
Cumulative	AM	542
	PM	364
Cumulative+ P	AM	553
	PM	377

As shown in the Table, it is not anticipated that queue would not spill back to Highway 1 mainline during Existing, Near Term, Cumulative, or Plus Project Conditions.

11. SUMMARY OF IMPACTS AND MITIGATION MEASURES

Based on the analysis above, the Project will trigger impacts at five study intersections. The following discussion describes the impacts, mitigations, and proportional fair share estimates to mitigate the impacts.

The improvements described below are currently unfunded and therefore are not included in the County Capital Improvement Program (CIP). The proportional fair share is based on the estimated Project AM and PM peak hour trips traveling through the intersection, as a percentage of the total future cumulative growth in traffic (i.e., Existing to Cumulative Plus Project conditions for the combined AM and PM traffic).

Soquel Drive & Paul Sweet Road / Commercial Way (Intersection #2)

Soquel Drive & Paul Sweet Road / Commercial Way is a Caltrans District 5 intersection. The study intersection operates at unacceptable LOS during AM and PM peak hours in all study scenarios. As part of the planned Highway 1 / Soquel Drive & Soquel Avenue interchange improvements, Caltrans plans to construct the following improvements at this study intersection:

- Convert one westbound left turn lane to westbound through lane.
- Add one westbound shared through and right turn bay.
- Add one northbound left turn lane.
- Add one eastbound right turn bay

A detailed layout of this intersection is attached in **Appendix**.

Implementation of these improvements would improve intersection operations to LOS D during AM and PM peak hours. However, these improvements are currently unfunded and are not included in the County Capital Improvement Program (CIP). Caltrans does not have a fee program in place for collecting fair share impact fees and the planned interchange improvements are not under Santa Cruz County jurisdiction. Therefore, until the identified improvements are constructed, this impact would be significant and unavoidable.

Soquel Drive & Mission Drive (Intersection #5)

Soquel Drive & Mission Drive is a Santa Cruz County intersection. The intersection will operate at an unacceptable LOS E during the PM peak during Cumulative and Cumulative plus Project conditions. This impact would be mitigated by implementing split phasing signal operation on the northbound and southbound approaches. **The Project's proportional fair share payment for this impact is approximately 1.9%.** The engineering cost estimate for this improvement is $81,000 (included in the **Appendix).** Therefore, the Project's fair share cost would be approximately **$1,570.**

Highway 1 NB On-Off Ramp / Commercial Way & Project Driveway #2 (Intersection #7)

This is a Caltrans District 5 intersection. The study intersection operates at unacceptable LOS during AM and PM peak hours in Cumulative and Cumulative plus Project study scenarios. As part of the planned Highway 1 / Soquel Drive & Soquel Avenue interchange improvements, Caltrans plans to construct the improvements identified at intersection #2 above, as well as ramp realignment and a cul-de-sac at the Project driveway.

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Implementation of these improvements would improve intersection operations to LOS A during AM and PM peak hours. However, these improvements are currently unfunded and are therefore not included in the County Capital Improvement Project (CIP). The Cumulative impact is thus significant and unavoidable until the improvement is constructed.

Traffic Improvement Area Fees

The Project is required to pay a Transportation Improvement Area (TIA) fee to Santa Cruz County based on daily net new trips generated. The ITE Trip Generation Manual uses a daily trip rate of 6.3 trips per 1,000 square feet for the existing furniture store and Santa Cruz County Fee Schedule allows max of 40 trips per 1,000 square feet for the proposed pharmacy land use categories. Additionally, the ITE trip schedule uses a daily rate of 1.51 trips per 1,000 square feet for the existing warehouse land use category. The existing apartment land use is credited based on units, not daily trips. Daily rates identified in the ITE Trip Generation Manual and referenced in this section are used in the fee calculations only. Consistent with County policies, ITE trip generation data and methodologies are used in this study's impact and mitigation analysis.

A **total fee credit of $39,879** is estimated for the existing warehouse, apartment, and furniture land uses that will be demolished prior to construction of the proposed pharmacy. This includes Soquel Transportation Improvement fees ($19,939.50) and Soquel Roadside Improvement fees ($19,939.50). **The Project will be responsible to pay a total of $268,410.60** ($314,664 gross impact fee minus $39,879 fee credit = $268,410.60) in County improvement fees. These fees include Soquel Transportation Improvement fees and Soquel Roadside Improvement fees. These TIA fees are subject to change and are payable at the time the building permit is issued.

Through payment of the TIA fees and fair share payments identified above, the Project would mitigate all incremental Cumulative impacts.

Conclusion

Based on the above mitigation measures, the Project will be required to pay a total of $268,410.60 in traffic impact fees.

APPENDIX

EXISTING CONDITIONS TRAFFIC COUNTS

EXISTING CONDITIONS SYNCHRO OUTPUT SHEETS

EXISTING PLUS PROJECT CONDITIONS SYNCHRO OUTPUT SHEETS

NEAR TERM CONDITIONS SYNCHRO OUTPUT SHEETS

NEAR TERM PLUS PROJECT CONDITIONS SYNCHRO OUTPUT SHEETS

CUMULATIVE CONDITIONS SYNCHRO OUTPUT SHEETS

CUMULATIVE PLUS PROJECT CONDITIONS SYNCHRO OUTPUT SHEETS

MITIGATED CONDITIONS SYNCHRO OUTPUT SHEETS

PROPOSED HIGHWAY 1/SOQUEL DR & SOQUEL AVE LAYOUT

METHODOLOGY, COMMENTS, AND CORRESPONDENCE WITH SCC STAFF

HIGHWAY 1 CORRIDOR INVESTMENT PROGRAM PROJECT ALTERNATIVES

IMPROVEMENT COST ESTIMATES

ATTACHMENT 4

Dignity Health
Dominican Hospital

February 20, 2020

Leanna Swenson
Development Project Manager
Boos Development
2020 L Street, Suite 245
Sacramento, Ca. 95811

Ms. Swenson,

We are in receipt of your letter dated November 4, 2019, regarding the installation of a traffic calming sign on the Dominican property at the driveway located on Soquel Dr. The purpose of the sign is to restrict left turn motions during AM and PM peak times at the hospital driveway location on Soquel Dr. near Paul Sweet Rd. As you stated, we have agreed to allowing this sign to be installed; however, the timing of your project is independent of us and therefore your need to have this sign installed will be based on the approval of your project, which we are not a party to. We will permit, at no cost to Dominican and/or Dignity Health, the installation of this sign upon approval of your project subject to the following conditions:

1. The cost for the installation of the sign will not be the responsibility of Dominican Hospital or Dignity Health.
2. Any liability in connection with the installation of the sign shall be CVS and/or Boos Development responsibility. Dominican Hospital and Dignity Health will assume no responsibility. The site plan shall also show what, if any landscape or hardscape that is to be removed and/or replaced.
3. Construction plans shall be submitted to Dominican Hospital and Dignity Health which show sign details, location, height, dimensions, and lettering. Contractor's staging area and timeline shall also be submitted. Construction of sign cannot commence until these plans have been approved by Dominican and Dignity Health in writing.
4. All construction shall be coordinated and approved by Dominican personnel. No unauthorized construction shall be allowed.
5. Dominican and Dignity Health are in the process of obtaining approval for the remodel of the hospital campus. While we do not anticipate this sign interfering with these plans, should it become necessary to move, or relocate this sign, CVS will agree to do so at their expense.
6. CVS must submit a letter from the County of Santa Cruz indicating their approval of the sign plans. After installation, CVS will provide another letter demonstrating the County has approved the installation.
7. Any damages caused during or as a result of the installation of the sign shall be the responsibility of CVS, it's employees, consultants, contractors, and/or sub-contractors.

Thanks again. And we wish you success with your project

Sincerely,

Nanette Mickiewicz, MD
President and CEO
Dignity Health Dominican Hospital

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